

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
2004 RTIP Update and Authorize Environmental Review and Preliminary Engineering for the Old Oregon Trail Bike Lanes.	07/27/04	6

RECOMMENDATION

It is recommended that the Agency authorize commencement of environmental review and preliminary engineering work for the Old Oregon Trail Bike Lanes.

SUMMARY

The Agency adopted the 2004 Regional Transportation Improvement Program (RTIP) at the February meeting. The RTIP will be adopted by the California Transportation Commission (CTC) August 5, 2004. One purpose of this staff report is to provide the Agency with an update on the status of the RTIP.

The 2004 RTIP also included a \$2.314 million Transportation Enhancement (TE) Reserve for a list of suggested non-motorized projects, (see attached February staff report for adoption of the RTIP). At this time, staff recommends proceeding with the environmental and preliminary design work for the Old Oregon Trail Bike Lane Project.

DISCUSSION

2004 RTIP Update:

At the February 2004 meeting, the Agency adopted the 2004 RTIP (staff report attached). Except for \$2.314 million in non-motorized Transportation Enhancement funds, no new funds were made available for State Transportation Improvement Program (STIP) projects.

Since that time, CTC staff provided recommendations regarding Shasta County's RTIP and, most importantly, recommendations regarding how projects will be delayed in light of State budget shortfalls. Of particular concern for Shasta County was delay of the \$40.894 million Dana to Downtown Project. Strict application of the CTC annual funding limits would delay funding five years to FY 08-09. In May, CTC and Caltrans Headquarters staff recommended delay for four years to FY 07-08. Since then, Agency staff has worked with CTC staff and Caltrans District 2 Director, Brian Crane, to change the Caltrans Headquarters recommendation to FY 06-07 meaning there would be no delay for this important regional project. The CTC has final discretion on whether the Dana Project will be delayed and their decision will be made on August 5, 2004.

Programming by the CTC is of little value unless cash is on hand to honor commitments. STIP cash has been unavailable to local agencies for the past year. The latest cash forecasts indicate that allocations can resume after the elections in November. In Shasta County, this could mean allocations this winter for the three projects programmed this fiscal year. They are:

- \$350,000 to match \$1.8 million in Federal and Shasta County funds to replace various bridges in unincorporated Shasta County;
- \$175,000 to match \$900,000 in Federal and City of Shasta Lake funds to widen and improve Shasta Dam Boulevard; and

- \$175,000 to match \$1.183 million in Caltrans SHOPP and City of Anderson Funds to improve and signalize the intersection of Ox Yoke Road and State Route 273.

Old Oregon Trail Bike Lanes:

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. TE funds may be programmed as a lump sum, without identifying specific projects.

As presented at the December and February Agency meetings, there are several candidate projects for the use of TE funds. The unconstrained list presented at the time included the following:

1. Apply TE funds to TE-eligible (non-motorized) components of the "Dana to Downtown Project," such as aesthetic enhancements, bike lanes or escalation costs, if need. In this event, 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 (see attached map) 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 are contingent on programming State TE dollars to match our regional TE shares. Currently, State TE dollars are not proposed in the 2004 STIP but may be included later by amendment to the current STIP or adoption in the next STIP due in 2006.

The Old Oregon Trail Bike Lane Project would require funding in all phases: Environmental, final design, right-of-way and construction. The environmental phase is estimated at \$150,000 and the total project cost is estimated at an amount equal to the current \$2.31 million TE share. The project would take approximately four years to complete. This is primarily due to the Federal requirements associated with acquisition of small amounts of additional right-of-way on several parcels: about sixty.

Due to the long-lead time needed for project development, staff recommends commencing these activities with a \$150,000 CTC allocation in August and Federal authorization in October. The balance of the \$2.314 million in TE funds would be tentatively programmed for subsequent phases of the Old Oregon Trail Bike Lane Project, but programming

could be amended to delay the project if higher priority TE needs are identified. The CTC allocation request form is attached.

ALTERNATIVES

The Agency may delay initiation of the Old Oregon Trail Bike Lane Project and suggest other TE projects or TE priorities different from those approved at the February meeting. Again, the recommendation presented represents a consensus of local agencies and Caltrans.

OTHER AGENCY INVOLVEMENT

The 2004 RTIP was developed in cooperation with the Cities, the County, Caltrans, and the CTC. This item was presented at the July 13, 2004, TAC Meeting and TAC recommends approval.

The Shasta County Department of Public Works would act as lead agency on the Old Oregon Trail Bike Lane Project. There would also be assistance from the City of Redding, particularly for the project segments within the City.

FINANCING

STIP projects are funded from State and Federal sources generated by taxes levied on fuel.

Daniel J. Kovacich, Executive Officer

DSL

Attachments: February Staff Report: Adopt 2004 RTIP
Old Oregon Trail Bike Lane Allocation Request and Project Map

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. RTPs 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.

2004 RTIP
February 24, 2004
Page 5

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.



SHASTA COUNTY

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001
(530) 225-5661
FAX (530) 225-5667
DPW/ROADS 1-800-479-8022

PATRICK J. MINTURN
DIRECTOR

REQUEST FOR STIP FUNDING ALLOCATION Local Highway Projects

Date: June 4, 2004

To: Eric Orr
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P.O. Box 496073
Redding, CA 96049-6073

PPNO: TO BE DETERMINED
Proj. No. TO BE DETERMINED
EA: TO BE DETERMINED
Class II Bike Lanes along
Old Oregon Trail Corridor -
Old 44 Drive to College View
Drive
Assembly District: 2nd
Senate District: 4th

Dear Mr. Orr:

We request that the California Transportation Commission allocate \$150,000 of Regional Improvement Program funding for this project.

Project Description:

Construct approximately 7 miles of Class II bike lanes along Old Oregon Trail, Old Alturas Road, and College View Drive.

A. Fund Allocation Summary

<u>Project Component</u>	<u>Fund Allocation</u> (This Request)
Environmental Studies & Permits	\$150,000
Plans, Specifications & Estimate	\$ 0
Right of Way	\$ 0
Construction	\$ 0
Total \$	150,000

B. Total Project Funding Plan by Fiscal Year

See Transportation Enhancement Activities (TEA) Application Form attached.

C. Type of STIP Funding

Federal/State

D. Request for Additional STIP Funding

More refined scooping of project has shown a substantial number of parcels of right of way will need to be acquired. Increase in cost is predicated on the probability that extensive evaluation of properties will be required to determine impacts on potentially historical resources.

Additional funding required	\$ 130,000
County reserves available	\$ 130,000
County share advance required	\$ 0

E. Request for Advance of STIP Funding

No advance is required.

F. Status of Project

- 1) Completion of Environmental Document:
Not applicable at this time.
- 2) Right of Way Certification:
Not applicable at this time.
- 3) Construction
Not applicable at this time.

G. Timely Use of Funds

We request that the Commission allocate these funds at the August 2004 meeting.

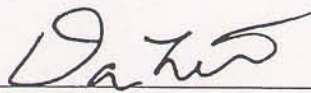
H. Local Agency Certification:

This Request for Funding allocation has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the attached checklist is accurate and correct. I understand that if the required information has not been provided this form will be returned and the funding allocation may be delayed. Please advise us as soon as the fund allocation has been approved. You may direct any questions to Casey Scott at 530/245-6807.

Signature Casey K. Scott Title: Supv. Engineer Date: 6/4/04

I. Regional Transportation Planning Agency Concurrence:
(See attached Request for Funding Allocation Checklist for requirements.)

Concurred

Signature  Title: ^{for} Exec. Officer Date: 6-04-04

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Funding and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Date: _____

Attachments:

- Transportation Enhancement Activities (TEA) Application Form
- Funding Allocation Checklist

Distribution: (1) Original + 1 copy to DLAE (2) copy to Regional Planning Agency

Transportation Enhancement Activities (TEA) Application Form
PART ONE: GENERAL PROJECT INFORMATION

☒ Project is located entirely within the RTPA.
☐ Proposal is statewide or multi-regional in scope.
PROJECT TITLE: Old Oregon Trail Corridor Bike Lanes

RTPA/ County: Shasta County RTPA
Legislative District Number: 2nd Assembly; 4th Senate; 2nd Con.

ADMINISTERING AGENCY APPLICANT Project
Administrator/person with day-to-day responsibility for
implementing project (Name, title, agency, address, phone, fax, email)

Mark Ciano, Assistant Engineer
Shasta County Department of Public Works
1855 Placer Street
Redding, CA 96001
(530) 225-5102
(530) 225-5667
mciano@co.shasta.ca.us

TEA FUNDS REQUESTED \$ 1,848,000

NON-FEDERAL TEA MATCH \$ 462,000

TOTAL TEA PROJECT COST \$ 2,310,000

☒ TEA is a stand-alone project.

☐ TEA is part of a larger project.

Total Project Cost \$ _____
(Round dollars to nearest thousands)

Person who can answer questions about this
application (Name, title, phone, fax, email)

Casey Scott, Supervising Engineer
(530) 245-6807
(530) 225-5667
cscott@co.shasta.ca.us

PARTNER(S) (Name, title, agency, address, phone, fax)

Jon McClain, Design Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001
(530) 225-4170
(530) 245-7024

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

Describe the project's location, limits of work, size, etc. (*Not* the justification or benefits).

The project is located on Old Oregon Trail on the eastern border of the City of Redding. The project begins at Old 44 Drive and runs northerly approximately 4 miles to College View Drive. Two spurs to the west are also proposed. The first spur runs westerly along Old Alturas Road (approximately 1 mile) to the intersection of Shasta View Drive. The second spur runs along College View Drive to the intersection of Davis Ridge Road approximately 2 miles westerly. The project scope includes environmental review, right of way acquisition, design, and construction of Class II bike lanes along the entire route. The bike lanes will have a minimum four feet wide paved width with a minimum one foot wide aggregate base shoulder.

PROPOSED SCHEDULE:

Start Environmental Studies
Draft Environmental Document
Final Environmental Document
Begin Design Engineering
Plans, Specifications, and Cost Estimates complete
Start Right of Way Acquisition
Right of Way Certification
Ready to Advertise
Award Construction
Project Completion (open for use)

Quarter and Calendar Year

3rd 2004
3rd 2005
4th 2005
1st 2006
1st 2008
1st 2006
1st 2008
2nd 2008
2nd 2008
3rd 2008

WHICH CATEGORY OR CATEGORIES ENCOMPASS THE TEA? (May be more than one.)
List approximate amount of federal TEA funds to be spent in each of the TEA categories:

\$ 2,310,000	1. Pedestrian or bike facilities	\$ _____	7. Rails to trails
\$ _____	2. Acquisition of sites	\$ _____	8. Outdoor advertising removal
\$ _____	3. Historic highway programs	\$ _____	9. Archaeology planning/research
\$ _____	4. Landscaping/scenic beautification	\$ _____	10. Runoff water pollution control
\$ _____	5. Historic preservation	\$ _____	11. Environmental mitigation
\$ _____	6. Historic transportation rehabilitation	\$ _____	12. Transportation museums establishment

Activities outside the categories: List approximate amount of federal TEA funds to be spent in activities outside the twelve categories (must be necessary and incidental to the portion inside the categories): \$ 0
Describe:

PART TWO: FUNDING

Prepared by Casey R. Scott Title Supervising Engineer
Agency County of Shasta Department of Public Works Phone (530) 245-6807 FAX (530) 225-5667

PROJECT COMPONENT COSTS			
PRELIMINARY ENGINEERING PHASE:			
• Construction Documents	\$ 110,000		
• Environmental Documents	\$ 160,000		
TOTAL PRELIMINARY ENGINEERING		\$ 270,000	
RIGHT OF WAY PHASE (ACQUISITION):			
• Capital	\$ 260,000		
• Support costs	\$ 50,000		
TOTAL RIGHT OF WAY		\$ 310,000	
CONSTRUCTION PHASE:			
• Construction contract items \$ 1,500,000*			
Contingencies	\$ 150,000		
Construction engineering	\$ 80,000		
TOTAL CONSTRUCTION		\$ 1,730,000	

*see next sheet for detail

CASH FLOW CHART					
	Fiscal Year 2004/05	Fiscal Year 2005/06	Fiscal Year 2006/07	Fiscal Year 2007/08	Beyond 2007/08
Preliminary Engineering	\$ 150,000	\$ 40,000	\$ 40,000	\$ 40,000	\$
Right of Way	\$	\$ 50,000	\$ 200,000	\$ 60,000	\$
Construction	\$	\$	\$	\$ 1,650,000	\$ 80,000
TOTAL	\$ 150,000	\$ 90,000	\$ 240,000	\$ 1,750,000	\$ 80,000

LOCAL FUNDING SHARE DETAIL				
Phases	A Federal	+ B Match	= C TEA Cost	D* Total Cost
Preliminary Eng	\$ 216,000	\$ 54,000	\$ 270,000	\$
Right of Way	\$ 248,000	\$ 62,000	\$ 310,000	\$

Construction	\$ 1,384,000	\$ 346,000	\$ 1,730,000	\$
TOTAL	\$ 1,848,000	\$ 462,000	\$ 2,310,000	\$

*Fill in column 'D' only when TEA is part of larger project, not a stand-alone project

SOURCE(S) OF MATCH Preliminary
(Spell out; No acronyms) Engineering State STIP Funds
Right of Way State STIP Funds
Construction State STIP Funds

MAINTENANCE Who will maintain? County of Shasta Road Department and City of Redding Street Department
What is the source of maintenance funds? Road Fund

PART TWO: FUNDING (continued)

ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS					
Item	Description	Unit	Quantity	Unit Price	Amount
1	CLEARING AND GRUBBING	LS	LS	20.000	\$20.000
2	CONSTRUCTION AREA SIGNS	LS	LS	10.000	10.000
3	TRAFFIC CONTROL SYSTEM	LS	LS	70.000	70.000
4	FLASHING BEACON (PORTABLE)	EA	10	500	5.000
5	RELOCATE MISCELLANEOUS FACILITIES	LS	LS	70.000	60.000
6	ROADWAY EXCAVATION	CY	20.000	17	340.000
7	AGGREGATE BASE	CY	16.000	32	512.000
8	ASPHALT CONCRETE	TON	6.000	65	390.000
9	ROADSIDE SIGNS	EA	100	200	20.000
10	DRAINAGE	LS	LS	30.000	58.000
11	PAINT TRAFFIC STRIPE	LF	LS	10.000	10.000
12	PAINT PAVEMENT MARKING	SF	1.250	4	5.000
				TOTAL	\$1.500.000

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Commitment/Prior Commitment:

Has the project Administering Agency certified that it is willing and able to maintain and operate the project?

X Yes

0 No

Please describe the best evidence of the certification available. If none is available, when can one be provided?

The proposed facilities are contiguous with existing County roads and City streets and the agencies are committed to maintaining them on the same schedule as the adjacent roadways.

Project Administering Agency possesses legal authority to nominate transportation enhancement activity and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Administering Agency's governing body authorizes the nomination of the transportation enhancement activity, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Administering Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Administering Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Administering Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Administering Agency will cause work on the project to be commenced within a reasonable time after receipt of notification from the State that funds have been approved by the Federal Highway Administration and that the project will be carried to completion with reasonable diligence.

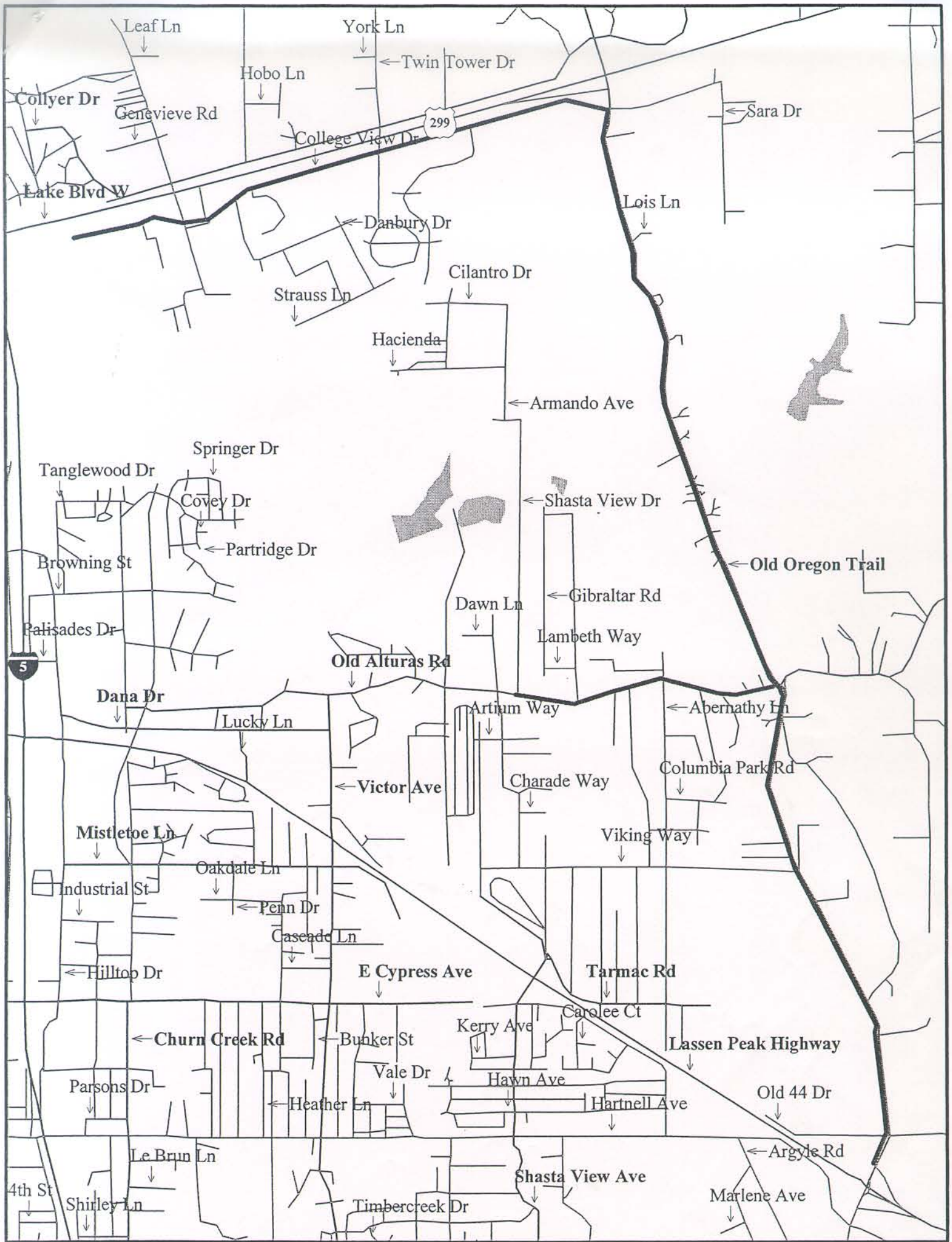
Project Administering Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed _____

Date _____ (TEA Adminis

Printed (Name and Title) Casey R. Scott, Supervising Engineer



Street Wizard