

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider Project Selection Methodology for Regional Transportation Plan (RTP)		10/24/00	8

RECOMMENDATION

It is recommended that for development of the 2001 RTP the Agency adopt the project selection methodology as described in Attachment A.

SUMMARY

Staff is recommending that the Agency adopt the project selection methodology contained in Attachment A which includes earmarking 15% of the State Transportation Improvement Program (STIP) funding for street and road rehabilitation/minor projects and not restricting the expenditure of the State Transportation Improvement Program (STIP) funding to the Redding Area Bus Authority (RABA) service area.

DISCUSSION

The Agency directed staff to convene a working group made up of the owners and stakeholders of the transportation system of Shasta County. The RTP Working Group has been meeting since April of 2000 to participate in updating the 2001 RTP. Staff for the cities of Anderson, Redding and Shasta Lake; the County of Shasta; Caltrans; National Park Service; Shasta Senior Nutrition Program; Consolidated Transportation Services Agency; along with a number of interested citizens have been regularly participating. So far the working group has reviewed and recommended a list of goals, policies and objectives for the 2001 RTP. A draft list of street, road and highway projects has been assembled for inclusion in the Action Element.

The next step is for the projects contained in the RTP to be listed in regional priority. This is necessary in order to meet the requirements outlined in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. The priority procedures being considered were drafted consistent with the seven federal transportation planning factors required in TEA 21, and the goal of the Shasta County RTP.

The seven TEA 21 transportation planning factors are:

1. Preservation of the existing transportation system.
2. Integration and connectivity
3. Accessibility and mobility
4. Economic vitality
5. Efficient operation and management
6. Environment, energy conservation and quality of life
7. Safety and security

The overall goal of the RTP that was adopted in 1998 has been reviewed by the Working group. Their recommendation is to continue to use it for the 2001 RTP.

"Provide a safe, balanced, coordinated and cost-effective transportation system that conserves energy and preserves air quality, serves the needs of the local metropolitan area and region, and is consistent with and helps implement local agencies' general plans."

Based on the above listed general guidance, the working group reached a consensus that the projects proposed by the 2001 RTP should reflect a multimodal transportation system incorporating streets, roads and highways; bus transit; and bicycle and pedestrian facilities with emphasis as following:

1. The relative priority by mode is as follows:
 - a. First priority - street, road and highway
 - b. Second Priority - transit
 - c. Third priority - bicycle and pedestrian
2. Street, road and highway - Projects vs. Rehabilitation
 - a. Rehabilitation is identified as a high priority underfunded need.
 - b. A portion of the STIP funds should be taken off the top to fund street and road rehabilitation/minor projects.

Areas of Working Group Consensus

The RTPA Working Group was also able to arrive at a consensus on the following five factors for scoring and ranking by priority the regional projects (Exhibit A):

1. Travel Time and Safety 30% -- The Caltrans Benefit/Cost Analysis model will be used to determine the cost benefit ratio and rates of return on the proposed investment in the projects. This model focuses on travel time saved analyzing and placing a cost on the time a user of the facility would save if the project is built. Safety benefits are determined by placing a cost on accidents and determining how much will be saved by building a new safer facility. Projects will be run through the model and ranked sequentially from high to low.
2. Congestion Relief 30% -- The projects will be evaluated on their impact and improvement of the level of service (LOS). This scoring involves looking at three factors. First what the LOS of the street or intersection would be without the project in the year that the project is planned for construction. The worse the LOS, the higher the points. The second factor is the amount of traffic currently using the facility. The more traffic the higher the score. The third factor is the amount of traffic that will use the new facility instead of other streets because of the project.
3. Community Benefit 15% - In order to address the TEA 21 planning requirements, access for the traveling public, economic development and regional cooperation need to be considered.

4. Regional Significance 15% - This is based on the functional classification of the facility. The highest points are awarded to the principal streets and highways, the main regional routes. Lesser points go to local streets that provide movement around community.
5. Air Quality 10% - The impact of the entire RTP as a whole on air quality will be analyzed to insure that the plan will not degrade air quality in Shasta County. This factor provides an incentive to add features to a project that would help reduce automobile trips or allow the choice of an alternative to the auto.

Areas of Controversy

During the process of the Working Group developing the priority procedures, there were differing views on two major issues.

- One very important issue involved determining how much of the State Transportation Improvement Funds should be set aside for use on rehabilitation projects. This question arises from the problem of trying to compare rehabilitation projects with street and road construction projects. Rehabilitation cannot be objectively compared to capital projects because their transportation benefit is different.
- There was consensus that rehabilitation is high priority and underfunded on a region wide basis. It was agreed that of the two possible major funding sources, Regional Surface Transportation Program (RSTP) and State Transportation Improvement Program (STIP) funds that all of the RSTP should continue to be exchanged for state funding and used for maintenance and rehabilitation of streets and roads.
- This left the issue of how much, if any of the STIP funding should be reserved for rehabilitation. The cities of Anderson, Redding and Shasta Lake initially proposed that all or nearly all of the STIP funds should be used for capital projects to address future growth related needs. On the other side was the County with its much more expansive road network asking that as much as 50% of the funding be left available for rehabilitation.
- The three cities countered with a proposal that suggested that 10.8% of the STIP be used for rehabilitation and other discretionary uses. Additionally, Anderson and Shasta Lake would be guaranteed at least \$500,000 every five years so they would have sufficient funds to be able to program at least one project. The County felt that this is too small of a percentage of the STIP for rehabilitation and suggested following the RTPA staff's original suggestion to wait until after the call for projects to set any specific amounts aside for each agency to use on rehabilitation. In order to move forward with the plan, the RTPA staff suggested a compromise of an off the top 15% for rehabilitation and a

minor project program. For planning purposes the rehabilitation set aside would be distributed by population. This would allow a calculation of unfunded rehabilitation needs by agency. This percentage is very close to the percentage of STIP funding actually used for rehabilitation in the last three years.

2. The second major issue where a consensus could not be reached involved another part of the proposal jointly prepared by the cities of Anderson, Redding and Shasta Lake (Attachment B). They suggested that the expenditure of the remaining percentage of regional share after the set aside of STIP funds for rehabilitation/minor projects be allowed only within the RABA service area (JPA Exhibit Map Attachment C).

- The cities based their recommended geographic limitation on the assertion that the RABA service area corresponds to the area within Shasta County with the most traffic congestion and demand for transportation services.
- This limitation was objected to by Shasta County and Caltrans as unreasonable and unnecessary in light of the project selection procedures. Attached to this Staff report is a letter from Caltrans expressing their viewpoint. (See Attachments D & E)
- The RTPA staff cannot recommend an arbitrary geographic restriction on where the STIP funds are expended for the following reasons:
 - ◆ The most important reason is that the planning area for the RTPA encompasses the entire County. The residents of the County and the City of Redding living outside of the RABA service area should not arbitrarily be excluded from having their street and highway transportation needs met for the next 25 years. Utilizing the proposed selection procedures will select projects to improve the transportation system based on regional needs. Why then would the Agency want to limit the area where STIP funds could be spent to an arbitrary geographic area?
 - ◆ The RABA service area limitation would exclude regional project funding participation in a number of regional projects underway or being considered. The Knighton Road Extension a high ranked regional project programmed in the initial round of project selection for the 1998 RTIP is located in Churn Creek Bottom which lies outside of the service area. After the initial round of programming in 1998, the Agency programmed a 10% participation of regional funds for the environmental phase of the Buckhorn project. At this meeting the Agency is being asked to amend the 2000 RTIP adding the SR 44 Stillwater project to the 2000 STIP. This project also falls outside of the funding area. The portion of Airport Road which was recognized earlier this year by the Governor through the grant

of \$3,000,000 in the Governor's Transportation Improvement Program lies outside of the RABA service area. This is an important joint project to Redding, Shasta County and Anderson.

- ♦ Senate Bill 45 which opened up access to the STIP funds by the regional agencies clearly envisioned that decisions on where the funds should be programmed should rely on transportation needs, not on an arbitrary boundary. The Guidelines adopted by the California Transportation Commission outline the eligibility for regional improvement program projects.

Except for project planning, programming and monitoring all STIP projects will be capital projects needed to improve transportation in the region.....

- ♦ State Highway Account funds originate from state and federal fuel taxes. These taxes are paid by both the residents of the cities and the unincorporated county. An arbitrary restriction of where these funds may be used is unfair.
- ♦ Limiting the area where the STIP funds could be expended would artificially limit the alternatives available for consideration during both the National Environmental Policy Act and California Environmental Quality Act review process for projects.
- ♦ This limitation would conflict with Executive Order No. 12898 requiring consideration of disproportionate impacts on minority populations as part of complying with Civil Rights Act of 1964. It would also arbitrarily eliminate consideration of utilizing a specific funding source for participation in projects with the Pit River Indian Tribe one of the governmental entities within the boundaries of the Shasta County MPO.

Staff Recommendation

Staff recommends that the Agency adopt the project selection methodology outlined in Attachment A, and set aside 15% of the STIP funding for funding street and road rehabilitation and minor projects. The minor projects must be Categorically Excluded from NEPA and be consistent with the project types listed in Table II and III of the Federal Air Quality Regulations. Projects located on any facility and any geographic area of the County can compete and be subject to selection utilizing the adopted methodology programed to utilize STIP funds.

ALTERNATIVES

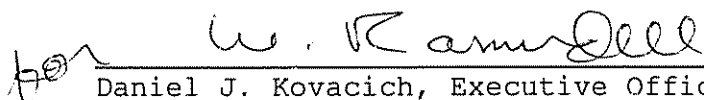
In addition to the staff recommendation, the Agency could adopt the "Three City" selection procedures contained in Attachment B. The areas of disagreement have been discussed above.

OTHER AGENCY INVOLVEMENT

These issues have been discussed at length by the RTP Working Group comprised of local, state, and federal agency staff along with general public members and other interest groups. As noted above consensus was reached on the scoring criteria for the project prioritization process. However, no consensus could be reached on either the issue of a set aside for rehabilitation or the issue of a geographic focus area for expenditure of STIP funds.

FINANCING

There is no financial impact on the RTPA in adopting the Staff recommendation.


Daniel J. Kovacich, Executive Officer

/jmg

Attachments: Attachment A - RTPA Proposed Selection Methodology
 Attachment B - City of Redding Letter & Three City Proposals
 Attachment C - RABA Service Area Map
 Attachment D - Shasta County Letter
 Attachment E - Caltrans' Letter

ATTACHMENT A

STIP PROJECT PRIORITIZATION

The process to distribute and prioritize the list of projects for the Regional Transportation Plan is outlined below. Local street and road rehabilitation and state highway rehabilitation projects using STIP funding are selected, proposed or sponsored by the agency within which the project occurs. State funded road and highway projects and local agency proposed public transit and non-motorized projects are independently prioritized.

Funds Available for Planning --For planning purposes, the following STIP funds are projected for the years shown below:

<u>Years</u>	<u>Funds</u>	<u>Planning Period</u>
2000-2004	\$ 50,000,000	First
2005-2009	50,000,000	Second
2010-2014	50,000,000	Third
2015-2020	50,000,000	Fourth
2021-2025	<u>50,000,000</u>	Fifth
Total	<u>\$ 250,000,000</u>	

Distribution of Funds – Funds shall be distributed as follows:

Fifteen percent shall be set aside for road rehabilitation.
Eighty-five percent shall be set aside for projects.

Street and Road Rehabilitation -- High priority for discretionary funds and up to 15% of the STIP will be dedicated for rehabilitation/minor projects. Any local road rehabilitation funded from the STIP will come from the 15 percent set aside for that purpose. All other STIP funds shall be used for Street, Road, and Highway Projects.

State Highway Maintenance and Rehabilitation -- Caltrans has a statewide SHOPP program to address state highway maintenance.

Street, Road, and Highway Projects -- These are high priority projects accounting for 85 percent of the STIP funding making up the primary source of funding available in the region. Projects will be prioritized on a competitive basis using the following methodology. (Total 100 points)

1. **Travel Time and Safety** -- Caltrans Benefit/Cost Analysis - Projects will be run through the model and ranked sequentially from high to low -- a maximum of 30 points possible as follows:
 - a. Top quartile 30 points
 - b. Second quartile 21 points
 - c. Third quartile 14 points
 - d. Bottom quartile 7 points
2. **Congestion Relief** -- Projects will be evaluated on their impact and improvement of the level of service (LOS) -- up to 30 points from the following to categories:

- a. Projected LOS for streets and intersections without project (in year that the project will be implemented):

	<u>Points</u>
LOS A	0
LOS B	2
LOS C	4
LOS D	6
LOS E	8
LOS F	10

- b. Current level of traffic on street as expressed in average daily traffic(ADT):

<u>ADT</u>	<u>Points</u>
Under 2,000	0
2,000 to 5,000	1
5,001 to 10,000	2
10,001 to 15,000	3
15,001 to 20,000	4
20,001 to 25,000	5
25,001 to 30,000	6
30,001 to 35,000	7
35,001 to 40,000	8
40,001 to 45,000	9
Over 45,001	10

- c. Traffic projected to be diverted from an existing street by project as expressed in average daily traffic (ADT):

<u>ADT</u>	<u>Points</u>
Under 5,000	2
5,001 to 8,000	4
8,001 to 12,000	6
12,001 to 16,000	8
Over 16,001	10

3. **Community Benefit** (Factors must be addressed by specific project purpose) -- 20 points possible as follows:

a.	<u>Points</u> (0 to 4)
Improves access to work (additive points)	
Eliminates sight distance problems or adds turn lane	1
Eliminates accident history problem	1
Provides controlled pedestrian access	1
Constructs traffic signal or improves freeway ramp	1

- b. Leverages Regional Improvement Program (RIP) funds (select one only) **Points** (0 to 4)
- | | |
|--|---|
| Project funding is 5 to 15% non-RIP funding | 1 |
| Project funding is 16 to 25% non-RIP funding | 2 |
| Project funding is 26 to 49% non-RIP funding | 3 |
| Project funding is 50% or more non-RIP funding | 4 |
- c. Provides for Public Transit (select one only) **Points** (0 to 4)
- | | |
|--|---|
| Provides right-of-way for bus stop | 1 |
| Constructs bus turnout | 2 |
| Installs a bus turnout and a passenger bench | 3 |
| Installs a bus turnout and a passenger shelter | 4 |
- d. Creates new jobs (select one only) **Points** (0 to 4)
- Project allows construction of facilities that employs/creates:
- | | |
|----------------|---|
| 0 - 50 jobs | 0 |
| 51 - 150 jobs | 1 |
| 151 - 250 jobs | 2 |
| 251 - 400 jobs | 3 |
| 401 + | 4 |
- e. Joint agency road project where each participant has at least 5% of the total project within their jurisdiction (select one only) **Points** (0 to 4)
- | | |
|------------------------------|---|
| Single agency project | 0 |
| Two agency project | 2 |
| Three or more agency project | 4 |
4. **Regional Significance** -- Based on functional classification of the road
- 15 points possible as follows: **Points**
- | | |
|---|----|
| a. Principal arterial and local arterials | 15 |
| b. Collectors | 10 |
| c. Local streets | 5 |
5. **Air Quality** -- Maximum of 5 points possible as follows: **Points**
- | | |
|------------------------|---|
| a. Class II bike lanes | 1 |
|------------------------|---|
- While a roadway may be constructed with a paved shoulder that could accommodate bicycle travel, to receive points under this section, the facility would require signing and markings in conformance with Caltrans standards.
- | | |
|---|---|
| b. Sidewalk facilities on both sides (urban) or 4 foot paved shoulder on both sides (rural) | 1 |
|---|---|

c. Improves Air Quality

3

Benefit will be measured in total project cost per pound emission reduction. Calculations will be according to the latest edition of "Methods to Find Cost-Effectiveness of Funding Air Quality Projects". The median cost per pound for each project shall be taken among all projects. Points shall be awarded as follows:

Cost less than 50% of median cost	3
Cost less than 75% of median cost	2
Cost more than 75% of median cost	1

Barriers to Pedestrian, Bicycle and Disabled Usage -- For the purpose of evaluating projects, it is assumed that all projects will incorporate ADA requirements, pedestrian and bicycle routes and safe route to school considerations where applicable.

Public Transit -- The methodology for selecting transit projects will be based on the transit study when it is completed later in the fall.

Non-motorized Projects -- The methodology for selecting standalone projects is primarily based on the funding program, Congestion Mitigation Air Quality, Recreational Trails Program, or Transportation Enhancement.

Agency to Agency Advances -- In order to facilitate projects, agency's may advance one another funding it receives and reschedule projects in order to get a project constructed before it might otherwise occur. The agency advancing the funds shall be reimbursed by the agency receiving the funds. Advances shall also be approved by the RTPA.

pp/bt/106a

ATTACHMENT "B"



CITY OF REDDING

OFFICE OF THE CITY MANAGER

760 Parkview Avenue, Redding, CA 96001-3396

P.O. Box 496071, Redding, CA 96049-6071

530 225 4060 FAX 530 225 4325

Michael Warren, City Manager

Phillip A. Perry, Assistant City Manager

Kurt Starman, Deputy City Manager

September 13, 2000
T-100-375

Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, California 96001

Subject: State Transportation Improvement Program (STIP) Project Selection Criteria

Dear Dan:

Thank you for submitting for discussion purposes a proposed project selection and prioritization process proposal. The three cities have met and were submitting a proposal. We have adapted our proposal to your format and would like to discuss it with you and others at the next meeting. We recognize that there will be details to discuss and clarifications to be made. An effort was made to make it as easy for the RTPA to administer as possible.

As you will recall, in 1998 things were happening at a rather quick pace and there were a number of changes in the development of the regulations and project selection criteria. The ability for local jurisdictions to program funds for local projects met with a lot of focused project submittals since Caltrans had historically controlled improvements on the federal and state highway systems within the urban areas. As the agencies move forward to develop the next round of project submittals in conformance with the Regional Transportation Plan update, we believe that we should look to where the expenditure of funds will have the most impact on the mitigation of traffic problems within the region. The community expects that we will make every effort to reduce traffic congestion. There are acknowledged traffic problems now that cannot be funded in the urban area and they will persist unless resolved. We believe the emphasis should be on projects, not maintenance.

The cities recognize that maintenance is a concern for the County (as well as the cities); therefore, a minimum level of funding is proposed for each local agency that it may use as it sees fit as long as it is an eligible activity. As you know, there is a separate effort in Sacramento to allocate funds for maintenance activities along with the gas tax funds that flow to the jurisdictions. We believe this will continue. In addition, there are other funds available to the County directly for road maintenance purposes that are not available to the cities. These include, but are not limited to, timber receipts, gas tax, Transportation Department Act funds, and other state subsidies. Frankly, in terms of benefit, maintenance of rural roads from either a traffic or a house per mile ratio is a poor return on investment in terms of serving the public in the County. As a result, the focus of the cities is on the urban area where there are congestion issues.

Since local agencies must also sponsor State highway improvements within the area of each jurisdiction, there will not be enough for local street, arterial, and state route improvements, if too much is diverted to maintenance. Other than developer fees and redevelopment in certain areas, this is the one source of funds that local agencies can use to improve their traffic system. Thus, prior to making a commitment to expend the limited STIP funding for maintenance or projects in rural areas, we feel agencies should focus their efforts on developing projects in the urban area which relieve congestion as the first priority of the region and which do not induce further sprawl. This supports air quality efforts, economic development, more efficient land use patterns, and public transportation.

The cities believe the distribution of the bulk of the funds should be based on need for congestion relief projects, with the projects evaluated on a competitive basis. To that end, we believe the enclosed proposal provides a means to address local needs while also looking to the more expensive regional congestion relief issues which face us all. The proposal builds on the working draft you suggested. Modifications include the following:

- Set aside 10.8 percent of the STIP funds to go to local agencies every five years for maintenance, major projects and/or minor projects. These funds would be distributed generally by population with no agency receiving less than \$500,000.
- Set aside 89.2 percent of the STIP funds for projects with the best projects for the community being defined using competitive ranking. This includes any sponsored state projects.
- Identify the RABA service area as the focus of use for "project funds."
- Under the Street, Road, and Highway Projects section, increase the Caltrans Benefit/Cost Analysis to 30 points.
- Under Congestion Relief, raise the total points to 30 points in increments of 10 points each for the following:
 - Project Level of Service at the time the project is built.
 - Current average daily traffic of the street involved.
 - Amount of traffic that would be diverted to reduce congestion.
- Under Community Benefit, reduce the points to a maximum of 3 per item for a total of 15 points, and:
 - Eliminate "c" relating to pedestrian or bicycle travel as this topic appears to be covered under "a," air quality.
 - Add a category that recognizes new job generation.
 - Add a category that recognizes joint agency projects.
 - Delete the points for access for the disabled. We feel this is already covered because new projects must include ADA access as part of the design.

- Adjust the point ranking in the air quality section to give higher priority to reduce trip length and bike lanes.

We believe these proposed changes will help the region leverage other federal and state funding programs to meet the objectives within the Regional Transportation Plan. This approach should achieve maximum positive impact from the limited funds available through a competitive process, give assurance that each agency has something for what it deems to be important, resolves existing congestion problems, and preempts future traffic problems.

The cities believe that the urban area of Shasta County will continue to grow at a faster rate than the remainder of the County. As a result traffic, problems are and will continue to be concentrated in the urban area. Many of the rural areas are served by the State Highway system for which the state can generate other funds. If the agencies in the County want to achieve positive change, to prepare for continued growth, to allow new industry, and to create opportunities for new sales and property taxes, we must resolve traffic related congestion and air quality issues. We believe these changes will help accomplish that to occur.

We look forward to meeting with you this week to discuss the proposed changes.

Sincerely



Phillip A. Perry
Assistant City Manager

mw/rd/bt/125a
Enclosure

c: Mike Warren, Redding City Manager
Scott Morgan, Anderson City Manager
Jim Cain, Shasta Lake City Manager
Thom Nielsen, Director, District 2 Caltrans
Ray Duryee, Public Works Manager
Richard Barcus, Anderson Public Works Director
Dennis Stransky, Shasta Lake Public Services Manager

DEPARTMENT OF TRANSPORTATION



strict 2
57 Riverside Drive
O. Box 496073
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Phone: (530) 225-3477

October 10, 2000

Mr. Phil Perry, Assistant City Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001

Dear Mr. Perry:

This letter is in response to the City's September 13th and 22nd comments on the Shasta County RTPA project selection criteria for the Regional Transportation Plan (RTP). The District takes particular exception to the City's proposed criteria related to "focus areas" for project selection. We firmly believe focusing only on projects in the Redding Area Bus Authority (RABA) service area is not in the best interest of the transportation users in the City of Redding or Shasta County. The District believes the focus area should be expanded to include the entire county. Following are some of the reasons supporting our position:

- **Congestion Emphasis** – The District is supportive of an RTP emphasis on prioritizing congestion relief projects. With the pending Federal non-attainment designation of Shasta County and continued problems in the urban areas of Shasta County it is prudent that emphasis be placed on projects that improve air quality and mitigate congestion problems. The RTP proposed selection criteria includes provisions that will result in high prioritization of projects meeting these concerns. Excluding projects outside the RABA territory in the RTP is not necessary and will likely rule out good projects.
- **Interregional Improvements Funding** – The Department does not have the means to fund all "STIP type" projects on State Highways without RTPA support. As you know, SB45 set-aside roughly 25% of the STIP under Caltrans control in the Interregional Improvement Program (IIP). However, it was not the intent of the Legislature that the IIP fully fund the many interregional needs. In the recent 2000 STIP adjustment the Department identified in excess of \$1 billion worth of projects to compete for only \$290 million IIP funds available. Many of these projects will not be programmed without the RTPA's providing additional support from their Regional Improvement Program (RIP) portion of the STIP. Excluding projects outside the RABA territory in the RTP will not allow the Shasta County RTPA and Caltrans to meet interregional transportation needs.

Mr. Phil Perry

October 10, 2000

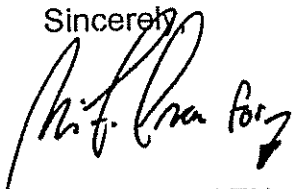
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- **Partnerships Fund Projects** – The District has been successful in funding interregional and regional State highway projects in Shasta County largely because of the strong partnerships we have developed. For example, the 1999 programming of the 2000 STIP resulted in programming the environmental phases of two important State highway projects: the Dana Ramp and Buckhorn Improvement projects. The District's submittal of its program would not have been competitive in Sacramento for IIP funds if the Shasta County RTPA did not support these projects with RIP funds. In fact, the selection criterion for IIP funding weighs highly the partnerships between local agencies and the districts. Excluding projects outside the RABA territory will likely result in few Shasta County highway projects being competitive for IIP funding.

In summary, we believe it is important that the project selection criteria be silent on focus areas and allow the best projects to surface through the agreed upon selection criteria. The City's concerns for addressing traffic related congestion and air quality issues are well addressed in the selection criteria. In addition, focusing on the entire county will allow partnerships that will result in regional and interregional projects being more competitive for STIP-IIP funds. The end result, we believe, is a more balanced approach to meeting the transportation needs of the residents of Shasta County and the City of Redding.

If you have any questions or would like to discuss these issues further, please feel free to call my Division Chief for Planning, Brian Crane, at (530) 225-2564 or myself at (530) 225-3477.

Sincerely,



THOM NIESEN
District Director

cc: Mike Warren – City of Redding – City Manager
Scott Morgan – City of Anderson – City Manager
Jim Cain – Shasta Lake City – City Manager
Daniel Kovacich – Shasta County RTPA – Executive Officer
Ron Hill – Shasta County – Director of Public Works
Ray Duryee – City of Redding – Public Works Manager
Richard Barcus – City of Anderson – Public Works Director
Dennis Stransky – Shasta Lake City – Public Services Manager
Pat Minturn – Shasta County – Assistant Director of Public Works



SHASTA COUNTY

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RONALD C. HILL
 DIRECTOR

October 4, 2000

Daniel J. Kovacich, Executive Officer
 Regional Transportation Planning Agency
 1855 Placer Street
 Redding, CA 96001

Subject: Project Selection Criteria

Dear Dan:

The September 14, 2000 working group meeting succeeded in reaching agreement on the bulk of the Project Selection Criteria sections. The agreed-upon criteria was focused, clear, and objective. Such yardsticks will greatly expedite our work in evaluating projects.

Shasta County wishes to correct the Meeting Notes that RTPA staff prepared for the September 14, 2000 meeting. Please refer to Page 3 thereof, second paragraph. Contrary to the Notes, Consensus was never reached regarding any proposed percentage allocation for rehabilitation or small projects. Shasta County did not acquiesce to the 10.8% proposal, and did not go along with setting any percentage at this time. Rather, Shasta County wished to follow the RTPA staff recommendation to wait until after the Call for Projects and the rating of projects to set any specific amount aside for rehab and small projects. The other members of the Working Group, after much discussion, let the matter rest. We understand that this mis-statement in your Notes may have resulted from a failed tape recorder.

At the end of the meeting, the criteria for assigning points under the Community Benefit and Air Quality sections were left for future discussion. We propose the following methodology:

COMMUNITY BENEFIT

Access

Access links land uses to transportation corridors. This leads to visible community benefits, and so I would reward access as follows:

Primary access to a new business area	3 points
Traffic signal, ramp or turn lanes	3 points

Safety

Some situations are adequate or acceptable from a capacity standpoint, but are poor designs from a safety standpoint. Accidents are expensive to motorists and agencies alike, and so I would reward safety improvements as follows:

Accident history	3 points
Addresses existing safety deficiency	3 points

Public Transit

While transit is not very cost-effective at this point, we would go along with up to 4 points in this category, provided that it's allocation criteria is clear and objective.

Joint Projects

Community support is a good index of community benefit, and so projects with multiple sponsoring agencies should be rewarded as follows:

Two agency project	2 points
Three agency project	4 points

For the purposes of this criteria, we would define the primary agencies to be Cities, Caltrans, and the County. Other sponsors (businesses, traffic impact zones, redevelopment agencies, transit agencies, air quality districts, water districts, etc) are also valuable.

AIR QUALITY

Class II bike lanes	1 point
Sidewalks (urban) or 4' paved shoulder (rural)	1 point
Improves air quality	3 points

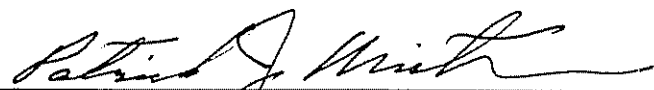
While there was unanimity, or at least consensus, on many issues, a point of disagreement remained. We must continue to object to any proposal to constrict all potential regional projects to any geographical area, such as the RABA service area. Such artificial constraints would disrespect the Project Selection Criteria, and the spirit of SB45. We should develop our criteria, and let the proposed projects sink or swim of their own accord.

If you have any questions, please give me a call at 225-5133.

Very truly yours,

Ronald C. Hill, Director

By



Patrick J. Minturn, Assistant Director

PJM/lr

ATTACHMENT B

STIP PROJECT PRIORITIZATION

The process to distribute and prioritize the list of projects for the Regional Transportation Plan is outlined below. Local street and road maintenance/rehabilitation and state highway maintenance/rehabilitation projects using STIP funding are selected, proposed or sponsored by the agency within which the project occurs. State funded road and highway projects and local agency proposed public transit and non-motorized projects are independently prioritized.

Funds Available for Planning --For planning purposes, the following funds are projected for the years shown below:

<u>Years</u>	<u>Funds</u>	<u>Planning Period</u>
2002-2006	\$ 50,000,000	First
2007-2012	50,000,000	Second
2013-2018	50,000,000	Third
2019-2024	<u>50,000,000</u>	Fourth
Total	<u><u>\$ 200,000,000</u></u>	

Minimum Agency Funding -- In each planning period, 10.8 percent of the funds shall be set aside to provide each agency the minimum amount of funding shown below. These funds shall be used for eligible activities that the agency determines to be of local importance. These funds can be used for projects, design, environmental review, road maintenance, or State highway construction that the local agency sponsors.

Distribution of Funds Over Planning Period

<u>Agency</u>	<u>First</u>	<u>Second</u>	<u>Third</u>	<u>Fourth</u>	<u>Total</u>	<u>Percent</u>
Anderson	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000	9.25
Redding	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000	46.30
Shasta	1,900,000	1,900,000	1,900,000	1,900,000	7,600,000	35.20
Shasta Lake	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>2,000,000</u>	9.25
Total	<u><u>\$5,400,000</u></u>	<u><u>\$5,400,000</u></u>	<u><u>\$5,400,000</u></u>	<u><u>\$5,400,000</u></u>	<u><u>\$21,600,000</u></u>	

The distribution of minimum funding shall be reevaluated every five years in the event there are major population percentage shifts. The percentages above reflect the distribution of funds in case the amount of funds available changes, not the percentage of population of each agency.

Focus Area -- The "minimum funding" each agency receives shall be spent where the agency determines it will obtain the most benefit from the expenditure. All other STIP funds for Street, Road, and Highway Projects shall be spent within the service area of the Redding Area Bus Authority.

Street and Road Maintenance and Rehabilitation -- High priority for discretionary funds and up to 10.8% of the STIP will be dedicated for rehabilitation/minor projects. Any road rehabilitation utilizing STIP funds will come from the minimum funding given to each agency as noted above. All other STIP funds shall be used for Street, Road, and Highway Projects as noted below.

State Highway Maintenance and Rehabilitation -- Caltrans has a statewide SHOPP program to address these needs.

Street, Road, and Highway Projects -- These are high priority projects accounting for 89.2 percent of the STIP funding making up the primary source of funding available in the region. Projects will be prioritized on a competitive basis using the following methodology. (Total 100 points)

1. **Travel Time and Safety** -- Caltrans Benefit/Cost Analysis - Projects will be run through the model and ranked sequentially from high to low -- a maximum of 30 points possible as follows:

- a. Top quartile 30 points
- b. Second quartile 21 points
- c. Third quartile 14 points
- d. Bottom quartile 7 points

2. **Congestion Relief** -- Projects will be evaluated on their impact and improvement of the level of service (LOS) -- up to 30 points from the following to categories:

- a. Projected LOS for streets and intersections without project (in year that the project will be implemented):

	<u>Points</u>
LOS A	0
LOS B	2
LOS C	4
LOS D	6
LOS E	8
LOS F	10

- b. Current level of traffic on street as expressed in average daily traffic(ADT):

<u>ADT</u>	<u>Points</u>
Under 2,000	0
2,000 to 5,000	1
5,001 to 10,000	2
10,001 to 15,000	3
15,001 to 20,000	4
20,001 to 25,000	5
25,001 to 30,000	6
30,001 to 35,000	7
35,001 to 40,000	8
40,001 to 45,000	9
Over 45,001	10

- c. Traffic projected to be diverted from an existing street by project as expressed in average daily traffic(ADT):

<u>ADT</u>	<u>Points</u>
Under 5,000	2
5,001 to 8,000	4
8,001 to 12,000	6
12,001 to 16,000	8
Over 16,001	10

3. **Community Benefit** (Factors must be addressed by specific project purpose) -- 20 points possible as follows:

- a. Improves access to work (additive points) **Points** (0 to 4)
- | | |
|--|---|
| Eliminates sight distance problems or adds turn lane | 1 |
| Eliminates accident history problem | 1 |
| Provides controlled pedestrian access | 1 |
| Constructs traffic signal or improves freeway ramp | 1 |
- b. Leverages non-STIP funds (select one only) **Points** (0 to 4)
- | | |
|---|---|
| Project funding is 5 to 15% non-STIP funding | 1 |
| Project funding is 16 to 25% non-STIP funding | 2 |
| Project funding is 26 to 49% non-STIP funding | 3 |
| Project funding is 50% or more non-STIP funding | 4 |
- c. Includes provisions for public transit (select one only) **Points** (0 to 4)
- | | |
|--|---|
| Provides right-of-way for bus stop | 1 |
| Constructs bus turnout | 2 |
| Installs a bus turnout and a passenger bench | 3 |
| Installs a bus turnout and a passenger shelter | 4 |
- d. Creates new jobs (select one only) **Points** (0 to 4)
- Project allows construction of facilities that employs/creates:
- | | |
|----------------|---|
| 0 - 50 jobs | 0 |
| 51 - 150 jobs | 1 |
| 151 - 250 jobs | 2 |
| 251 - 400 jobs | 3 |
| 401 + | 4 |
- e. Joint agency road project where each participant has at least 5% of the total project within their jurisdiction (select one only) **Points** (0 to 4)
- | | |
|------------------------------|---|
| Single agency project | 0 |
| Two agency project | 2 |
| Three or more agency project | 4 |

4. **Regional Significance** -- Based on functional classification of the road
15 points possible as follows:

	<u>Points</u>
a. Principal arterial and local arterials	15
b. Collectors	10
c. Local streets	5

5. **Air Quality** -- Maximum of 5 points possible as follows:

	<u>Points</u>
a. Class II bike lanes	1

While a roadway may be constructed with a paved shoulder that could accommodate bicycle travel, to receive points under this section, the facility would require signing and markings in conformance with Caltrans standards.

b. Sidewalk facilities on both sides (urban) or 4 foot paved shoulder on both sides (rural)	1
c. Improves Air Quality	3

Benefit will be measured in total project cost per pound emission reduction. Calculations will be according to the latest edition of "Methods to Find Cost-Effectiveness of Funding Air Quality Projects". The median cost per pound for each project shall be taken among all projects. Points shall be awarded as follows:

Cost less than 50% of median cost	3
Cost less than 75% of median cost	2
Cost more than 75% of median cost	1

Barriers to Pedestrian, Bicycle and Disabled Usage -- For the purpose of evaluating projects, it is assumed that all projects will incorporate ADA requirements, pedestrian and bicycle routes and safe route to school considerations where applicable.

Public Transit -- The methodology for selecting transit projects will be based on the transit study when it is completed later in the fall.

Non-motorized Projects -- The methodology for selecting standalone projects is primarily based on the funding program, Congestion Mitigation Air Quality, Recreational Trails Program, or Transportation Enhancement.

Agency to Agency Advances -- In order to facilitate projects, agency's may advance one another funding it receives and reschedule projects in order to get a project constructed before it might otherwise occur. The agency advancing the funds shall be reimbursed by the agency receiving the funds. Advances shall also be approved by the RTPA.

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