

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Update on Status of the Regional Transportation Improvement Program (RTIP)	4/25/06	7

RECOMMENDATION

This item is for information only.

SUMMARY

The Agency adopted the 2006 Regional Transportation Improvement Program (RTIP) at the February 28, 2006 meeting. The RTIP will be adopted by the California Transportation Commission (CTC) April 27, 2006. The purpose of this staff report is to provide the Agency with an update on the status of the RTIP based upon the CTC initial recommendations.

DISCUSSION

The 2006 RTIP is the RTPA's five-year recommended budget to the state for development and delivery of major transportation projects using State Transportation Improvement Program (STIP) funds. A maximum of \$15.329 million in new capacity was available. The 2006 STIP is scheduled for adoption by the CTC on April 27, 2006. The CTC staff recommendation is not available and, as expected, most Shasta County projects were recommended for reduced funds. An abridged version of the CTC staff recommendation is attached.

The below tables summarize the difference between the Agency-approved 2006 RTIP and the CTC staff recommendation:

Table 1: Proposed Programming	Regional Improvement Program (RIP) Funds Only					Total
	FY06-07	FY07-08	FY08-09	FY 09-10	FY 10/11	
Non-TE Programming						
Dana to Downtown: Widen SR 44 @ Sac. River (Con)			\$ 25,404			\$ 25,404
South Bonnyview: Widen to four lanes (Con)	\$ 3,958					\$ 3,958
Stillwater A: Interchange at State Route 44 (Con)		\$ 800				\$ 800
Planning, Programming, and Monitoring	\$ 140	\$ 140				\$ 280
Total	\$ 4,098	\$ 940	\$ 25,404			\$ 30,442
TE Programming						
E. Redding Bike Lanes (Con)		\$ 1,730				\$ 1,730
Dana (Con)			\$ 1,500			\$ 1,500
Total		\$ 1,730	\$ 1,500			\$ 3,230

Table 2: CTC Staff Recommendation						
Regional Improvement Program (RIP) Funds Only						
	FY06-07	FY07-08	FY08-09	FY 09-10	FY 10/11	Total
Non-TE Programming						
Dana to Downtown: Widen SR 44 @ Sac. River (Con)			\$ 25,404			\$ 25,404
South Bonnyview: Widen to four lanes (Con)	\$ 1,658					\$ 1,658
Stillwater A: Interchange at State Route 44 (Con)		\$ -				\$ -
Planning, Programming, and Monitoring	\$ 69	\$ 70				\$ 139
Total	\$ 1,727	\$ 70	\$ 25,404			\$ 27,201
TE Programming						
E. Redding Bike Lanes (Con)		\$ 1,730				\$ 1,730
Dana (Con)			\$ 1,500			\$ 1,500
Total		\$ 1,730	\$ 1,500			\$ 3,230

This represents a mix of good and bad news.

- The Bonnyview Drive project was held to the existing programming level at \$1.658 million; however, scheduling was not delayed.
- The \$800,000 in match to the Stillwater Interchange federal earmark was deleted. Staff will work with Caltrans to determine if the
- Project can move forward without these funds.
- Planning, Programming and Monitoring funds were cut 50%.
- The Dana to Downtown project was kept in the third year and some additional funds were provided for escalation, as proposed.
- Transportation Enhancement (TE) programming for the East Redding Bike Lane project and the Dana to Downtown Project remained in the second and third years respectively, as proposed.

ALTERNATIVES

Subsequent to CTC approval of the STIP on April 27th, the Agency may adjust existing programmed projects; however, any additional funding or scheduling would need to come at the expense of another Shasta County project. Given this limitation, staff sees no advantage to adjusting Shasta County STIP projects at this time.

OTHER AGENCY INVOLVEMENT

The 2006 RTIP was developed in cooperation with the cities, the county and Caltrans.

FINANCING

STIP projects are funded from state and federal sources generated by taxes levied on fuel.



Daniel S. Little, Executive Officer

DSL/jac

Attachments: CTC Staff Recommendation

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April 7, 2006

To: Chairman and Members, California Transportation Commission
California Department of Transportation
Regional Transportation Planning Agencies
County Transportation Commissions

2006 STIP Staff Recommendations

Enclosed are the California Transportation Commission staff recommendations for the 2006 State Transportation Improvement Program (STIP). State law requires that the Executive Director of the Commission make the staff recommendations available to the Commission, the Department of Transportation (Caltrans), and regional agencies at least 20 days prior to the adoption of a new STIP. The Commission is scheduled to receive comments on these recommendations and to adopt the STIP at its April 26-27 meeting in Fresno.

The 2006 STIP will add two new programming years, 2009-10 and 2010-11, with over \$1.9 billion in new capacity. This STIP differs from prior STIPs in that it requires the programming of projects in three distinct categories, reflecting the restrictions on two of its major funding sources. The new capacity includes about \$455 million for highway projects, \$1.355 billion for rail and transit projects, and \$116 million for transportation enhancement (TE) projects. The most serious challenge facing the Commission is that project nominations from Caltrans and regional agencies far exceeded the available capacity for highway projects.

These recommendations identify specific projects and project components to be programmed for each year of the STIP. The recommendations conform to the yearly STIP capacity identified for each of the three funding categories in the fund estimate the Commission adopted in September 2005. The recommendations are based primarily on the targets identified in the fund estimate and on the priorities and scheduling recommended by regional agencies in their regional transportation improvement programs and by Caltrans in its interregional transportation improvement program.

The staff will present and update its recommendations of the first day of the Commission meeting, April 26. The adoption is scheduled for April 27.

Sincerely,

A handwritten signature in cursive script, reading "John F. Barna Jr.", written in dark ink.

JOHN BARNA
Executive Director

Enclosure

2006 STIP STAFF RECOMMENDATIONS

California Transportation Commission

April 7, 2006

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2006 State Transportation Improvement Program (STIP). State law requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the transportation planning agencies and county transportation commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission is scheduled to receive comments on these recommendations and to adopt the STIP at its April 26-27, 2006 meeting in Fresno.

The STIP is updated biennially, with each new STIP adding two new years to prior programming commitments. The 2006 STIP will cover the five-year period through 2010-11. This STIP differs from prior STIPs in that it will require programming projects in three distinct categories, reflecting the restrictions on two of the STIP's funding sources. In accordance with the fund estimate adopted by the Commission in September 2005, the 2006 STIP will include:

- Up to \$3.822 billion in highway and road programming, including \$3.367 billion carried forward from the 2004 STIP and \$455 million in new capacity. These amounts are to be funded primarily from Proposition 42 Transportation Investment Fund transfers and the repayment of prior Proposition 42 suspensions.
- Up to \$1.739 billion in rail and transit programming to be funded from the Public Transportation Account (PTA), including \$384 million carried forward from the 2004 STIP and \$1.355 billion in new capacity.
- Up to \$349 million for Transportation Enhancement (TE) programming to be funded from federal TE funds, including \$233 million carried forward from the 2004 STIP and \$116 million in new capacity.

These figures do not include the amounts programmed for projects in 2005-06 and earlier, some of which may be allocated in 2006-07. As of April 1, 2006, those amounts included \$314 million programmed for Caltrans construction (including construction support) and \$305 million for local agency projects in 2005-06 that had not yet been allocated.

The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP). Together, the RTIPs and the ITIP included nominations for:

- \$4.59 billion in highway and road programming, a proposed net increase of \$1.23 billion,
- \$1.009 billion in rail and transit programming, a proposed net increase of \$625 million, and
- \$351 for TE programming, a proposed net increase of \$118 million.

For highway and TE programming, project proposals were also front-loaded on a statewide basis. For highway programming, the amount proposed for the first two years of the STIP

exceeded capacity by over \$660 million. For TE, proposals exceeded capacity for the first two years by \$35 million.

These staff recommendations identify specific projects and project components to be programmed for each year of the 2006 STIP. The recommendations include:

- \$3.82 billion in highway and road programming, including added costs for escalation for Caltrans projects where appropriate, for a net increase of \$452 million. Another \$780 million in project proposals are not included in the recommendations.
- \$1.009 billion in rail and transit projects, including all \$625 million in proposed new projects eligible for funding from the Public Transportation Account. Another \$730 million in fund estimate capacity would remain unprogrammed and available for future STIP amendments.
- \$344.5 million in TE projects, including regional TE reserves. Another \$8.7 million in project proposals are not included in the recommendations.

The recommendations are based primarily on:

- the yearly program capacity identified in the fund estimate adopted by the Commission in September 2005;
- the annual programming targets identified for highway and TE programming in the fund estimate for each county and for the interregional program;
- project priorities and scheduling recommended by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP);
- the delivery status and deliverability of individual projects; and
- Commission policies as expressed in the STIP guidelines.

STIP PROPOSALS

The Commission may include in the STIP only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP). For the 2006 STIP, those RTIPs and the ITIP were due to the Commission by January 30, 2006. RTIPs were received for every county except Mariposa.

The ITIP and the RTIPs received generally were consistent with the Commission's guidelines and the targets established in the fund estimate. However, the funding restrictions governing the STIP are inconsistent with the STIP needs that were identified.

The greatest difficulty facing the Commission in the development and adoption of the 2006 STIP is that the level of highway and road projects proposed far exceeds our restricted funding capacity. Against the new capacity of \$455 million identified in the fund estimate, the Commission received proposals for \$1.23 billion, including cost increases and new projects. On the rail and transit side, the Commission received proposals for \$625 million against the \$1.355 billion in new capacity. For the Transportation Enhancement (TE), the proposals were a much closer match, \$120 million in proposals against \$116 million in capacity.

This disparity between proposals and funding does not mean that regional agencies or Caltrans did anything wrong in preparing their proposals. They did as the Commission asked. They identified highway and transit proposals without constraint within overall targets. It does mean that STIP funding restrictions do not match the needs being identified. As a practical matter, it means that the Commission's adoption must leave about \$780 million in highway proposals out of the STIP while \$730 million in rail and transit capacity will remain unprogrammed, subject to future STIP amendments.

In any case, it remains to be seen whether the estimated revenues on which the STIP is based will actually be provided, suspended, delayed, or augmented.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The STIP proposed in these staff recommendations would be consistent with the adopted fund estimate, as required by statute. Funding conditions may change from the assumptions made in the fund estimate, however, and the Commission will need to continue to monitor those conditions to determine its ability to allocate funding to STIP projects. If available funding is less than was assumed in the fund estimate, the Commission may be forced to delay or restrict allocations through the continuing use of interim allocation plans. On the other hand, if available funding proves to be greater than was assumed in the fund estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

As outlined in the Commission's 2005 Annual Report to the California Legislature, the STIP no longer has any stable and reliable source of funding. Current revenues to the State Highway Account are no longer sufficient to support maintenance and operating costs for the State highway system and the safety and rehabilitation projects of the State Highway Operation and Protection Program (SHOPP). None remain for the STIP. The only State Highway Account revenues projected to be available for the STIP are repayments of prior loans with the proceeds of tribal gaming bonds.

Except for the TE program, the STIP is now almost entirely dependent on revenues made available through year-to-year discretionary actions taken through the state budget process and on proceeds from tribal gaming bonds that are on hold pending the resolution of litigation. These STIP revenues include annual transfers to the Transportation Investment Fund (TIF), which are subject to annual suspension under Proposition 42); the repayment of prior Proposition 42 suspensions; and transfers to the Public Transportation Account. PTA transfers include both spillover transfers from the Retail Sales and Use Tax Fund and Proposition 42 transfers from the TIF.

The uncertainty of STIP funding is further complicated by recent proposals under consideration by the Governor and the Legislature for new infrastructure bonding. Should the STIP funding picture change substantially and become more certain within the coming year, Commission staff would recommend the adoption of a new fund estimate and the commencement of a new programming process, as was last done in 1999. Under statute, the Commission may not amend the STIP to incorporate new funding without amending the fund estimate and receiving updated RTIPs and an updated ITIP.

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Proposed New Non-TE Programming:	4,765
Minimum	0
Target	10,554
Maximum	15,329
Under (Over) Non-TE Target	5,789

Shasta

						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Voted	Total	Prior	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Shasta County	te	2400	Old Oregon Trail Corridor bike lanes	Aug-04	150	150	0	0	0	0	0	0	0	150	0	0	0
Shasta County	loc	2308A	Replace 6 bridges, HBRR, Wildcat Rd replace	Mar-05	90	90	0	0	0	0	0	0	90	0	0	0	0
Shasta County	loc	2308B	Replace 6 bridges, HBRR, Foster Rd replace	Mar-05	46	46	0	0	0	0	0	0	46	0	0	0	0
Shasta Lake	te	2391	Shasta Dam Blvd enhance, Locust-Wash'n (RIP)	Apr-05	175	175	0	0	0	0	0	0	175	0	0	0	0
Shasta County	loc	2308C	Replace 6 bridges, HBRR match (ext 5-05)	Aug-05	200	200	0	0	0	0	0	0	200	0	0	0	0
Redding	loc	2037	Cypress Av Bridge, HBRR match (04S-31)	Nov-05	4,281	4,281	0	0	0	0	0	80	4,201	0	0	0	0
Shasta County	loc	2308E	Blue Jay Ln, Anderson Crk, HBRR match	Nov-05	172	172	0	0	0	0	0	0	172	0	0	0	0
Caltrans	44	137	Stillwater Rd interchange (RTIP), env		440	440	0	0	0	0	0	0	0	440	0	0	0
Caltrans	44	3116	Liberty-Rt 5, EB aux lane/widen bridge (RTIP)		794	794	0	0	0	0	0	63	0	0	630	101	0
Caltrans	44	6650	Sacramento River Crossing (50% RTIP)		1,309	1,309	0	0	0	0	0	177	0	400	665	67	0
Caltrans	273	2369	Ox Yoke Rd, intersec improves (State only)(04S-26)		175	175	0	0	0	0	0	0	175	0	0	0	0
Caltrans	273	6651	Downtown Redding Rt 44 & 273 improves (02S-86)	Apr-06	2,383	2,383	0	0	0	0	0	1,346	0	237	595	205	0
Caltrans	273	6651	Downtown Redding Rt 44 & 273 improves (02S-86)	Apr-06	2,481	2,481	0	0	0	0	0	0	2,096	0	0	0	385
Caltrans	299	166A	Buckhorn Grade, realign (RIP)(98S-150)		150	150	0	0	0	0	0	0	0	150	0	0	0
Shasta County	loc	2308	Replace 6 bridges, HBRR Lone Tree Rd replace	Feb-06	118	118	0	0	0	0	0	0	118	0	0	0	0
Shasta County	loc	2308	Replace 6 bridges, HBRR match (02S-86)		50	50	0	0	0	0	0	50	0	0	0	0	0
Shasta County	te	2400	Old Oregon Trail Corridor bike lanes		430	430	0	0	0	0	0	310	0	0	120	0	0
Prior Commitments (Not Part of 2006 STIP Target)					13,444	13,444	0	0	0	0	0	2,026	7,273	1,377	2,010	373	385
Caltrans	273	6651	Downtown Redding Rt 44 & 273 improves	Apr-06	-575	-575	0	0	0	0	0	-575	185	0	0	0	-185
Caltrans	44	3116	Liberty-Rt 5, EB aux lane/widen bridge (RTIP)	close	-794	-794	0	0	0	0	0	-63	0	0	-630	-101	0
Caltrans	44	3116	Dana-Downtown, Phase B (RTIP)	close	829	829	0	0	0	0	0	0	0	21	804	3	1
Caltrans	44	6650	Sacramento River Crossing (50% RTIP)	close	-1,309	-1,309	0	0	0	0	0	-177	0	-400	-665	-67	0
Caltrans	44	6650	Dana-Downtown, Phase A (RTIP)		1,275	1,275	0	0	0	0	0	240	0	379	491	165	0
Caltrans	44	6650	Dana-Downtown, Phase A (RTIP)		25,403	0	0	0	25,403	0	0	0	23,715	0	0	0	1,688
Redding	loc	2306	So Bonnyview Rd, Sac River-Rt 273, widen (02S-86)		1,658	0	1,658	0	0	0	0	0	1,658	0	0	0	0
Shasta RTPA	new		Planning, programming, and monitoring	NEW	139	0	69	70	0	0	0	139	0	0	0	0	0
Total Non-TE/PTA Proposed for Programming in 2006 STIP					26,626	-574	1,727	70	25,403	0	0	-436	25,558	0	0	0	1,504
Highway/Road Reprogramming Target					21,861		4,098	7,186	8,600	1,891	86						
Under (over) target					(4,765)	574	2,371	7,116	(16,803)	1,891	86						
Cumulative under (over)						574	2,945	10,061	(6,742)	(4,851)							
Shasta County	te	2400	Old Oregon Trail Corridor bike lanes		1,730	0	0	1,730	0	0	0	0	1,730	0	0	0	0
Caltrans	te	6650	Rt 44 Dana-Downtown, enhancements	NEW	1,500	0	0	0	1,500	0	0	0	1,500	0	0	0	0
Shasta RTPA	res	2400	TE reserve		0	0	0	0	0	0	0	0	0	0	0	0	0
Total TE Proposed for Programming in 2006 STIP					3,230	0	0	1,730	1,500	0	0	0	3,230	0	0	0	0
Enhancement Target					2,388		1,297	109	134	446	402						
Under (over) target					(842)	0	1,297	(1,621)	(1,366)	446	402						
Cumulative under (over)						0	1,297	(324)	(1,690)	(1,244)	(842)						

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Shasta

						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Voted	Total	Prior	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup

Project Proposals Not Included in Staff Recommendation:

Caltrans	44	137A	Stillwater A interchange	NEW	800
Redding	loc	2306	So Bonnyview Rd, Sac River-Rt 273, widen	INCR	2,300

Note

RTIP proposed \$280 for PPM in 2006-07 and 2007-08 (\$140 each year). This exceeds PPM 1% limit of \$139 for the 4-year period ending 2007-08. Staff recommendation reduces to statutory limit.