

STAFF REPORT



MEETING DATE:	October 22, 2019
SUBJECT:	Approve 2020 Regional Transportation Improvement Program (RTIP) Preliminary Recommendations
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). SRTA's 2020 RTIP is scheduled for approval by the board of directors at the December 12, 2019, meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide feedback on preliminary recommendations for the 2020 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 actual state revenues fall short of forecasts. Senate Bill 1 created significant new transportation revenues increasing RTIP shares in the region and throughout the state. The Shasta 2020 RTIP will have \$3.583 million in new capacity over five years (Fiscal Year (FY) 2020/21 thru FY 2024/25). SRTA's previously adopted RTIP project selection priorities are attached.

In addition to STIP regional shares, SRTA has received federal Highway Infrastructure Program (HIP) demonstration funds within the last year and a half. HIP is to be used for capital projects. Originally delivered as a one-time award, a second year of funds were provided this year. The two-year total is \$1,107,455.

Federal FY Award	Amount	Obligate No Later Than	Expend No Later Than
2018	\$459,729	9/30/2021	9/30/2026
2019	\$647,726	9/30/2022	9/30/2027

HIP funds may be used for construction of Federal-aid system roads, bridges, and tunnels. Title 23 CFR 470.101(5) defines the term "federal-aid highways" as public roads "other than a highway classified as a local road or rural minor collector." For the 2019 funds, elimination of hazards and the installation of protective devices at railway-highway crossings is also eligible.

Existing and Initially Recommended RTIP Programming:

SRTA has five projects in the current STIP approved by the CTC in 2018. Each is discussed below along with recommendations for 2020 RTIP programming in **bold**:

- Redding to Anderson Six-Lane Project (RASL - \$148 million total estimated cost) – This project extends the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Avenue; construction is underway. SRTA contributed \$19.315 million of regional shares to the project. In addition, the project received \$71.882 million of Trade Corridor Enhancement Program (TCEP – derived from SB 1) funds, \$56.522 million of State Highway Operation and Protection Program (SHOPP) funds, and \$325,000 of local funds. **No additional commitments are needed.**
- Planning, Programming, and Monitoring (\$438,000 prior + \$181,000 new = \$619,000) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming and Monitoring shares to administer the RTIP and develop projects. **New shares of \$181,000 will be available and programmed in the proposed 2020 RTIP. Up to \$495,000 may be programmed in the first four years of the RTIP, and up to \$124,000 in the fifth year.**
- Diestelhorst to Downtown Bike and Pedestrian Trail (\$400,000) – SRTA approved this award in 2013 to fund a portion of the \$2.638 million project need. The strategy was to leverage the \$400,000 to secure other grant funds. These funds played a key role in securing a \$2.138 million Active Transportation Program (ATP) grant for this project. Current RTIP funds are programmed in FY 2018/19, but are not expected to be awarded until June 2020 based on an extension that the city of Redding has received from the CTC. **No additional commitment is needed.**
- Downtown to Turtle Bay Non-Motorized Improvements (\$1.27 million) – In the 2018 RTIP, SRTA supported a connection from Turtle Bay and the Redding Civic Auditorium to Downtown Redding along the north side of State Route 44—essentially a westerly extension of the Dana to Downtown Trail across the Sacramento River. SRTA pledged \$1.27 million of regional shares to environmental and design for this estimated \$7 million project. The hope was to leverage the regional share commitment for an ATP grant award; this was not successful in the last ATP cycle. At this time, RTIP funds have just been approved for the city to commence the work. Alternative alignments are currently being explored to achieve the same purpose. **Until environmental and design are complete, providing both a project alignment and estimated cost, no additional commitment is needed at this time.**
- North Redding Six-Lane Project (\$1.6 million environmental and \$3.290 million design; total estimated project cost = \$80,968,000) – This is the final segment to complete the long-standing vision and partnership to widen I-5 continuously between Cottonwood and the city of Shasta Lake. Environmental work on the project to widen I-5 to six lanes from 0.3 miles north of the Cypress Avenue Overcrossing (where three lanes in the northbound direction narrows to two) to 0.6 miles north of Oasis Road Overcrossing has commenced, following SRTA's 2018 RTIP commitment of \$1.6 million for environmental. Due to the need to obligate HIP funds by the upcoming expiration dates, and to keep the project moving forward to minimize escalation of costs, SRTA staff recommends using all HIP funds for the North Redding Six-Lane Project. The funds may be used for Preliminary Engineering (PE), as long

as the PE leads to project construction. **For the 2020 RTIP, \$1,107,455 in HIP funds in FY 2020/21, and an additional RTIP commitment of \$2,182,545 is recommended for preliminary engineering.**

Caltrans management has indicated it would incorporate project State Highway Operation and Protection Program (SHOPP) funds; an initial estimated share of SHOPP for design is \$1.771 million, for a total project design estimate of \$5.061 million. By programming HIP and STIP regional share funds, SRTA is demonstrating project commitment to the CTC for the upcoming SHOPP programming cycle.

SRTA recommends programming the RTIP funds in the earlier years of the STIP and will work with CTC staff to attempt to accommodate the earlier programming. Construction funding for this project has been incorporated into a BUILD grant application—the awards of which have not yet been released. SRTA and Caltrans are also likely to apply under the SB 1 Trade Corridor Enhancement Program (TCEP) for funding.

In all, \$2,363,545 in new RTIP programming and \$1,107,455 in HIP funds is tentatively recommended, leaving \$1,219,455 unprogrammed RTIP funds available for 2022 STIP use.

It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2020 RTIP and provide any comments or alternative direction.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with Caltrans (see attached letter) and the California Transportation Commission. *///Additionally, the Technical Advisory Committee (TAC) and the SRTA Fiscal Committee concur with the staff recommendation.///*

FINANCING:

This tentative proposal would program \$3.471 million in SRTA funds (HIP and RTIP) to leverage other potential monies like SHOPP, and other grants, as well as achieve long-standing regional priorities. Of the \$3.583 million in new RTIP programming capacity available over five years (FY 2020/21 thru FY 2024/25) with this 2020 STIP cycle, \$1.219 million will remain unprogrammed for 2022 STIP use with these initial recommendations.

Daniel S. Little, AICP, Executive Director

Attachments: SRTA RTIP Project Selection Priorities

Caltrans STIP Consultation Letter, *///insert date here///* (Not available for TAC)

Regional Transportation Improvement Program (RTIP) Project Selection Priorities

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 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 (October 22, 2013) the following priorities for assessing and selecting RTIP candidate projects:

- 1) Project consistency with Regional Transportation Plan (RTP).** The project must be consistent with the SRTA Board of Directors-approved RTP, in accordance with state and federal regulations.
- 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 congestion-relief benefit.** Priority will be given to projects that serve wide-spread regional traffic 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) Capacity increasing benefit.** RTIP funding priority will be for new facilities. RTIP funds will generally not be used for 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.