

STAFF REPORT



MEETING DATE:	December 12, 2017
SUBJECT:	Adopt Resolution 17-14, Authorizing Submittal of a Joint Application with Caltrans Under the Trade Corridors Enhancement Program (TCEP) for the I-5 Union Pacific Redding-to-Anderson (I-5 UP RASL) Project
AGENDA ITEM:	8
STAFF CONTACT:	Daniel S. Little, Executive Director

STAFF RECOMMENDATION:

The Interstate 5 Union Pacific Redding-to-Anderson (I-5 UP RASL) Project is the region's long-standing priority project. A funding gap of \$83.7 million exists. The project should be competitive under the new Trade Corridor Enhancement Program. A joint application with Caltrans for the fiscal year (FY) 2017/18 cycle is recommended.

STAFF RECOMMENDATION:

It is recommended that the board of directors adopt Resolution 17-14, authorizing submittal of a joint application with Caltrans under the Trade Corridors Enhancement Program (TCEP) for the I-5 Union Pacific Redding-to-Anderson (I-5 UP RASL) Project.

DISCUSSION

The I-5 UP RASL Project is the region's long-standing, highest priority project. An overview of the project is provided via the attached map. There is a funding gap of \$83.7 million to complete the project.

The project should be competitive for the state's new Trade Corridors Enhancement Program (TCEP) given the importance of the I-5 corridor as a trade corridor and fewer shovel-ready projects to compete against during the program's initial funding cycle. To make the I-5 UP RASL Project ready for the FY 2018/19 cycle, District 2 has made the project its highest priority and crews are working diligently to complete plans and specifications.

To maximize the chances of a TCEP grant award, it is recommended that the agency partner with Caltrans to prepare and submit a joint application. Applications are due to Caltrans headquarters for review by January 5, 2018, and must be submitted to the California Transportation Commission by January 30, 2018. The agency also has an active Transportation Investment Generating Economic Recovery (TIGER) program grant application for the same project, in the amount of \$25 million. Should the project be awarded both grants, the state TCEP award would be reduced in proportion to the federal TIGER award.

Local match in the amount of \$14,422,000 will be committed in the grant application, of which \$13,722,000 has been proposed for programming in the 2018 Regional Transportation Improvement Program (see Agenda Item 7). Previously expended funds for project development (\$3,614,000) cannot be counted as local match under TCEP.

ALTERNATIVES:

The board of directors may choose not to adopt the resolution.

OTHER AGENCY INVOLVEMENT:

Caltrans District 2 will be a joint applicant. Should the application be selected for funding, the city of Anderson and the county of Shasta have committed local funds in the amount of \$500,000 and \$200,000, respectively. The California Transportation Commission administers the TCEP. The Technical Advisory Committee concurs with the staff recommendation.

FINANCING:

The I-5 UP RASL Project funding plan includes the following sources:

Fund Source	Amount
State Highway Operations and Protection Program (SHOPP)	\$42,522,000
SRTA Funds	\$333,000
County of Shasta	\$200,000
City of Anderson	\$500,000
Regional Transportation Improvement Program (RTIP)	\$17,003,000
Trade Corridor Enhancement Program (TCEP)	\$83,700,000
Total	\$144,258,000

Without gap funding through TCEP and/or other state or federal transportation program, the I-5 UP RASL Project cannot be delivered.



Daniel S. Little, AICP, Executive Director

Attachments:

Resolution 17-14: Submittal of a Joint Application with Caltrans Under the Trade Corridors Enhancement Program for the Interstate 5 Union Pacific Redding-to-Anderson Project
Project Overview Map

RESOLUTION



RESOLUTION NUMBER:	17-14
SUBJECT:	Submittal of a Joint Application with Caltrans Under the Trade Corridors Enhancement Program for the I-5 Union Pacific Redding-to-Anderson Project

WHEREAS, the Interstate 5 Union Pacific Redding-to-Anderson Six-Lane (I-5 UP RASL) Project is the long standing, highest priority project for both SRTA and Caltrans District 2; and

WHEREAS, forecast growth in vehicle and freight traffic will cause peak hour level of service (LOS) on Interstate 5 between the cities of Anderson and Redding to degrade to unacceptable levels, resulting in traffic congestion and delay; and

WHEREAS, the I-5 UP RASL Project will help maintain acceptable LOS on Interstate 5 through the year 2035, while also providing benefits in the areas of safety, security, and economic development; and

WHEREAS, on April 28, 2017, the Governor signed the Road Repair and Accountability Act of 2017, known as Senate Bill 1 (Chapter 5, Statutes of 2017), which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades and created the Trade Corridor Enhancement Account to fund corridor-based freight projects; and

WHEREAS, on July 21, 2017, Senate Bill 103 (Chapter 95, Statutes of 2017) directed the California Transportation Commission to allocate Trade Corridor Enhancement Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

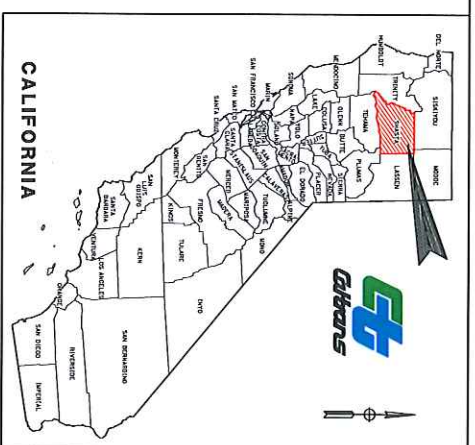
NOW, THEREFORE, BE IT RESOLVED the Shasta Regional Transportation Agency hereby authorizes submittal of a joint application with Caltrans under the Trade Corridors Enhancement Program for the I-5 UP RASL Project.

PASSED AND ADOPTED this 12th day of December 2017, by the Shasta Regional Transportation Agency.

Greg Watkins, Chair
Shasta Regional Transportation Agency

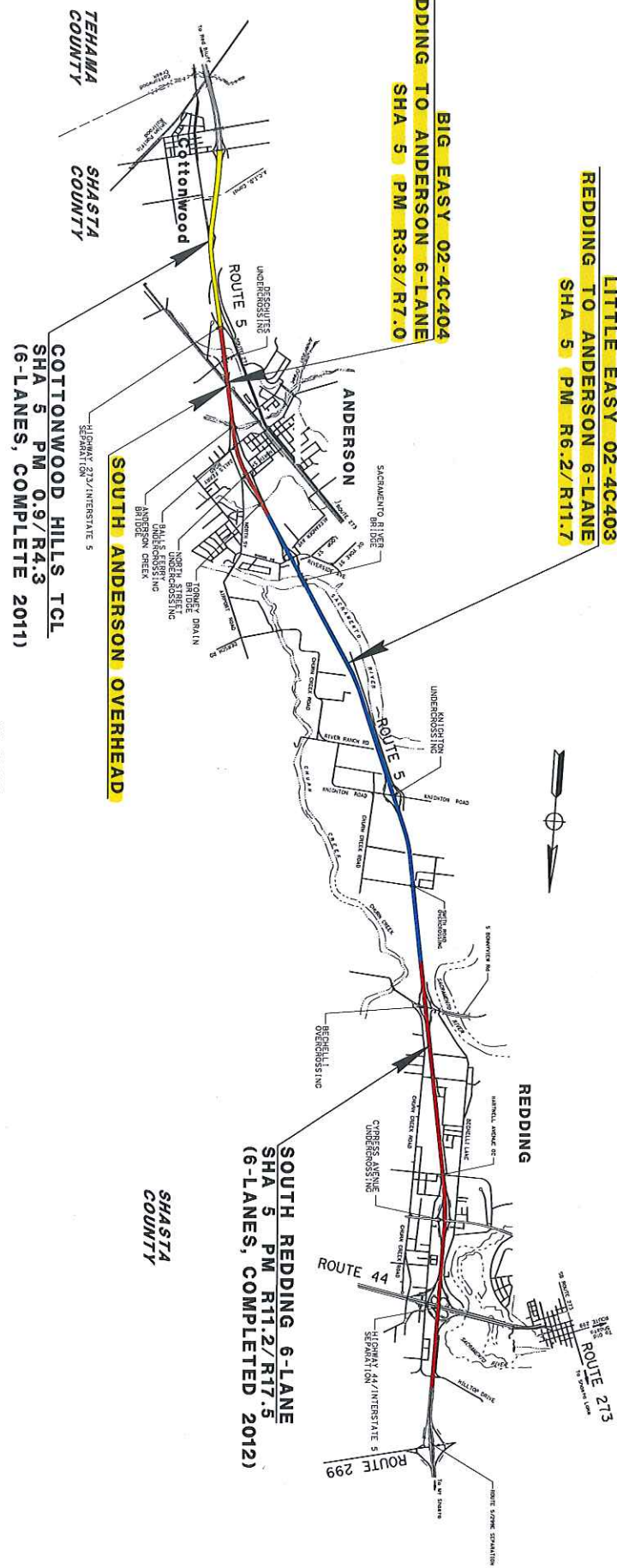
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
REDDING TO ANDERSON 6-LANE PROJECT
IN SHASTA COUNTY IN AND NEAR REDDING

NOTE: only the highlighted portions are included in the I-5 UP RASL Project scope of work for funding under the Trade Corridor Enhancement Program



LITTLE EASY 02-4C403
REDDING TO ANDERSON 6-LANE
SHA 5 PM R6.2/R11.7

BIG EASY 02-4C404
REDDING TO ANDERSON 6-LANE
SHA 5 PM R3.8/R7.0



NO SCALE