

STAFF REPORT



MEETING DATE:	4/28/15
SUBJECT:	Correspondence
AGENDA ITEM:	5-6
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- March 18, 2015, letter from SRTA to Mr. Rihui Zhang, Caltrans, Division of Local Assistance, regarding CA local streets and roads needs assessment (2016 and 2018) funding concurrence.
- March 25, 2015, letter from SRTA to Ms. Laurel Janssen, California Transportation Commission, regarding comments on Draft 2016 STIP guidelines.

Daniel S. Little, AICP, Executive Director



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Daniel S. Little, Executive Director

March 18, 2015

Mr. Rihui Zhang, Chief
Caltrans, Division of Local Assistance
P.O. Box 942874 MS #1
Sacramento, CA 94274-0001

RE: CA Local Streets and Roads Needs Assessment (2016 and 2018) Funding Concurrence

Dear Mr. Zhang:

After concurrence by our local agency partners, the Shasta Regional Transportation Agency (SRTA) agrees to contribute to the Statewide Local Streets and Roads Needs Assessment Report effort led by the California State Association of Counties and the League of California Cities. SRTA understands that the region's programming capacity of Regional Surface Transportation Program funding will be reduced by \$1,308 to cover this upcoming four-year effort, and authorizes Caltrans to appropriately direct this funding to cover our share of the costs.

We understand that the funding requested is proportionate to the Regional Transportation Planning Agencies' share. California's cities and counties will contribute an equal amount, as provided by the regional agencies, toward this effort.

Please do not hesitate to contact Kathy Urlie, senior transportation planner, at 530-262-6194, or kurlie@srta.ca.gov, if you have any questions regarding SRTA's participation in this valuable assessment.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

C: Chris Lee, California State Association of Counties
Dave Durette, city of Anderson Deputy Public Works Director
Chuck Aukland, city of Redding Assistant Public Works Director
Jeff Tedder, city of Shasta Lake Public Works Director
Pat Minturn, county of Shasta Public Works Director
Dave Wallace, SRTA Chief Fiscal Officer



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Daniel S. Little, Executive Director

March 25, 2015

Ms. Laurel Janssen
Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Comments on Draft 2016 STIP Guidelines

Dear Ms. Janssen:

Thank you for the opportunity to review and comment on the Draft 2016 State Transportation Improvement Program (STIP) Guidelines. Thank you, also, for incorporating language providing leeway to regional agencies' adherence to stipulated performance measures "to the extent relevant data and tools are available..." (Sections 19A and 19B, pp. 7-8). This modification is extremely important to rural areas of the state which don't have access to the data and tools needed to evaluate many of these measures.

After a review of the guidelines, staff of the Shasta Regional Transportation Agency (SRTA) has the following comments.

1) Interregional Travel

- a. Former SB45 language defined interregional travel as region-to-region travel. In the Interregional Transportation Strategic Plan (ITSP) and the draft STIP Guidelines, this seems to have morphed to a definition of travel **around (Item 34, p. 21 of the guidelines)**, and **between** regions. Broadening the definition of interregional trips to include long-distance commute travel encourages urban sprawl—in stark contrast to SB375's Sustainable Communities Strategy (SCS). The first component, "around", is not, by definition, interregional travel. Travel "between" regions should not be encouraged if it promotes a jobs-housing imbalance across regions.
- b. Section 34, Interregional Program Objectives (p. 32) eliminates the ITSP reference to the Interregional Improvement Program (IIP) funding trunk system, deleting that "the focus should be on interregional commerce rather than on interregional commuting." Again, limited resources in the IIP cannot possibly meet the travel needs of commuters. IIP funding eligibility should be focused on statewide travel and goods movement needs which often go unmet if left purely to local decision making.

- 2) Section 31 – At the March CALCOG meeting, Caltrans Director Malcolm Dougherty emphasized the need for earlier consultation between Caltrans and the regional agencies for development of the STIP and SHOPP. This is a perfect area of the guidelines to insert a date/deadline by which Caltrans and the regional agencies confer on state-related RTIP- and ITIP-funded proposals prior to the draft ITIP being submitted to the CTC by October 15th.
- 3) Performance Measures:
 - a. Section 19 (C) – Please clarify what are considered “operation improvements” for evaluating local street and road projects.
 - b. Section 19 and Appendix B:
 - i. If the projects being evaluated for the STIP period are already part of the base model assumptions for the RTPA’s RTP, will Caltrans want the RTPA to remove those projects and then compare the difference?

Again, thank you for the opportunity to comment. Please do not hesitate to contact myself (530-262-6191 or dlittle@srta.ca.gov) or senior transportation planner Kathy Urlie at 530-262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

- C: Tracey Frost, Caltrans Office of Multimodal and System Planning
Dave Moore, Caltrans District 2
Kelly Zolotoff, Caltrans District 2
Paul Smith, Rural County Representatives of California
Jerry Barton, Rural Counties Task Force
Lisa Davey-Bates, Chair, North State Super Region