



STAFF REPORT

MEETING DATE:	October 10, 2017
SUBJECT:	Approve Regional Transportation Improvement Program (RTIP) Priorities
AGENDA ITEM:	7
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 2018 RTIP is scheduled for approval by the board at the December 12, 2017, meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide guidance on preliminary recommendations for the 2018 RTIP.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. Regional shares are allocated by formula based on population and road miles. Shares may accrue and cannot be taken from the region unless, as in the last cycle, actual state revenues fall short of forecasts. Because of the pre-Senate Bill 1 transportation funding crises, RTIP projects have faced delays of up to five years. Senate Bill 1 created significant new transportation revenues which will create positive RTIP shares in the region going forward; however, this assumes that current efforts to repeal Senate Bill 1 are unsuccessful. The 2018 RTIP will have \$10.478 million in new capacity over five years (Fiscal Year (FY) 2018/19 thru FY 2022/23).

Existing RTIP Programming:

SRTA has four projects in the current STIP approved by the CTC in 2016. Each is discussed below along with recommendations for 2016 RTIP programming:

- Redding to Anderson Six-Lane Project (Little Easy): Phase 1 Construction (\$1 million) – This project would extend the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Avenue. \$12.122 million in regional shares are currently programmed in Fiscal Year (FY) 2019/20. SRTA and Caltrans District 2 have a commitment from Caltrans Headquarters to add another \$15.7 million in State Highway Operation and Protection Program (SHOPP) funds.

Due to programming delays, construction costs have escalated. Staff recommends the added cost be shared by the RTIP and SHOPP program. Approximately \$1 million is proposed from SRTA's RTIP share. Details will be developed as part of the final RTIP proposal presented to the board in December. All RTIP commitments are contingent on programming the matching SHOPP funds.

Redding to Anderson Six-Lane Project (Big Easy): Design (\$1 million) – This is the south segment of the I-5 widening between Riverside Avenue and Deschutes Road in Anderson. Previously programmed funds are insufficient for Caltrans to compete the design work to make the project “shovel ready.” Staff recommends sharing the added costs between the RTIP and SHOPP. Approximately \$1 million in RTIP funds is proposed in FY 18/19. Staff and Caltrans are developing an aggressive strategy to pursue SHOPP funds and Senate Bill 1 grant funds to complete construction of the project with no further RTIP obligation. It is possible that this project and the “Little Easy” project noted above could be combined into a single construction contract. All RTIP commitments are contingent on programming the matching SHOPP funds.

- Planning, Programming and Monitoring (\$438,000) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming and Monitoring funds to administer the RTIP and develop projects. New allocations of approximately \$438,000 will be available and programmed in the proposed 2018 RTIP.
- Diestelhorst to Downtown Bike and Pedestrian Trail – \$400,000 was approved by SRTA in 2013 to fund a portion of the \$2.638 million project need. The strategy was to leverage other grant funds. These funds played a key role in a \$2.138 million Active Transportation Program grant for this project. Current RTIP funds are programmed in FY 2019/20. SRTA staff will work Redding staff to propose advancing the RTIP funds to an earlier year consistent with the grant award schedule.

Proposed RTIP Programming for New Projects:

- North Redding Six Lane: Environmental and Permits (\$1.6 million) – This is the final segment to complete the long-standing vision and partnership to widen I-5 continuously between Cottonwood and Shasta Lake City. Staff proposes \$1.6 million for Caltrans to complete the environmental work for this segment. This is proposed using 100% RTIP funds in FY 2018/19, as it would pave the way for SHOPP participation and further Senate Bill 1 grant funding in the future.
- Turtle Bay to Downtown Bike and Pedestrian Improvements (amount to be determined) – SRTA has long supported a connection from Turtle Bay and the Redding Civic Auditorium to Downtown Redding along the north side of State Route 44. This would essentially be a westerly extension of the Dana to Downtown trail across the Sacramento River. SRTA will work with Redding staff to develop a strategy for RTIP funds to leverage other grant opportunities.

In all, about \$5 million in new RTIP programming is tentatively recommended with details to be developed between now and December. The remaining \$5.5 million in programming capacity would be carried over to the next RTIP cycle in two years. Staff recommends holding these funds due to several factors:

- The reserve funds may be needed for current projects if grant-getting efforts are not successful.
- Now that the RTIP has been revitalized under Senate Bill 1, developing projects and grant-leveraging strategies will take several months.
- Senate Bill 1 is under threat of repeal which would effectively eliminate the RTIP program and all existing shares.

It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2018 RTIP and provide any comments or alternative direction.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans (see attached letter), the California Transportation Commission, and SRTA member agencies.

FINANCING:

Senate Bill 1 has created new opportunities to develop RTIP projects and leverage grant funds. This tentative proposal would program about \$5 million to leverage other funds and achieve long-standing regional priorities. Approximately \$5.5 million in programming reserves will allow staff to develop strategies over the next year to fund other regional priorities, providing Senate Bill 1 withstands the repeal efforts.



Daniel S. Little, AICP, Executive Director

Attachment: Caltrans District 2 Comments Regarding 2018 RTIP Development, October 3, 2017.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 2

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October 3, 2017

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

Dear Mr. Little:

The 2018 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) on September 15, 2015, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta Regional Transportation Agency's (SRTAs) portion of this statewide list.

In preparation for the 2018 STIP cycle, on August 21, 2017, 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) Phase 1 on Interstate 5 (I-5) is a fully funded partnered project combining STIP and State Highway Operations Protection Program (SHOPP) Asset Management funds. This project is programmed for construction in FY 2019/20 in both the STIP and the SHOPP. SHOPP construction funds are proposed to be programmed with the 2018 SHOPP. The second project programmed in the STIP is RASL Phase 2, currently funded through design and right of way phases. Both SRTA and the Caltrans are requesting additional funding to complete design and are requesting construction programming through the SHOPP, the Trade Corridor Enhancement Program (TCEP) and the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant. District are looking for creative and innovative opportunities to fund the construction phase.

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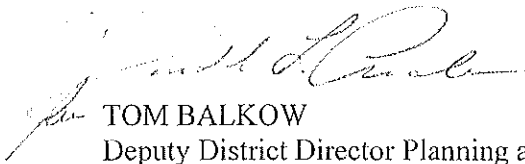
Shasta RTA has shown continued commitment to programming the majority of their STIP fund on the State highway system. They have been successful recipients of 2006's Proposition 1B CMIA and STIP Augmentation funds on multiple state highway projects worth tens of millions of dollars in improvements to the state highway in Shasta County.

Caltrans recognizes 2018 STIP funding is prioritized to escalate funds on the existing program, to reinstate projects deleted or delayed and then to program new projects in the STIP. The District and SRTA have worked together to ensure existing programmed projects are made whole and are also seeking to program the environmental phase on the next highest priority I-5 project – North Redding Six Lane. Once constructed this project will see I-5 in Shasta County with six lanes from the Cottonwood to Shasta Lake City, over a total of 19 miles.

The District is also supportive of SRTAs focus on active transportation throughout the Shasta region. Public participation efforts to improve multimodal operations on SR 273, led by Caltrans in partnership with local jurisdictions have recently been completed. These efforts will assist in the development of a multimodal corridor plan for the entire route. Parallel efforts have been led by SRTA in partnership with Caltrans and local jurisdictions on the GoShasta Plan to evaluate active transportation for the entire region. SRTA and the City of Redding have a partnered STIP/ATP project currently programmed to improve multimodal use in Downtown Redding. Another proposed multimodal project in Downtown Redding will link the multimodal paths along SR 44 to the programmed project in Downtown Redding along the Sacramento River. This project is proposed to be funded with STIP and SHOPP Minor and will be a Cycle 4 ATP candidate project.

We look forward to continued cooperation and collaboration 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,



TOM BALKOW
Deputy District Director Planning and Local Assistance

Enclosure

2018 State Highway Needs District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	COMMENTS
2	SHA	5	R2.0/R12.2	Redding to Anderson Six Lane	Add median lanes. Expand I-5 to 6-Lanes Descartes to Bonnyview	3442	4C402	Complete	Most critical unprogrammed need along I-5 in Shasta County for additional lanes as identified in the FY 5 efforts. Anticipate exploring funding options in future STIP Cycles.
2	SHA	5	R6.2/R11.7	Redding to Anderson Six Lane "Little Easy" (Phase 1)	Add median lanes. Riverside to Bonnyview	3445A	4C403	Complete	Project is fully funded. Asset management amend SHOPP funds to construct in FY 18/19. SHOPP amendment "Little Asset" pending.
2	SHA	5	R3.8 to R7.0	Redding to Anderson Six Lane "Big Easy" (Phase 2)	Add median lanes. Descartes to Riverside. Replace Anderson OH	3445B	4C404	Complete	Asset management "Big Southern" SHOPP amendment and TCEP application pending for additional PS&E, RW, and CON. Project is programmed through PS&E and RW. Project limits decreased due to increase of project limits in 4C403.
2	SHA	5	15.4/19.5	North Redding Six Lane	Expand freeway to six lanes from north of Route 51299 separation to north of Oasis Rd interchange.	3597	0H920	Complete	Proposed for PA&ED Only programming. Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	44	R3.6/R7.0	Redding to Palo Cedro 4 Lanes (aka Stillwater Project Report Alt J)	Construct interchange at SR44 and Stillwater road and widen SR 44 from 2 lanes to 4 lanes.	0137	36840	Complete	PA&ED Complete, remaining components unfunded except for \$3.2 million HPP funds. Total cost (support and capital) for small interchange is around \$11 million. Caltrans is exploring options for projects that meet the funds available. Other projects have higher priority within the region.
2	SHA	44	R4.6/R6.4	Stillwater Operational Improvements	Construct interchange at SR44 and Stillwater road	3595	36841	Complete	Project is in construction with a combination of HPP funds and SHOPP funds.
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	Public Engagement plan scheduled for completion the end of August 2017. District will be applying for Cycle 4 ATP funds for a Active Transportation Plan that will develop a list of prioritized candidate projects to move forward to project development. Project was a candidate for RTIP TE and RTP TE prior to removal of TE from the STIP with the enactment of MAP-21. Corridor has a need for multimodal facilities. Project in the Draft DSMP, RTP (2010), and SR 273 TCR (2013)
2	SHA	5	R11.5/R12.8	Bonnyview Interchange	Reconstruct Interchange	3667	2H800	Initiated	Project at request of City of Redding. PSR/PDS currently at 90% completion. Project in the Draft DSMP, RTP (2010), and I-5 TCR (2008)
2	SHA	5	R6.5/R6.8	Riverside Interchange	Reconstruct Interchange		2H650	Initiated	Reimbursement PSR/PDS with City of Anderson.
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete	2015 State Highway needs meeting shows this project as the lowest priority for SRTA. Possibly a new PSR would be needed. Project alternative is included in a PSR. Project in the Draft DSMP, RTP (2010), I-5 TCR (2008), and 299.44-36-393 CMAP (2008)