

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Regional Transportation Improvement Program (RTIP) Update	4/23/02	8

RECOMMENDATION

It is recommended that the Agency:

- (1) Review Shasta County projects adopted by the California Transportation Commission (CTC) in the 2002 State Transportation Improvement Program (STIP) as indicated in Table 1 attached; and
- (2) Ratify the RTPA staff request for the CTC to reinstate programming for the State Route 299 Auxiliary Lane Project (Table 1: PPNOs 6650 and 3116) which was recommended for denial by the CTC.

SUMMARY

The California Transportation Commission (CTC) adopted the 2002 State Transportation Improvement Program (STIP) April 4, 2002. For Shasta County, the CTC recommended denial of a \$10 million programming advance and denial of programming for the State Route 299 Auxiliary Lane Project (Table 1: PPNOs 6650 and 3116) which has been a high, long-standing regional priority. In response, RTPA staff requested removal of 14 projects totaling \$10.479 million that were programmed in the last two years of the STIP. This freed up programming capacity to reinstate the State Route 299 Auxiliary Lane Project. The 14 projects removed in fiscal years 06/07 and 07/08 can be reprogrammed in the 2004 STIP.

BACKGROUND

Based on prior direction from the Agency, staff developed the 2002 RTIP. The RTIP proposed programming of \$40 million in new transportation projects to be developed by the three cities, the County and Caltrans over the next five years. The \$40 million request was predicated upon an approximately \$10 million advance in addition to our \$30 million County share. Upon approval by the Agency last December, the RTIP was forwarded to the California Transportation Commission (CTC) for incorporation into the State Transportation Improvement Program (STIP).

Due to a lack of programming capacity in the early years of the STIP (see Figure 1), Shasta County was asked to submit a prioritized list of its RTIP projects to the CTC in February, 2002. Table 1, developed in consultation with the Technical Advisory Committee and ratified by the Agency, lists RTIP projects in order of the stated priority.

Approval of RTIP projects in the STIP constitutes a commitment, or line of credit, by the State to fund the listed projects once requested by the local delivering agency. This line of credit generally applies to the year in which the project is programmed; however, the CTC may fund projects in earlier years at their discretion and subject to available funds.

DISCUSSION

The CTC amassed all RTIP proposals submitted Statewide by the regions and determined that project proposals in the early years of the five-year program far exceeded programming capacity (see Figure 1). The CTC moved programming for most Shasta County projects out to the fifth year (FY07).

While Shasta County's guarantee of \$30 million in new project programming over five years is guaranteed, our ability to front-load programming in the early years of the STIP or receive an advance is limited. The front-loading of Shasta County projects was requested due to three major Caltrans projects that are near completion of the environmental phase and are now ready to program construction. These projects are as follows:

Major Projects Proposed in Early Years of 2002 RTIP	2002 RTIP Cost (thousands)	Total Cost w/ITIP Added (thousands)	Desired Const. Year
SR 299 Auxiliary Lane and Bridge Widening @ Sacramento River	\$14,629	\$29,658	FY 03/04
SR 299: Widen Liberty St. to Auditorium Dr.	\$7,178	\$10,114	FY 03/04
Redding Downtown Couplet	\$4,566	\$4,566	FY 04/05
Total	\$26,373	\$44,338	

Programming for the above projects alone represents 87% of the Region's county share. This programming was requested within the first three years of the 2002 RTIP. These projects have been, and remain, among Shasta County's highest priorities.

The CTC adopted the 2002 STIP April 4, 2002. The CTC recommended denial of the Agency's request to advance over \$10 million in STIP funds and, initially, recommended denial of programming for the State Route 299 Auxiliary Lane Project (Table 1: PPNos 6650 and 3116). In response, RTPA staff recommended removal of 14 projects totaling over \$10 million as indicated in Table 1 by costs shown in strikeout. These 14 projects were recommended for removal since they were programmed in the out-years of the STIP (FY05 & FY07) and can be reinstated in the next STIP cycle (2004).

Due to Statewide programming constraints, removal of these projects enabled the CTC to reinstate the State Route 299 Auxiliary Lane Project. In effect, the temporary removal of \$10.479 million in project programming allowed this \$40.172 million project to continue forward. This project includes a 46% match of State Interregional Improvement Program (ITIP) funds.

The \$10 million advance request was denied by the CTC based on a formula which evaluated the percentage of a region's RTIP projects on local roads versus State Highways. Due to a high percentage of small base allocation projects - the local discretionary projects granted to the cities and county - Shasta County was near the bottom of list resulting in denial of the advance. About one-half of the regions requesting advances were approved.

With adoption of the Shasta County projects in the 2002 STIP, approximately \$333,000 in programming reserves remain until the 2004 STIP cycle. This provides a relatively small cushion for cost overruns.

Planning, Programming and Monitoring Funds: The STIP includes the programming of \$310,000 to the Shasta County RTPA for Planning, Programming and Monitoring (PPM) funds. These funds are limited to 1% of the County share and are programmed by nearly all Metropolitan Planning Organizations (MPOs) for purposes of RTIP administration/development, project development studies, and RTIP monitoring. PPM funds have not typically been requested by the RTPA since adequate Federal planning funds currently exist for these purposes (see Overall Work Program item in this agenda). PPM funds were approved once for the City of Anderson for a \$20,000 project development study. The PPM funds were requested for this STIP cycle because they were identified by the CTC as a high priority for early-year programming. PPM funds present an opportunity to more rapidly deliver STIP projects which would otherwise be delayed.

The City of Redding wishes to immediately contract for preliminary feasibility studies relating to the Downtown Mall and Downtown Railroad Projects (Table 1: PPNos 2362 & 2363). These projects (collectively referred to as the Downtown projects) are programmed beginning July 1, 2003. The State intent for use of PPM funds is a good fit to City of Redding needs for the Downtown projects in that PPM funds can be used for early feasibility studies, but not environmental review or other project delivery phases. Use of PPM funds on the Downtown projects has several advantages. Unlike the \$1 million in funds specifically programmed for the Downtown projects in 2003, PPM funds:

- are available immediately;
- do not require further CTC action for expenditure;
- are not subject to Federal processing requirements; and
- can be used in small increments without the risk of lost funds to the region.

Use of PPM funds have been discussed with the City of Redding. Redding staff highly endorses this option.

It is understood that any expenditure of PPM funds by Redding would count directly against the \$1 million currently programmed for the downtown projects. As such, use of the PPM funds by Redding would free up programming capacity and could allow up to \$310,000 in new project programming through a latter STIP amendment. Staff would recommend that any freed up capacity would be made available to Anderson and Shasta Lake as part of their originally approved base allocations. A total of four base allocation projects were proposed for Anderson and Shasta Lake. All were among the fourteen projects removed from programming (since they were in the last two years of the STIP) in order to reinstate the State Route 299 projects. Anderson, Shasta Lake, Redding, and Shasta County staffs are supportive of this concept, the details of which would be developed further and brought back to the Agency in the form of an RTIP amendment.

Opportunities Presented by 2002 STIP: Although CTC denial of the Agency's \$10 million advance request -- and the corresponding need to remove 14 projects -- presents a setback, there were several favorable outcomes for Shasta County resulting from adoption of the 2002 STIP. First, requests to carryover prior STIP projects, such as the Cypress projects, were approved.

Second, Shasta County will receive funds much earlier than most regions during the first two years of the STIP (Figure 2). Early funding for large projects is important in light of cost escalations, traffic congestion over time, and benefits to the local economy.

Last, Shasta County has successfully leveraged its \$29.270 million in RTIP funds program to receive \$18.365 million in State discretionary ITIP funds. This equates to receiving an extra 63-cents in ITIP funds for each RTIP dollar spent. On average for this STIP cycle, regions will receive about 25-cents in ITIP road funds for each RTIP dollar spent.

Future STIP Amendments: Now that the STIP has been adopted, the CTC will allow agencies to air their grievances through the STIP amendment process. STIP amendments will likely be limited to the swapping of projects within the region. For example, a Shasta County project in an early year can be moved out to advance a project from a later year. Amendments may be submitted at any time throughout the two-year STIP cycle.

Staff does not recommend any STIP amendments at this time (see alternatives below).

ALTERNATIVES

STIP: The Agency could ask the CTC to consider amending the STIP by adding new projects or project components and eliminating other projects with the same or higher costs and, within the same program year. Although not ideal, staff feels that the Shasta County STIP projects selected by the CTC best represents the region's priorities as well as regional goals for delivering these projects as early as possible.

Use of PPM Funds: The Agency may also designate an alternative use for the \$310 thousand in Planning Programming and Monitoring funds. The use would need to be consistent with CTC requirements to expend such funds on project planning and project development as opposed to project delivery (environmental through construction). At this time, staff has identified no other qualifying needs for expenditure of these funds.

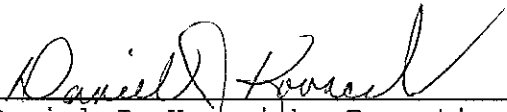
Use of \$310,000 in Programming Capacity Freed Up by Use of PPM Funds: The Agency may also designate a different priority, such as maintaining additional programming reserve, for the \$310,000 in programming potentially freed up by Redding's use of PPM funds for the Downtown projects. Staff has recommended for use of these funds by Shasta Lake and Anderson since they were the only project sponsors to not receive STIP programming this cycle.

OTHER AGENCY INVOLVEMENT

The list of adopted STIP projects and the need to unprogram \$10 million in projects was reviewed by the Technical Advisory Committee (TAC). While the local agencies were understandably displeased with the CTC's denial of our \$10 million advance request, they concurred that the adopted STIP program as shown in Table 1 represents the best opportunity under the circumstances for early use and leveraging of STIP funds for projects of high regional priority.

FINANCING

STIP projects are funded from State and Federal sources generated by taxes levied on fuel. The Region's ability (or inability) to program a project in the STIP has an effect on when, not if, projects are to be funded. Projects that were unprogrammed can be reinstated during the 2004 STIP cycle. New projects could also be added during the 2002 cycle if currently programmed projects experience delays or a project savings.



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Attachments: Figures 1 & 2
 Table 1

2002 STIP

Statewide Requests vs. Capacity

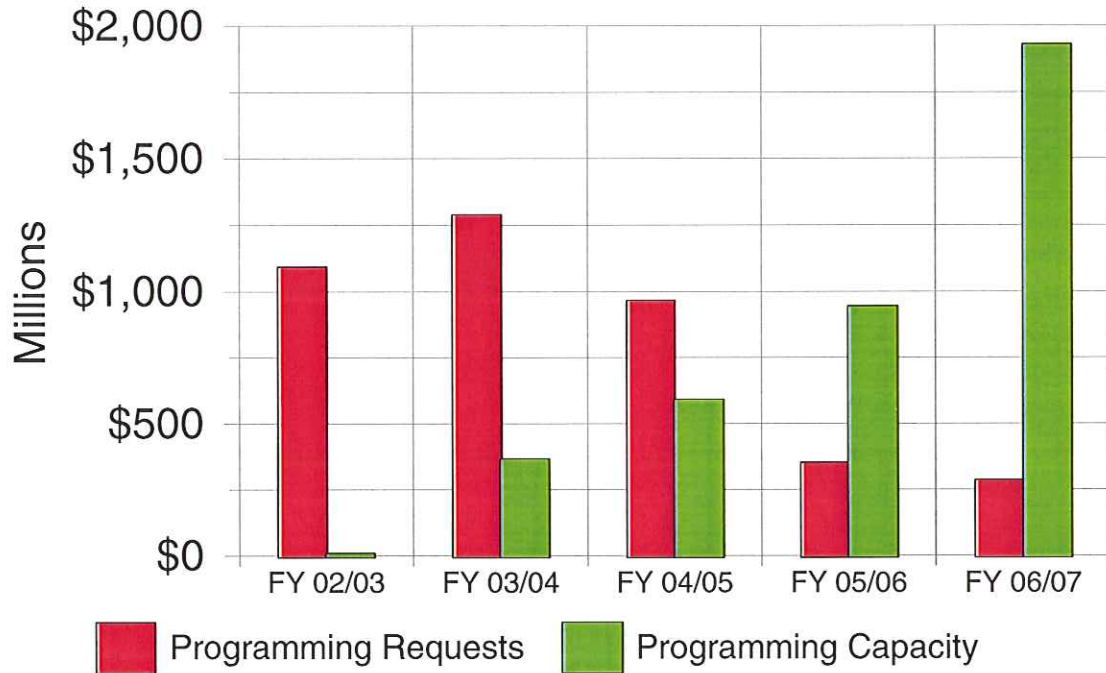


Figure 1

2002 STIP

State Capacity vs. County Programming

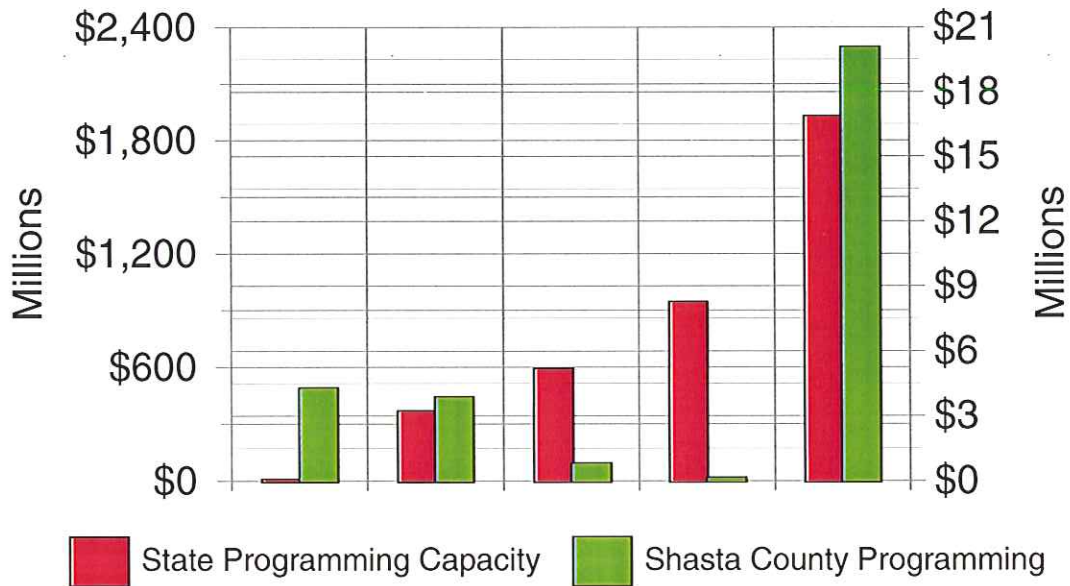


Figure 2

Project Title: Description	Agency MPO # PPNO #	Phase	Fund Type	Prior	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Future	RTIP Programming	Estimated Unprogrammed Commitment	Special Funding Considerations
Shasta County Chip and Slurry Seals: Various locations in Shasta County - road overlays	Shasta County SHA02-08 PPNO-2367	PA & ED	STIP-RIP (SOF)				\$ 5						State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 25						
		RW											
		Construction	STIP-RIP (SOF)				\$ 600						
		Total											
Shasta County Road Rehabilitation: Various locations in Shasta County - road overlays	Shasta County SHA02-09 PPNO-2311	PA & ED	STIP-RIP (SOF)				\$ 5						State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 30						
		RW											
		Construction	STIP-RIP (SOF)				\$ 649						
		Total											
Buenaventura Boulevard Widening: Buena Ventura Boulevard from Railroad Avenue to SR 273 - widen from two lanes to four	Redding SHA02-12 PPNO-2314	PA & ED	STIP-RIP (SOF)						\$ 20				State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)						\$ 20				
		RW											
		Construction	STIP-RIP (SOF)						\$ 260				
		Total											
Quartz Hill Road Reconstruction: Snow Lane to top of grade - widen	Redding SHA02-16 PPNO-2317	PA & ED	STIP-RIP						\$ 200				Environmental Only. BA.
		PS&E											
		RW											
		Construction											
		Total											
Hilltop Drive @ Industrial Traffic Signal: Intersection of Hilltop Drive and Industrial Lane - construct traffic signal	Redding SHA02-17 PPNO-2318	PA & ED	STIP-RIP (SOF)						\$ 1				State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)						\$ 24				
		RW											
		Construction	STIP-RIP (SOF)						\$ 225				
		Total											
Carryover Programming					\$ 313	\$ 4,716					\$ 5,029		
New Programming					\$ 4,288	\$ 3,888	\$ 822	\$ 168	\$ 20,104		\$ 29,270		
TOTAL					\$ 4,601	\$ 8,604	\$ 822	\$ 168	\$ 20,104		\$ 34,299	\$ 30,159	
KEY:		Original Programming year adopted by RTPA in 2002 RTIP											
	\$	Not Approved For Programming in 2002 STIP											

Project Title: Description	Agency MPO # PPNO #	Phase	Fund Type	Prior	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Future	RTIP Programming	Estimated Unprogrammed Commitment	Special Funding Considerations
Deschutes Road Widening in Palo Cedro: Deschutes Road from SR44 to Stone Meadows Road - add south bound travel lane	Shasta County SHA02-07 PPNO-2309	PA & ED	STIP-RIP (SOF)				\$ 10						State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 40						
		RW	STIP-RIP (SOF)					\$ 70					
		Construction	STIP-RIP (SOF)					\$ 190					
		Total											
Various Bridge Replacements: Long Hay Flat Rd. @ Bailey Ck; Parkville Rd. @ Bear Ck; Old 44 @ Stillwater Ck; Rock Ck Rd. at Rock Ck; Wildcat Rd. @ Battle Ck; Foster Rd. @ Mark Gulch - replace bridges	Shasta County SHA02-06 PPNO-2308	PA & ED											20% RIP/80% HBRR for construction only. State Only RIP Requested. BA.
		PS&E											
		RW											
		Construction	STIP-RIP (SOF)				\$ 670				\$ 670		
		Total					\$ 670				\$ 670		
Ox Yoke/SR 273 Traffic Signal: Ox Yoke Road @ State Route 273 - add traffic signal and turn lane improvements.	Caltrans SHA02-19 PPNO-2369	PA & ED	STIP-RIP										BA.
		PS&E	STIP-RIP										
		RW	STIP-RIP										
		Construction	STIP-RIP					\$ 302					
		Total											
Shasta Park Road/Central Avenue Rehabilitation Project: Various locations in Shasta Lake - asphalt concrete overlay	Shasta Lake SHA02-11 PPNO-2366	PA & ED	STIP-RIP (SOF)				\$ 3						State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 36						
		RW											
		Construction	STIP-RIP (SOF)				\$ 294						
		Total											
Shasta Street/Cascade Boulevard Rehabilitation Project: Various locations in Shasta Lake - asphalt concrete overlay	Shasta Lake SHA02-10 PPNO-2312	PA & ED	STIP-RIP (SOF)				\$ 3						State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 58						
		RW	STIP-RIP (SOF)				\$ 11						
		Construction	STIP-RIP (SOF)				\$ 428						
		Total											
Redding Street Rehabilitation: Various locations in Redding - slurry seals	Redding SHA02-13 PPNO-2315	PA & ED											State Only RIP Requested. BA
		PS&E	STIP-RIP (SOF)				\$ 20						
		RW											
		Construction	STIP-RIP (SOF)				\$ 480						
		Total											
Redding Street Rehabilitation 02/03: Various locations in Redding - Various Locations - Asphalt Concrete Overlay.	Redding SHA02-14 PPNO-2316	PA & ED											State Only RIP Requested. BA
		PS&E	STIP-RIP (SOF)				\$ 25						
		RW											
		Construction	STIP-RIP (SOF)				\$ 675						
		Total											
Redding Street Rehabilitation 04/05: Various locations in Redding - Various Locations - Asphalt Concrete Overlay.	Redding SHA02-15 PPNO-2365	PA & ED											State Only RIP Requested. BA
		PS&E	STIP-RIP (SOF)				\$ 20						
		RW											
		Construction	STIP-RIP (SOF)				\$ 530						
		Total											

Project Title: Description	Agency MPO # PPNO #	Phase	Fund Type	Prior	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Future	RTIP Programming	Estimated Unprogrammed Commitment	Special Funding Considerations
Stillwater: State Route 44 Widening from Airport Road to Deschutes Road - new interchange and widen to four-lane freeway.	Caltrans SHA00-06 PPNO-0137	PA & ED	Prior	\$ 440									Prior funding of environmental only. 50% RIP/50% IIP.
		PS&E	Future (RIP)				\$ 1,500					\$ 1,500	
		RW-SUP	Future (RIP)				\$ 30					\$ 30	
		RW	Future (RIP)				\$ 800					\$ 800	
		Const.-SUP	Future (RIP)					\$ 400				\$ 400	
		Construction	Future (RIP)					\$ 4,800				\$ 4,800	
		Total					\$ 2,330	\$ 5,200				\$ 7,530	
Buckhorn Grade: State Route 299 from Clear Creek Bridge to Shasta-Trinity county line - realign roadway	Caltrans SHA00-07 PPNO-A0166A	PA & ED	Prior	\$ 150									Prior funding of environmental only. 10% RIP/90% IIP.
		PS&E	Future (RIP)				\$ 176					\$ 176	
		RW-SUP	Future (RIP)					\$ 36				\$ 36	
		RW	Future (RIP)					\$ 4				\$ 4	
		Const.-SUP	Future (RIP)						\$ 337			\$ 337	
		Construction	Future (RIP)						\$ 10,890			\$ 10,890	
		Total					\$ 176	\$ 40		\$ 11,227		\$ 11,443	
South Bonnyview Widening: South Bonnyview Road from Sacramento River to State Route 273 - widen from two to four lanes	Redding SHA02-01 PPNO-2306	PA & ED	STIP-RIP		\$ 152		\$ 152				\$ 152		
		PS&E	STIP-RIP			\$ 131		\$ 131			\$ 131		
		RW	STIP-RIP			\$ 37		\$ 37			\$ 37		
		Construction	STIP-RIP				\$ 3,680						
		Total					\$ 152	\$ 168			\$ 320		
Hilltop Drive/State Route 44 Overcrossing: Hilltop Drive from State Route 44 off ramp to Dana Drive - add north bound lane	Redding SHA02-02 PPNO-2307	PA & ED											Local funds proposed for project development.
		PS&E											
		RW											
		Construction	STIP-RIP			\$ 1,200							
		Total											
Downtown Mall Circulation Improvements: Restore traffic through downtown mall.	Redding SHA02-03 PPNO-2362	PA & ED	STIP-RIP			\$ 500					\$ 500		Environmental Only
		PS&E	Future (RIP)					\$ 1,000				\$ 1,000	
		RW	Future (RIP)					\$ 3,100				\$ 3,100	
		Construction	Future (RIP)						\$ 1,500			\$ 1,500	
		Total				\$ 500		\$ 4,100	\$ 1,500		\$ 500	\$ 5,600	
Downtown Rail Congestion Relief: Alleviate Congestion due to railroad in downtown area	Redding SHA02-04 PPNO-2363	PA & ED	STIP-RIP			\$ 500					\$ 500		Environmental Only
		PS&E	Future (RIP)					\$ 950				\$ 950	
		RW	Future (RIP)					\$ 1,500				\$ 1,500	
		Construction	Future (RIP)						\$ 3,136			\$ 3,136	
		Total				\$ 500		\$ 2,450	\$ 3,136		\$ 500	\$ 5,586	
North Street @ Riverside Avenue: Install Traffic Signal, Storm Drainage, and Street Improvements	Anderson SHA02-05 PPNO-2145	PA & ED	Prior	\$ 125									Environmental Previously Programmed. State Only RIP Requested. BA.
		PS&E	STIP-RIP (SOF)				\$ 85						
		RW	STIP-RIP (SOF)				\$ 5						
		Construction	STIP-RIP (SOF)				\$ 250						
		Total											

TABLE 1: Adopted 2002 STIP Compared to 2002 Shasta County RTIP (Thousands)

Project Title: Description	Agency MPO # PPNO #	Phase	Fund Type	Prior	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Future	RTIP Programming	Estimated Unprogrammed Commitment	Special Funding Considerations
Cypress A: Cypress Street Bridge over Sacramento River - Widen bridge from four lanes to six	Redding SHA00-01 PPNO-2037	PA & ED	Prior	\$ 10									Prior RTIP carry over moved out one year. SOF was approved in prior RTIP cycle. \$128,000 BA
		PS&E	Prior	\$ 242									
		RW											
		Construction	STIP-RIP (SOF)			\$ 2,028					\$ 2,028		
		Total				\$ 2,028					\$ 2,028		
Cypress B: Cypress Street Bridge Approaches at Sacramento River - widen from four lanes to six	Redding SHA00-02 PPNO-2038	PA & ED	Prior	\$ 10									Prior RTIP carry over. ROW moved out two years in anticipation of 01/02 lapse (\$313) on 2-28-02. Construction moved out one year. \$162,000 BA.
		PS&E	Prior	\$ 232									
		ROW	STIP-RIP		\$ 313						\$ 313		
		Construction	STIP-RIP			\$ 1,940					\$ 1,940		
		Total			\$ 313	\$ 1,940					\$ 2,253		
Cypress "C": Athens Ave. to Pine Street - widen to six lanes	Redding SHA02-18 PPNO-2074	PA & ED	Prior	\$ 40									Prior RTIP carry over project. Supplemental construction programming for increased construction costs. BA.
		PS&E	Prior	\$ 74									
		RW	Prior	\$ 72									
		Construction	STIP-RIP	\$ 1,353	\$ 597						\$ 597		
		Total			\$ 597						\$ 597		
Shasta View Drive Extension: Shasta View Drive from Galaxy Way to Saturn Sky Way - extension	Redding SHA00-03 PPNO-2146	PA & ED	Prior	\$ 58									Prior RTIP carry over moved out one year. BA.
		PS&E	Prior	\$ 17									
		ROW											
		Construction	STIP-RIP			\$ 748					\$ 748		
		Total				\$ 748					\$ 748		
Project Planning & Programming	Shasta RTPA	SHA02-21	PPNO-2368		\$ 250	\$ 60					\$ 310		State-Only RIP Requested.
Redding Auxiliary Lane & Bridge Widening: State Route 299W ACID Canal Bridge to 0.3 miles east Sacramento River Bridge - new westbound auxiliary lane and bridge widening	Caltrans SHA00-05a PPNO-6650	PA & ED	Prior	\$ 400									50% IIP/50% RIP. Corridor project with Liberty Project (PPNO-3116) per Section 58 of STIP Guidelines. Advance requested for corridor project per Section 23, par. 2 of STIP Guidelines.
		PS&E	STIP-RIP		\$ 665						\$ 665		
		ROW Sup.	STIP-RIP		\$ 67	\$ 67					\$ 67		
		ROW	STIP-RIP		\$ 177	\$ 177					\$ 177		
		Const.-SUP	STIP-RIP			\$ 905		\$ 905			\$ 905		
		Construction	STIP-RIP			\$ 12,815		\$ 12,815			\$ 12,815		
		Total			\$ 665	\$ 244		\$ 13,720			\$ 14,629		
Liberty to I-5 Auxiliary Lane: State Route 299W from East Street to Interstate 5 - Construct east bound Auxiliary Lane, Widen Continental Street Undercrossing and realign Auditorium Drive Interchange	Caltrans SHA00-05b PPNO-3116	PS&E	STIP-RIP		\$ 630						\$ 630		70% RIP/30% IIP. Project Development funded as part of PPNO 6650. Also see PPNO 6650 for other funding considerations.
		RW-SUP	STIP-RIP		\$ 101	\$ 101					\$ 101		
		RW	STIP-RIP		\$ 63	\$ 63					\$ 63		
		Const.-SUP	STIP-RIP			\$ 784		\$ 784			\$ 784		
		Construction	STIP-RIP			\$ 5,600		\$ 5,600			\$ 5,600		
		Total			\$ 630	\$ 164		\$ 6,384			\$ 7,178		
State Route 273 & 299 Improvements: State Route 273 & 299 between Tehama Street and Riverside Drive, and Court Street to East Street - realign and shift downtown couplet	Caltrans SHA00-04 PPNO-6651	PA & ED	Prior	\$ 237									100% RIP.
		PS&E	STIP-RIP		\$ 595						\$ 595		
		ROW Sup.	STIP-RIP		\$ 205						\$ 205		
		ROW	STIP-RIP		\$ 1,346						\$ 1,346		
		Const.-SUP	STIP-RIP			\$ 385					\$ 385		
		Construction	STIP-RIP			\$ 2,035					\$ 2,035		
		Total			\$ 2,146	\$ 2,420					\$ 4,566		