

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Conduct Public Hearing and Adopt 2004 Regional Transportation Improvement Program (RTIP)	2/24/04	4

RECOMMENDATION

It is recommended that the Agency:

1. Conduct a public hearing;
2. Adopt the 2004 Regional Transportation Improvement Program (RTIP); and
3. Authorize the Executive Officer to prepare required project Fact/Fund Sheets consistent with the RTIP and make any subsequent minor changes or technical corrections in response to California Transportation Commission (CTC) review.

SUMMARY

Based on prior direction from the Agency, staff has developed the 2004 RTIP. Except for \$2.314 million in non-motorized Transportation Enhancement funds, no new funds are available for State Transportation Improvement Program (STIP) projects. Projects that are currently programmed in the STIP must be delayed to meet projected funding availability, by year, over the five-year program.

DISCUSSION

The 2004 RTIP is the RTPA's five-year budget recommendation to the State for development and delivery of major transportation projects. The 2004 RTIP must be submitted to the CTC by April 12, 2004, for incorporation into the STIP on August 5, 2004. RTIPs are required every two years.

Approval of projects in the STIP constitutes a commitment, or line of credit, by the State to fund the listed projects. In the past two years, this line of credit has become unreliable due to State borrowing and takings from STIP resources for non-transportation purposes.

Based on State estimates released in late November, no new funding will be available over the five-year programming period ending in 2009. Existing commitments totaling \$30.011 million can remain in the 2004 RTIP; however, most projects must be delayed to meet year-by-year funding targets set by the CTC.

The Transportation Enhancement (TE) program, which funds non-motorized transportation projects such as bike lanes, is now administered through the STIP rather than as a separate program. The CTC estimates that \$2.314 million in new STIP funds could be programmed in the region for non-motorized projects over the five-year STIP cycle. Alternatively, the Agency may elect to reserve these funds for motorized (non-TE) STIP projects or to cover cost escalation resulting from project delays. The primary tradeoff is that funds programmed for TE projects could be used during this STIP period while funds reserved for non-TE projects could not be used for at least seven years.

At the December meeting, the Agency provided guidance regarding the following questions:

1. How should the Agency delay \$30.011 million in existing STIP projects in the 2004 STIP to meet year-by-year funding targets set by the CTC?
2. Should the Agency program \$2.314 million of non-motorized TE funds in the STIP, or reserve these funds for motorized projects sometime beyond 2009?

Project Delays: In response to the first question, the Agency reviewed a list showing how projects might be delayed to meet CTC funding targets, at the December 2003 meeting. The Agency directed Staff to continue working with the local agencies and Caltrans to review project cost and scheduling, and determine the best use for limited STIP funds in each year of the program. Based on these discussions, staff recommends programming for the 2004 RTIP as shown in the bottom table below. The top table shows current programming; the middle table shows CTC funding targets; and the bottom table shows recommended programming.

	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	Total
Current Programming (x \$1,000)						
Cypress A: Replace bridge (Con)	\$ 2,028					\$ 2,028
Cypress B: Bridge approaches (ROW & Con)	\$ 2,253					\$ 2,253
South Bonnyview: Widen to four lanes (Env., PSE, Con)	\$ 320	\$ 748				\$ 1,068
Shasta Bridges: Match Federal bridge funds (Con)	\$ 670					\$ 670
Redding Mall: Restore streets through downtown mall (Env)	\$ 345					\$ 345
Redding Downtown Grade Separation (Env)	\$ 345					\$ 345
PPM: Project development funds for RTPA	\$ 60					\$ 60
Shasta Dam Blvd: Reconstruct roadway (Con)	\$ 155					\$ 155
Ox Yoke/SR 273 Traffic Signal (Con)	\$ 155					\$ 155
Redding Couplets: Improve circulation north of Mall (Con)	\$ 2,420					\$ 2,420
Dana to Downtown - A: Widen SR 44 @ Sac. River (ROW & Con)	\$ 164		\$ 6,384			\$ 6,548
Dana to Downtown - B: Widen SR 44 @ Sac. River (ROW & Con)	\$ 244		\$ 13,720			\$ 13,964
Total	\$ 9,159	\$ 748	\$ 20,104			\$ 30,011

CTC Targets	\$ 873	\$ 8,442	\$ 7,141	\$ 6,998	\$ 6,557	\$ 30,011
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New Programming Example to Meet CTC Targets						
Cypress A: Replace bridge (Con)	\$ 2,028					\$ 2,028
Cypress B: Bridge approaches (\$313 ROW & Con)	\$ 2,253					\$ 2,253
South Bonnyview: Widen to four lanes (Con)			\$1,658			\$ 1,658
Shasta Bridges: Match Federal bridge funds (\$50 ROW & Con)	\$ 350	\$ 340				\$ 690
Redding Mall: Restore streets through downtown mall (Env)				\$ 50		\$ 50
Redding Downtown Grade Separation (Env)				\$ 50		\$ 50
PPM: Project development funds for RTPA						
Shasta Dam Blvd: Reconstruct roadway (Con)	\$ 175					\$ 175
Ox Yoke/SR 273 Traffic Signal (Con)	\$ 175					\$ 175
Redding Couplets: Improve circulation north of Mall (Con)		\$ 2,420				\$ 2,420
Dana to Downtown - A: Widen SR 44 @ Sac. River (ROW & Con)	\$ 164	\$ 6,384				\$ 6,548
Dana to Downtown - B: Widen SR 44 @ Sac. River (ROW & Con)	\$ 244	\$ 13,720				\$ 13,964
Total	\$ 700	\$ 7,449	\$ 21,762		\$ 100	\$ 30,011

Current programming, project descriptions, and full funding details for the above projects are provided in the attached 2002 STIP project listing. Many projects include other fund sources not shown in the above tables.

The Dana to Downtown project could be most affected by the funding delays. Strict application of the CTC targets would delay funding to FY 08-09. It is recommended that the Agency urge the CTC to maintain the project in the currently programmed year (FY 06-07) as shown above. Staff will continue to work with Caltrans and the CTC to deliver this project as soon as possible.

TE Programming: In response to the second question, the Agency recommended programming the \$2.314 million in TE funds for non-motorized projects. TE funds may be programmed as a lump sum, without identifying specific projects. The RTIP may be amended at a later date if the lump-sum amounts are not consistent with specific project needs.

As presented at the December Agency meeting, there are several candidate projects for the use of TE funds. The final selection of TE projects will depend on the State's placement of the Dana to Downtown project in the 2004 STIP. An unconstrained list of potential TE projects, in order of priority, is provided below:

1. Apply TE funds to TE-eligible (non-motorized) components of the "Dana to Downtown" project unless the State delays programming for this project to FY 07/08 or later. If programming is delayed, new TE funds from the 2006 and/or 2008 STIP could be earmarked for this project. The intent is to supplement this \$40.172 million project with TE funds to cover aesthetic enhancements requested by the City of Redding or escalation costs due to past programming delays, if needed. It is further intended that Caltrans would apply for State TE funds to match regional TE funds in a like amount. TE funding would only be considered after all other STIP funding options and cost reduction considerations are exhausted;
2. Provide Class II bike lanes (including four-foot shoulders) to Shasta College using the following prioritized segments as funding allows:
 - a. Old Oregon Trail from State Route 44 to Shasta College
 - b. Old Alturas Road from Shasta View Drive to Old Oregon Trail
 - c. College View Drive from Churn Creek Road to Old Oregon Trail
3. Provide a local TE match to leverage Caltrans TE funds for a \$1.2 million project to fill gaps for a continuous Class II bike lane on State Route 273 from Redding to Anderson. The match amount would need to be approved by the RTPA. The match amount discussed at a prior TAC meeting was \$100,000.

Projects #1 and #3 would require construction-phase dollars only. Project #2 would require funding in all phases: Environmental, design, right-of-way and construction.

To allow for any of the projects on the unconstrained TE list above, TE lump-sum programming is recommended as follows:

	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	Total
TE Programming (X \$1,000)						
Environmental	\$75					\$75
Plans, Specifications, and Engineering		\$75				\$75
Right-of-Way		\$200				\$200
Construction			\$1,964			\$1,964
Total	\$75	\$275	\$1,964			\$2,314

A constrained TE project list with one or more of the above projects will be brought back to the Agency around August when the 2004 STIP is adopted.

Upon approval of the recommended programming in the tables above, staff will prepare required RTIP materials (Project Fact and Fund Sheets) accordingly and submit the 2004 RTIP to the CTC for August approval.

ALTERNATIVES

Two basic alternatives are available:

1. Adjust programming for the motorized projects in keeping with the CTC funding targets. The current recommendation represents a consensus of Anderson, Redding (see attached letter and City Council Report), Shasta Lake, the County and Caltrans. Adding or substituting new projects is not an option at this time according to CTC policies; and
2. Suggest other TE projects or TE priorities and adjust the lump sum TE programming accordingly. Again, the recommendation presented represents a consensus of the local agencies and Caltrans.

OTHER AGENCY INVOLVEMENT

The Redding City Council considered STIP priorities and the use of TE funds at their January 6, 2004, meeting (see attached). The City Council recommendation endorses the prior December Agency guidance and the Staff recommendation in this report.

This proposal was also developed in cooperation with the Cities, the County and Caltrans. The 2004 RTIP was presented at the February 10, 2004 TAC Meeting and TAC recommends approval.

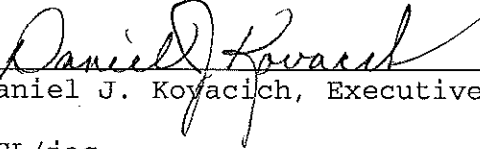
FINANCING

STIP projects are funded from State and Federal sources generated by taxes levied on fuel. It is important for all agencies to recognize that the proposed delays of projects does not guarantee funding in the specified year, particularly given the current State budget predicament. Like the 2002 STIP fund estimate - which proved high, resulting in significant project delays - the 2004 fund estimate must be based on current legislation, even where such legislation is certain to change. There are several tenuous assumptions, the most pivotal being that Proposition 42 will not be suspended. Proposition 42 dedicated State gasoline sales tax revenue to transportation funds rather than the State general fund. It can be suspended each year during fiscal emergencies.

Suspension of Proposition 42 is proposed in next year's State budget and, if approved, would undercut the 2004 fund estimate by \$800 million in the first year. In Shasta County, this means that no funds will be available for the projects listed in FY 04/05 of Shasta County's RTIP.

If Proposition 42 were suspended in each of the remaining four years of the programming period, the impact to the STIP would total \$4 billion. To put this in perspective, a \$4 billion cut represents an 80% reduction to the STIP program. In Shasta County, this means that only \$6 million of our \$30.011 million, five-year program would be realized.

For more detailed information, the 2004 STIP fund estimate may be viewed at http://www.dot.ca.gov/hq/transprog/stip/Draft_FE.pdf.



Daniel J. Kovacich, Executive Officer

DSL/jac

Attachments: 2002 STIP Project Listing
 City of Redding Letter, January 7, 2004.

2002 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP, only)

Shasta County

Entire State

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PEND VOTE	LAST DATE	TOTAL	PROG AMOUNT	02/03	03/04	04/05	05/06	06/07	07/08	RW	CON	PAVED	PS&E	RW	ENG	CON	ENG
02	SHA		2037	1A1200	Redding, City of - Cypress A - Widen Bridge over Sac River - Redding - Cypress Street Bridge at Sacramento River - widen bridge	RIP :	06/03/98	252	2,280			2,028					2,028	10				242	
	PM:		111-0000-0019			:		252	2,280			2,028					2,028	10				242	
	KP:		Local Assistance																				
02	SHA		2038	1A1300	Redding, City of - Cypress B - Widen Bridge Approaches - Redding - Cypress Street Bridge approaches - widen bridge approaches	RIP :	06/03/98	242	2,495	313		1,940				313	1,940	10				232	
	PM:		111-0000-0020			:		242	2,495	313		1,940				313	1,940	10				232	
	KP:		Local Assistance																				
02	SHA		2074	1A4100	Redding, City of - Cypress Avenue Phase "C" Project - Redding - Cypress Avenue Relief Phase C, from Pine Street to Athens Avenue - widen roadway	RIP :	04/03/02	2,136	2,136	597						72	1,950	40				74	
	PM:		111-0000-0048			:		2,136	2,136	597						72	1,950	40				74	
	KP:		Local Assistance																				
02	SHA		2146	454414	Redding, City of - Shasta View Drive Extension - Redding - Shasta View Drive from Galaxy Way to Saturn Sky Way - roadway extension	RIP :	05/06/02	75	75									58				17	
	PM:		111-0000-0072			:		75	75									58				17	
	KP:		Local Assistance																				
02	SHA		2306	455874	Redding, City of - South Bonnyview Widening - City of Redding - on South Bonnyview Rd. from Sacramento Rv. to SR-273 - widen roadway	RIP : 06/26/03	06/26/03		1,068		175	145	748				748	175				145	
	PM:		111-0000-0093			:			1,068		175	145	748				748	175				145	
	KP:		Local Assistance																				
02	SHA		2308	455914	Shasta County - Replace various bridges - In County of Shasta - Various locations - Replace bridges.	RIP : 06/26/03	06/26/03		670		570	100					670						
	PM:		111-0000-0097			:			670		570	100					670						
	KP:		Local Assistance																				
02	SHA		2362	455884	Redding, City of - Downtown Mall Circulation Improvements - In City of Redding - on Market St. from Tehama to Placer, on Yuba St. from Pine to California, and on Butte St. from Pine to California - Construct 2 in. circulation grid w/ parking	RIP : 06/26/03	06/26/03		345		345							345					
	PM:		111-0000-0095			:			345		345							345					
	KP:		Local Assistance																				
02	SHA		2363	455894	Redding, City of - Downtown Railroad Congestion Relief - In City of Redding - various areas in downtown and to the south - relocate railroad switching operations and/or construct a grade separation	RIP : 06/26/03	06/26/03		345		345							345					
	PM:		111-0000-0096			:			345		345							345					
	KP:		Local Assistance																				
02	SHA		2368	455854	Shasta County RTPA - Planning, programming and monitoring - Planning, programming and monitoring	RIP : 06/26/03	06/26/03		310	250	60						310						
	PM:		111-0000-0114			:			310	250	60						310						
	KP:		Local Assistance																				
								250	310	250	60						310						

2002 State Transportation Improvement Program

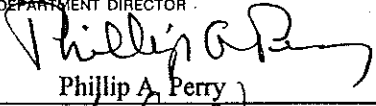
Current Official STIP - (STIP funds, RIP and IIP, only)

Shasta County

Entire State

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PRNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PEND VOTE	LAST DATE	TOTAL VOTED FUNDS	PROG AMOUNT	(Programmed Dollars in Thousands)						
										02/03	03/04	04/05	05/06	06/07	07/08	RW
02	SHA	44	0137	38840K	Caltrans - Stillwater - Near Redding - Airport Road to Deschutes Road - new interchange and widen to 4-lane freeway	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	151	2391	455904	Shasta Lake, City of - Shasta Dam Blvd. Improvements - In the City of Shasta Lake - on Shasta Dam Blvd (SR 151) from Locust Ave to Washington Ave - street enhancements.	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	273	2369	39370	Anderson, City of - Ox Yoke Road Improvements - In the City of Anderson - on SR 273 at Ox Yoke Road Intersection - Roadway improvements and signal installation.	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	273	6651	328020	Caltrans - Redding Downtown Couplets - Redding - on SR 273 from Tehama Street to Riverside Drive and on SR 299 from Court Street to East Street - realign and shift downtown couplet	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	299	A0166A	270310	Caltrans - Buckhorn Grade - Environmental Only - Near Lewiston - west of Shasta County line to near Clear Creek Bridge - realign roadway (environmental only)	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	299	3116	38840K	Caltrans - Liberty to I-5 aux. lane and bridge widen - In Redding - from East St. to Rte. 5144/299 separation - Construct eastbound auxiliary lane and widen bridge.	:										
					RIP :											
					IIP :											
					TOTAL:											
02	SHA	299	6650	328010	Caltrans - Redding Auxiliary Lane & Bridge Widening - Redding - Add Canal Bridge to 0.3 mile east of Sacramento River Bridge/also at Routes 5144/299 separation - construct westbound auxiliary lane and widen bridge	:										
					RIP :											
					IIP :											
					TOTAL:											
Total Shasta County: 16 Projects																
					RIP :											
					IIP :											
					TOTAL:											

ITEM NO.	9-13(a)
MEETING DATE	January 6, 2004
APPROVED BY	
DEPARTMENT DIRECTOR  Phillip A. Perry	
CITY MANAGER  Michael Warren	

CITY OF REDDING

REPORT TO CITY COUNCIL

DATE: December 22, 2003

CODE: T-100-375/S-070-050-030/T-100-050

FROM: Municipal Utilities

SUBJECT: Expenditure of State Transportation Improvement Program (STIP) and Transportation Enhancement (TE) Funds

Recommendation

It is recommended that the City Council approve funding, as per Alternative No. 1, for STIP projects as follows: 1) Move South Bonnyview environmental/design funds to the construction phase of South Bonnyview, and 2) move \$590,000 of STIP environmental funds from the mall/grade separation projects to the construction phase of South Bonnyview. It is further recommended that the City of Redding endorse the expenditure of Transportation Enhancement funds as outlined in the staff report for the enhancement of bicycle access to Shasta College.

Background

This memo covers two topics and is related to the following item on the agenda.

STIP Funding

On December 9, 2003, the Regional Transportation Planning Agency was presented a report on the status of State Transportation Improvement Program (STIP) funding for the County and its cities. Contained within the report were target fund estimates for the next five years as well as a suggested shifting of projects to match new projections received from the State California Transportation Commission (CTC) on when funds will be available. Attached is a copy of the RTPA staff report.

The bottom line is that there are greater needs statewide than there are funds available and the shifting and/or deferral of projects to when funding is available is necessary. To allow projects to move forward with the funds available, it is suggested that the following adjustments be made to the City of Redding STIP projects:

1. South Bonnyview Road – Currently there is \$175,000 programmed for environmental in 2004-05 and \$145,000 for design in 2005-06. It would likely be to Redding's advantage to shift these funds to the construction phase to bypass some of the timelines of the CTC and federal red tape. The City would utilize Traffic Impact Fees and other funds for pre-construction work. See the discussion in the next agenda item on this project.
2. Downtown Mall/Grade Separation – There is currently \$345,000 for environmental work programmed for each project in 2005-06, or a total of \$690,000. The concern is that an

environmental document is good for 5 ± years and likely funding through the STIP process is now 10+ years out. As such, it would be prudent to shift most of these funds to South Bonnyview Road, which is now scheduled for construction in 2006-07. This decision can be looked at again each year to see if conditions change. The proposal is to leave \$50,000 in each project account.

Staff thought long and hard about making this recommendation, but on balance making an improvement outweighs having idle funds or doing studies that may have to be redone later. Simply stated, the City can put enough funds together to do South Bonnyview, but does not have enough funds for the mall or the railroad crossing, alone or together.

Recycle Routes

The other topic outlined in the RTPA staff report concerned the expenditure over the next five years of \$2.3 million of Transportation Enhancement (TE) funds. These funds will be federalized, which means they will have to go through a California Transportation Commission (CTC) allocation process with all of the accompanying red tape associated with Federal funding. As such, it is proposed that these funds be expended on a regional/multi-agency project. The discussion at the Technical Advisory Committee of the RTPA has focused on bicycle facilities. The candidate projects being discussed in descending priority order are:

1. Add bicycle lanes to access Shasta College with the following segment priorities as funding allows:
 - A. Old Oregon Trail from Shasta College to SR44. This would be by the Sportsplex and would respond well to City Council comments during the prior Sportsplex discussions. Additionally, this segment provides access to Columbia School.
 - B. Old Alturas Road from Old Oregon Trail to Shasta View Drive.
 - C. College View Drive from Old Oregon Trail to Churn Creek Road.
2. Allocate up to \$200,000 to leverage State Interregional TE funds for bike lanes on SR273 from Anderson to Redding.
3. Augment the Dana to Downtown Project on SR44 for the components which would qualify for TE funds. This would include such things as the bike lane, landscaping and ascetic improvements.

Issues

Issues for the City Council to consider are:

1. Does the City Council endorse STIP programming changes as noted in the staff report?
2. Should the City Council support the expenditure of Transportation Enhancement funds as outlined?

Alternatives

By topic, the City Council has the following alternatives to consider:

STIP Funds

1. Endorse the STIP funding changes as outlined. This moves projects to conform with the current CTC target fund estimates and moves STIP funding programmed from the environmental and design components of the South Bonnyview Road widening to the construction phase. This alternative would also move the environmental funding from the mall/grade separation project to South Bonnyview Road construction due to the projected long lead time before design and construction funding is available for the mall or grade separation project. If funding changes, this can be reconsidered. This retains \$50,000 in each of the downtown accounts as a placeholder and to have some money if an opportunity occurs.
2. Shift the project funding to meet the CTC targets, and leave the two downtown projects fully funded as currently programmed. The City will need to show progress at some point and there are not enough funds to accomplish other than preliminary studies. What will happen over the next 10 years is unknown.
3. Shift all funds to South Bonnyview and not retain any for the downtown projects, but leave the projects on the City's and RTPA project lists.

Bicycle Funding Under the Transportation Enhancement

1. Endorse a regional/multi-agency bicycle project as outlined. Under this alternative, the RTPA would take the lead for the environmental document and the City of Redding and County of Shasta would develop necessary construction documents to construct segments over the five-year funding plan.
2. Decline participation in a regional project as outlined and direct staff to submit alternate projects for the RTPA's consideration consistent with the program funding requirements and the City interests.

Fiscal Impacts

Given the current funding shortfalls within the STIP program, there is a concern that construction funding for the downtown projects from the STIP program is so far out that any expenditure on environmental documents could be wasted. There is a need for the South Bonnyview Road project now and if the City can pool enough resources, this top rated STIP project can move forward and the funds will not sit idle or be subject to changing plans or new environmental issues in seven to ten years. South Bonnyview is experiencing congestion today.

Conclusions

Given the current STIP funding picture, staff believes that it is better to consolidate the Federal funds and move forward with the construction of the South Bonnyview Road project. This does not negate the need

for the mall or grade separation projects. Keeping \$50,000 in each of these accounts represents a statement by the City that these projects are still important to the City, but the City also wants to complete a needed project. As such, moving the STIP funds to South Bonnyview Road at this time makes sense as it is one project the City can pool enough local and State funding to construct.

With regard to the TE funds, enhanced bicycle access to Shasta College has long been a goal of both the City and County. Old Oregon Trail is in need for improvements, with the Sportsplex and Columbia School also benefitting from the addition of improved shoulders for bicycle travel. This should be a worthwhile project.

Attachment

RTPA staff report of December 9, 2003, Item 4

c: Kurt Starman, Deputy City Manager
Ray Duryee, Traffic Operations Manager
Jon McClain, Project Coordinator

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REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Status of 2004 Regional Transportation Improvement Program (RTIP)	12/09/03	4

RECOMMENDATION

This is an information item only.

SUMMARY

The 2004 Regional Transportation Improvement Program (RTIP) must be approved by the Agency prior to April 12, 2004. Upon approval by the Agency, the RTIP will be forwarded to the California Transportation Commission (CTC) for incorporation into the State Transportation Improvement Program (STIP) by August 5, 2004. Except for \$2.314 million in non-motorized Transportation Enhancement funds, no new funds are available for STIP projects. Shasta County projects currently programmed in the STIP must be delayed to meet projected funding availability, by year, over the five-year program.

DISCUSSION

The 2004 RTIP is a five-year budget to develop and deliver specified projects and must be submitted to the California Transportation Commission (CTC) by April 12, 2004. RTIPs are required every two years.

Based on State estimates released in late November, no new funding will be available over the five-year programming period ending 2009. The only exception is for non-motorized projects (see TE discussion below). Existing commitments totaling \$30.011 million can remain in the 2004 RTIP; however, most projects must be delayed to meet year-by-year funding targets set by the CTC.

The attached spreadsheet shows existing STIP commitments by year and new annual funding targets for reprogramming these existing commitments. It also shows an example of a new program for the 2004 STIP that delays these projects to meet the targets. The project most affected by the annual target constraint is the "Dana to Downtown Project". It would be delayed another two years to a construction start-date of 2008. Since annual targets set by the CTC may be flexible, depending on other regions meeting their targets Statewide, staff will likely recommend that we keep programming for the Dana to Downtown Project in 2006.

The Transportation Enhancement (TE) program, which funds non-motorized transportation projects such as bike lanes, is now administered through the STIP rather than as a separate program. The CTC estimates that \$2.314 million in new STIP funds could be programmed for non-motorized projects over the five-year STIP cycle. Alternatively, the Agency may elect to reserve these funds for motorized STIP projects or to cover cost escalation resulting from project delays. The primary tradeoff is that funds programmed for TE projects could be used during this STIP period while funds reserved for non-TE projects could not be used for at least six years.

Item 4
Status of 2004 RTIP
December 9, 2003

Between now and the February Agency meeting, staff will work with local agencies to address the following issues:

1. How to best delay \$30.011 million in existing STIP projects over the five-year period while still meeting year-by-year funding targets set by the CTC (see attachment).
2. The pros and cons of programming non-motorized TE funds over the next five years versus reserving the funds for motorized projects sometime beyond 2009.

The above discussions will involve revisiting the cost and schedule for existing STIP projects, and examining commitments for projects not fully funded in the current STIP (only initial phases such as environmental review are funded). Based on these discussions, a recommendation will be brought to the Agency at the February meeting.

Delaying project programming to a specific year does not guarantee funding in that year, particularly given the current State budget predicament. Like the 2002 STIP fund estimate - which turned out to be optimistic resulting in significant delays for all STIP projects - the 2004 fund estimate is based on current legislation that is certain to change. There are several tenuous assumptions, the most pivotal being that Proposition 42 will shift gasoline sales tax revenue from the general fund to transportation as specified in current law. Obviously, this may be further suspended. Without these STIP revenues (\$1.738 billion over five years), no funds will be available in the first year of the 2004 STIP to honor programming commitments. Subsequent years would also be severely impacted.

For more detailed information, the 2004 STIP fund estimate may be viewed at <http://www.dot.ca.gov/hq/transprog/stip/Draft FE.pdf>.

ALTERNATIVES

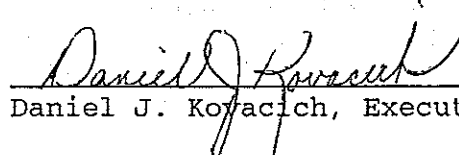
None. This item is for information only. No Agency action is requested.

OTHER AGENCY INVOLVEMENT

This item was discussed at the November 25, 2003 TAC Meeting. Since the STIP fund estimate will not be officially adopted until the December 10/11, 2003 CTC meeting, TAC agreed that further discussions need to occur between that date and the February Agency meeting.

FINANCING

STIP projects are funded from State and Federal sources generated by taxes levied on fuel. Based on the Draft STIP fund estimate, most STIP projects that are currently programmed will have to be delayed one to five years.


Daniel J. Kovacich, Executive Officer

DSL/jac

Attachment: Existing STIP Programming, New 2004 STIP Annual Targets, and Possible Delays

CITY OF REDDING



ENGINEERING DIVISION

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January 7, 2004
T-100-375

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

Dear Dan:

SUBJECT: STIP Projects and TE Funds

At its meeting of January 6, 2004, the City Council considered the shifting of State Transportation Improvement Program (STIP) projects and how to expend projected Transportation Enhancement (TE) funds. Attached is a copy of the staff report. The discussion was a follow-up to the Status of 2004 Regional Transportation Improvement Program (RTIP) staff report presented to the Regional Transportation Planning Agency at their December 9, 2003, meeting. The action by the City Council was as follows:

State Transportation Improvement Program

- Move South Bonnyview environmental/design funds to the construction phase of South Bonnyview in Fiscal Year (FY) 2006-2007.
- Move \$590,000 of STIP environmental funds from the mall/grade separation projects to the construction phase of South Bonnyview in FY 2006-2007.
- Retain \$50,000 toward the environmental process for both the mall and grade separation projects in FY 2008-2009.

Transportation Enhancement Funds

1. Add bicycle lanes to access Shasta College with the following segment priorities as funding allows:
 - Old Oregon Trail from Shasta College to SR44.
 - Old Alturas Road from Old Oregon Trail to Shasta View Drive.
 - College View Drive from Old Oregon Trail to Churn Creek Road.

2. Allocate up to \$200,000 to leverage State Interregional TE funds for bike lanes on SR273 from Anderson to Redding.
3. Augment the Dana to Downtown Project on SR44 for the components which would qualify for TE funds.

Thank you for the opportunity to comment on these needed transportation improvements within the region. If you should have any questions, please call me at 245-7114 or send me an e-mail at rduryee@ci.redding.ca.us.

Sincerely



Ray Duryee
Municipal Utilities Manager

rd/bt/250

Attachment

- c. City Manager
Assistant City Manager
Deputy City Manager
City Clerk
Director of Administrative Services
Director of Development Services