

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Conduct Public Hearing and Adopt 2002 Regional Transportation Improvement Program (RTIP)	12/11/01	11

RECOMMENDATION

It is recommended that the Agency hold a public hearing, adopt the 2002 Regional Transportation Improvement Program (RTIP), and authorize the Executive Officer to approve subsequent minor changes relating to availability of advance funds and state-only funds.

SUMMARY

Based on prior direction from the Agency, staff has developed the 2002 RTIP which will program \$50 million in new transportation projects to be developed by the three cities, the County and Caltrans over the next five years. 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) in April 2002. Approval of these projects in the STIP constitutes a commitment, or line of credit, by the State to fund the listed projects once an allocation is requested by the local delivering agency.

BACKGROUND

Prior Agency Direction: At the September meeting, the Agency adopted a list of \$50 million in new transportation projects for the 2002 RTIP. For the Agency members convenience, much of the information from the September meeting staff report has been included within this report as well.

The recommended new project list is based on prior work efforts approved by the Agency as part of the Regional Transportation Plan (RTP). This included development of a new project selection methodology and a ranked list of projects to be funded in the short-term (2001-2011) RTP planning period.

RTIP Programming: The 2002 RTIP - a five-year budget authorizing funds to develop and deliver specified projects - must be submitted to the California Transportation Commission (CTC) by December 15, 2001. RTIPs are required every two years. Based on State estimates the CTC estimates that \$31,039,000 will be available over the five-year programming period ending 2007.

On the face of it, the \$50 million project funding target set by the Agency appears inconsistent with the \$31+ million in new programming capacity for the 2002 RTIP. This is reconciled by the fact that some projects, particularly large ones, are only partially programmed by phase. For example, only the environmental phase is typically programmed and bigger-dollar phases like right-of-way and construction may not be programmed until 2004, once environmental is complete. By the 2004 RTIP cycle, two additional programming years and two new years of funding are added. In Shasta County, an additional \$24 million in programming capacity is projected by 2004. Approximately \$10 million annually is projected thereafter. As the RTIP continues in two year cycles, additional programming capacity is accumulated. Figure 1, attached, provides an example of how projects can be fully funded over several RTIP cycles.

In addition, the CTC allows RTPAs to borrow funds from beyond the five-year program period predicated on the availability of funds which typically result from other RTPAs maintaining unprogrammed reserves.

DISCUSSION

The 2002 RTIP is enclosed and includes one funding table for regional improvement program (RIP) cost and one for total project cost (all funding sources). Only RIP costs are programmed in the RTIP and only RIP cost count against Shasta's programming capacity.

The RTIP includes three types of projects: carryover projects from the previous RTIP; new base allocation projects; and new competitive projects adopted by the Agency at the September meeting. Each is discussed below.

Carryover Projects: Three City of Redding projects and two Caltrans projects were previously programmed and are currently in the environmental review phase of development. These are:

Carryover Projects	Programmed (thousands)
Cypress Street Bridge Widening @ Sacramento River (Redding)	\$ 2,028
Cypress Street Bridge Approaches @ Sacramento River (Redding)	\$ 2,253
Shasta View Drive Extension (Redding)	\$ 748
SR 299 Auxiliary Lane @ Sacramento River (Caltrans)	\$ 14,629
Redding Downtown Couplet (Caltrans)	\$ 4,566
Total	\$ 24,224

The programmed amounts are unchanged for the City of Redding projects; however, some programming years were moved out to account for project delays.

The Caltrans projects previously received environmental programming and are currently ready for programming and delivery of subsequent phases, including construction within two to three years. Construction costs for the Redding Downtown Couplet Project have been reduced to eliminate road rehabilitation elements which are inconsistent with the original project intent. Road rehabilitation is typically funded with Caltrans SHOPP on Caltrans roads and base allocations on local roads.

Base Allocation Projects: Based on the Agency's prior direction, the \$50 million target includes a \$6.399 million base allocation as follows:

NEW BASE ALLOCATIONS	
Redding	\$2,500,000
Shasta County	\$2,233,000
Anderson	\$833,000
Shasta Lake	\$833,000
Total	\$6,399,000

Redding and Shasta County also have unspent prior base allocations of \$598,000 and \$61,000 respectively, bringing the total to \$7,058 million. Base allocations offer guaranteed minimums for the cities and County to spend at their discretion. Base allocations have been provided in the past and are a useful tool for delivering smaller projects such as intersection improvements and road overlays. County and city base allocation projects are as follows:

New Base Allocation Projects	Programmed Amount (thousands)
Various Bridge Replacements: Federal HBRR Match (Shasta County)	\$670
Widen Deschutes Road North of Palo Cedro (Shasta County)	\$310
Various Local Road Chip and Slurry Seals (Shasta County)	\$630
Various Local Road Rehabilitation (Shasta County)	\$684
Buena Ventura Blvd. Widening @ SR 273 (Redding)	\$300
Various Local Road Slurry Seals (Redding)	\$400
Various Local Road Rehabilitation (Redding)	\$600
Quartz Hill Road Reconstruction: Environmental Only (Redding)	\$200
Hilltop Dr. @ Industrial Ln. Traffic Signal (Redding)	\$250
Base Allocation Placeholder (Redding)	\$1,348
Various Local Road Rehabilitation (Shasta Lake)	\$500
Base Allocation Placeholder (Shasta Lake)	\$333
Base Allocation Placeholder (Anderson)	\$833
Total	\$7,058

In some cases placeholders have been provided since all proposals have not been received from the agencies at the time of this writing. A final list of projects and final proposed RTIP will be provided at the Agency meeting. State-

only funds are requested for most base allocation projects. Availability of state-only funds will not be known until February or March.

New Competitive Projects: New projects were approved by the Agency at the September meeting. They are listed below along with more refined costs which, on average, are lower than the costs provided in September. In addition, Caltrans has withdrawn its nomination of the Interstate 5 at Cottonwood Hill Auxiliary Lane Project which the Agency previously approved with \$1.768 million in RIP funds (see attached letter from Caltrans). The new competitive projects to be programmed are summarized below:

New Competitive Projects	Total RIP Cost	Programmed Amount (thousands)
South Bonnyview: Four Lanes to SR 273 (Redding)	\$4,000	\$4,000
SR 44: Four Lanes to Palo Cedro (Caltrans)	\$7,530	\$0
SR 299: Buckhorn Grade Realignment (Caltrans)	\$11,443	\$0
Hilltop Dr.: Widen over SR 44 (Redding)	\$1,200	\$1,200
SR 44: Widen Liberty St. to Auditorium Dr. (Caltrans)	\$7,178	\$7,178
Downtown Railroad or Downtown Mall Project (Redding)	\$12,185	\$2,000
Total	\$43,536	\$14,378

The three Caltrans projects have been in the planning stages for several years and have included substantive Agency involvement. They have already received limited programming from the Agency for the environmental phase.

No additional programming is proposed for State Route 44 to Palo Cedro or Buckhorn at this time since environmental clearance is at least two years away.

At the September meeting, the Agency gave Redding discretion to replace the Parkview Bridge Project and corresponding funds with either a downtown railroad grade separation project or a project to renew circulation through the downtown mall. No specific determination has been made by Redding to date and RTPA staff has earmarked funds to begin environmental work on either project pending a decision from Redding (see attached letter from Dan Kovacich to Mike Warren, City of Redding).

Pursuant to Agency direction in September, \$500,000 was removed from the Redding Downtown project for redistribution to base allocations. The above costs also provide in excess of \$500,000 in reductions on Caltrans projects, particularly with elimination of the Cottonwood Hill Project (see attached letter from Caltrans).

Programming Capacity: The total commitment of RIP funds to be programmed now or in the future is as follows:

RIP Funds	Future	Proposed Programming	Total RIP Commitment
Carryover Projects	\$ 0	\$ 24,224	\$ 24,224
Base Allocation Projects	\$ 0	\$ 7,058	\$ 7,058
Competitive Projects	\$ 29,158	\$ 14,378	\$ 43,536
Total	\$ 29,158	\$ 45,660	\$ 74,818

The \$45.660 million proposed for programming exceeds Shasta County's capacity by approximately \$18.3 million. The CTC allows RTPAs to advance funds from future years providing such funds are available. Historically, the availability of advance funds statewide has not been an issue. In a worst-case scenario, however, Shasta County may be asked to defer \$8.3 million in programming until the 2004 RTIP. This could be accomplished without project delays by removing programming elements currently shown for delivery beyond 2004 and reinstating them with approval of the 2004 RTIP. The availability of advance funds will not be known until February or March 2002. As part of the Agency recommendation, the Executive Officer requests authorization to approve minor administrative changes relating the availability of advance funds and state-only funds. This would entail removing programming in the third year or beyond and increasing project development cost where state-only funding is denied.

Based on the \$74.818 million programming commitment and future fund estimates, it is likely that capacity to fund additional new projects may not be available until the 2008 RTIP cycle. In addition, depending on if projects are delivered ahead of schedule by agencies, some projects may need to wait one to two years to proceed with the right-of-way or construction phases. Such a scenario is unlikely, however, since project delays are common where federal funds are involved. Figure 2 shows Shasta County's programming needs verses programming capacity by RTIP cycle.

It should be noted that the \$74.818 million cost estimate for projects is subject to change based on outcomes of environmental review processes, scope changes, or inaccurate initial estimates by nominating agencies.

RTP Projects Not Selected for 2002 RTIP Programming: Agency deferred projects and projects on the RTP short-term list not selected for programming will be reconsidered during a later RTIP cycle when new programming capacity becomes available. Again, this is not anticipated to occur until the 2008 RTIP cycle.

ALTERNATIVES

In addition to the staff recommended 2002 RTIP, two alternatives are discussed below for Agency consideration:

Remove Projects from Programming: The Agency could remove one or more projects from the 2002 RTIP. While this would reserve additional programming capacity

for any immediately unforeseen transportation needs, this alternative is not recommended because historically - both locally and statewide - programming reserve capacity has been less of a practical concern than the need to facilitate more rapid delivery of projects. Such an action would also be counter to the Agencies September action.

Program Additional Projects: The Agency could also add new projects consistent with the RTP. Substantive additions are not recommended due to uncertainties in future funding levels. Staff believes the recommended programming schedule represents the best balance between estimated project expenditures and funding availability.

OTHER AGENCY INVOLVEMENT

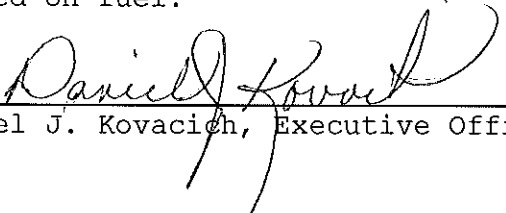
The RTP project selection methodology and short-term list of projects, from which the 2002 RTIP projects are based, was developed over two years with various forms of public and agency participation. An ad-hoc committee, the RTP Working Group, was developed and met regularly last year developing goals and policies to guide the RTP and project selection methodology. The RTP Working Group consisted of public and private interests. All meetings were noticed and open to the public. An RTP open house was held to inform interested members of the public about the transportation planning process and policies set forth in the RTP.

Unfortunately, all efforts to engage the public during RTP development, which represents the early planning stages of new projects, were met with little interest. The September agenda item to select projects, however, involved substantial public comment, primarily regarding alternatives to the Parkview Project.

The Transportation Advisory Committee (TAC) was instrumental in developing the project selection methodology. TAC is the primary advisory body to the Agency and consists of representatives from the cities, the County, Caltrans, and transit agencies. Most fundamental to the 2002 RTIP project selection process was the individual choices by cities, the County and Caltrans to nominate specific projects and, if selected, agree to begin the necessary work for project delivery.

FINANCING

These projects will be funded from state and federal sources generated by taxes levied on fuel.


Daniel J. Kovacich, Executive Officer

/jmg

Attachments: Resolution No. 01-11 for Adoption of 2002 RTIP
Letter from Caltrans
Letter from Dan Kovacich to Mike Warren, City of Redding
Figure 1
Figure 2
2002 RTIP

RESOLUTION NO. 01-10
ADOPTING THE 2002
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FOR SHASTA COUNTY

WHEREAS, the Government Code Section 14527 directs each Regional Transportation Planning Agency to prepare and submit to the California Transportation Commission, a Regional Transportation Improvement Program pursuant to Government Code §65082 by December 15 of each odd-numbered year; and

WHEREAS, the 5-year program shall include all projects to be funded pursuant to paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code; and

WHEREAS, the Shasta County Regional Transportation Planning Agency prepared the Regional Transportation Improvement Program in accordance with the requirements of the Government Code; and

WHEREAS, the attached lists of regional improvement projects and accompanying project fact and fund sheets comprise the 2002 Shasta County Regional Transportation Improvement Program.

WHEREAS, the sponsoring agencies have completed a Project Study Report for all projects that include work on the state highway system or a Project Study Report Equivalent for projects involving work solely on local facilities; and

WHEREAS, each of the projects listed in the program has been reviewed and found to be consistent with the 2001 Shasta County Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency approves the 2002 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Agency authorizes the Executive Officer to approve minor changes in response to California Transportation Commission (CTC) denial of advance funds or state-only funds.

DULY PASSED AND ADOPTED this 11th day of December, 2001, by the Shasta County Regional Transportation Planning Agency.

Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

DEPARTMENT OF TRANSPORTATION – DISTRICT 2**Division of Planning**

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November 14, 2001

Mr. Dan Kovacich, Executive Director
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA. 96001

Dear Mr. Kovacich:

In accordance with your request, the District is providing an update to our proposed 2002 RTIP project information. The update is summarized as follows:

1. **Dana Ramp Project** – The District proposes programming the PS&E through Construction phases of this ramp and westbound auxiliary lane project. We have updated costs including eliminating some items of work (roadway overlay thickness and ITS elements) and reducing our support cost needs. The revised cost is lower than our October 2nd submittal for this 50% RIP/ 50% IIP project. Attached is a revised Project Nomination Fact Sheet (Attachment 1).
2. **Liberty to I-5 Aux Lane Project** – The District proposes programming the PS&E through Construction phases of this eastbound auxiliary lanes project. We have updated costs including eliminating some items of work (roadway overlay thickness) and reducing our support cost needs. The revised cost is lower than our October 2nd submittal for this 70% RIP/ 30% IIP project. Attached is a revised Project Nomination Fact Sheet (Attachment 2).
3. **Downtown Redding Improvement Project** – The District proposes programming the PS&E and Right of Way phases of this project. We will be working with the City of Redding over the next several months in finalizing all elements of work and the project schedule. The key issues include cost/scope coordination with the City's new downtown improvement project and schedule coordination with our Eureka Way Roadway Rehabilitation Project. The District does not expect this negotiation to result in higher projected construction costs than those detailed on the attached Project Nomination Fact Sheet (Attachment 3).
4. **Cottonwood Auxiliary Lane Project** – The District wishes to withdraw the nomination of this Interstate 5 auxiliary lane project. Based on available RIP-STIP funds and our perception of other higher priority regional State highway and local road needs, we do not support programming this project at this time. We will not formally notify the Caltrans statewide IIP-STIP Program Manager of our intentions related to this project until we have discussed this issue with you in more detail.

The RTPA resolution supporting the Regional Transportation Improvement Program (RTIP) project nomination list included the provision that Caltrans reduce costs on its proposed projects by \$500,000. The changes in scope and costs for the first three projects above combined with withdrawing the Cottonwood Auxiliary Lane Project more than accounts for this cost reduction.

The District feels very confident in the ITIP support proposed with each of the projects above. The Department's September 19th draft straw proposal included the Dana, Liberty to I-5 and Cottonwood Aux Lane project at the percentages proposed in our October 2nd RTPA submittal. In

Mr. Dan Kovacich

November 14, 2001

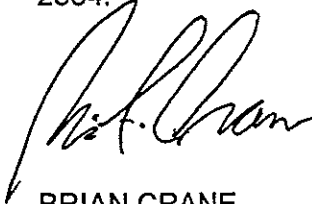
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addition, recent conversations with our statewide IIP-STIP Program Managers have affirmed our confidence that the Department's ITIP will include the projects as proposed by the District. The Department is scheduled to finalize its ITIP by December 1st, will present it to the CTC at their December meeting and will submit it to the CTC on December 15th.

The Department's ITIP will also include proposed funding changes related to the Buckhorn Project. The District is proposing to remove from the STIP the lower Buckhorn projects (100% IIP) originally programmed in the 1998 STIP (PPNos 0166B and 0166C). This action includes the provision that the ITIP supplement the environmental phase of the overall RIP/IIP Buckhorn Project (PPNo A0166A) with an additional \$3.1 million. These additional funds in large part will be used to accelerate the project by moving many design activities into the environmental phase of the project. Attached are Project Nomination Fact Sheets related to the proposed Buckhorn Project changes (Attachment 4).

The Department's ITIP will include no changes to the Stillwater Project. The District is early in the environmental phase of this project with no firm direction on an alternative that will be proposed for construction. The estimated future component funding summary provided in CTIPS is the District's best estimate at this time.

The District recommends the above information be used by the RTPA in programming their 2002 STIP. If you have any questions or need additional information, please feel free to call me at 225-2564.



BRIAN CRANE
Deputy District Director
District 2

c: Mike Warren – City of Redding
Pat Minturn – County of Shasta
Jim Cain – City of Shasta Lake
Scott Morgan – City of Anderson

**SHASTA COUNTY
REGIONAL TRANSPORTATION PLANNING AGENCY**

DANIEL J. KOVACICH
EXECUTIVE OFFICER

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November 20, 2001

Mike Warren, City Manager
City of Redding
777 Cypress Avenue
Redding, CA 96001

Subject: Regional Transportation Improvement Program (RTIP) Strategy

Dear Mike:

Following up on yesterday's phone conversation, the purpose of this letter is to outline a programming strategy to give Redding maximum flexibility in developing alternatives to the Parkview Bridge Project. The RTPA must submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15th of this year. The CTC requires completed project funding and fact sheets (attached) for specified projects as part of the RTIP. RTPA staff will need this information from Redding for each of the Parkview Bridge alternatives no later than December 7th.

For purposes of submitting an RTIP with the packets for the December 11th RTPA meeting, staff will earmark \$1 million each for the railroad project and the downtown mall project for the "environmental and permits" phase. We will program the funds in fiscal year 2003/04 for reasons listed at the bottom of this letter. The \$1 million figure is excessive and merely represents a placeholder until Redding provides more specific costs in the project funding and fact sheets by December 7th. The project funding and fact sheets will represent Redding's best approximation of the project scope, schedule and cost with the recognition that this can be revised after adoption of the RTIP when project concepts are further refined. As you know, programming in the RTIP represents a line of credit and not actual costs or the amount counted against the region's share. Therefore, some degree of inaccuracy in the funding and fact sheet is inherent and of little consequence at this time.

Prior to requesting allocation of funds from the CTC, however, it is extremely important that Redding is committed to the project and that the project scope and cost has been thoroughly considered. The allocated amount is what counts against our regional share - and the \$12,185,000 fixed amount granted for this project - regardless of actual incurred costs. For a project of this nature, Redding may want to consider a partial allocation to adequately scope the project prior to determining

and requesting the remaining amount needed to complete environmental review.

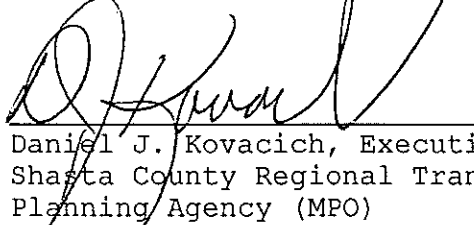
Programming both projects in 2003/04 - the second year of the RTIP - would give Redding maximum flexibility in the following ways:

- ☐ It allows development of either the railroad project or the downtown project. Programming for a project can always be deleted if approved by the CTC prior to 2003/04 (submit request by February 2003) and prior to requesting an allocation.
- ☐ Programming out to 2003/04 gives Redding until February 2003 to decide on the project, scope and cost prior to asking for an allocation, or to request programming of the project out an additional year if no decision has been made. If Redding is ready to deliver the project sooner, an allocation can be requested as early as April 2002.
- ☐ Programming in 2003/04 minimizes the risk of lost funds to the region and to Redding due to overestimating the allocation amount based on inaccurate scope and cost estimates.
- ☐ Programming in 2003/04 minimizes the risk of lapsed programming funds to the region due to any unforeseen project delays.

In summary, the funding and fact sheets for both projects are needed by December 7th in order to submit the RTIP to the CTC by December 15th. Afterwards, we look forward to working closely with Redding to allocate funds and amend the RTIP as needed in a manner that provides Flexibility and reduces the risk of lost funds to the region or this project.

If you have any questions, please call Dan Little at (530) 245-6819, or myself at (530) 225-5155.

Very truly yours,

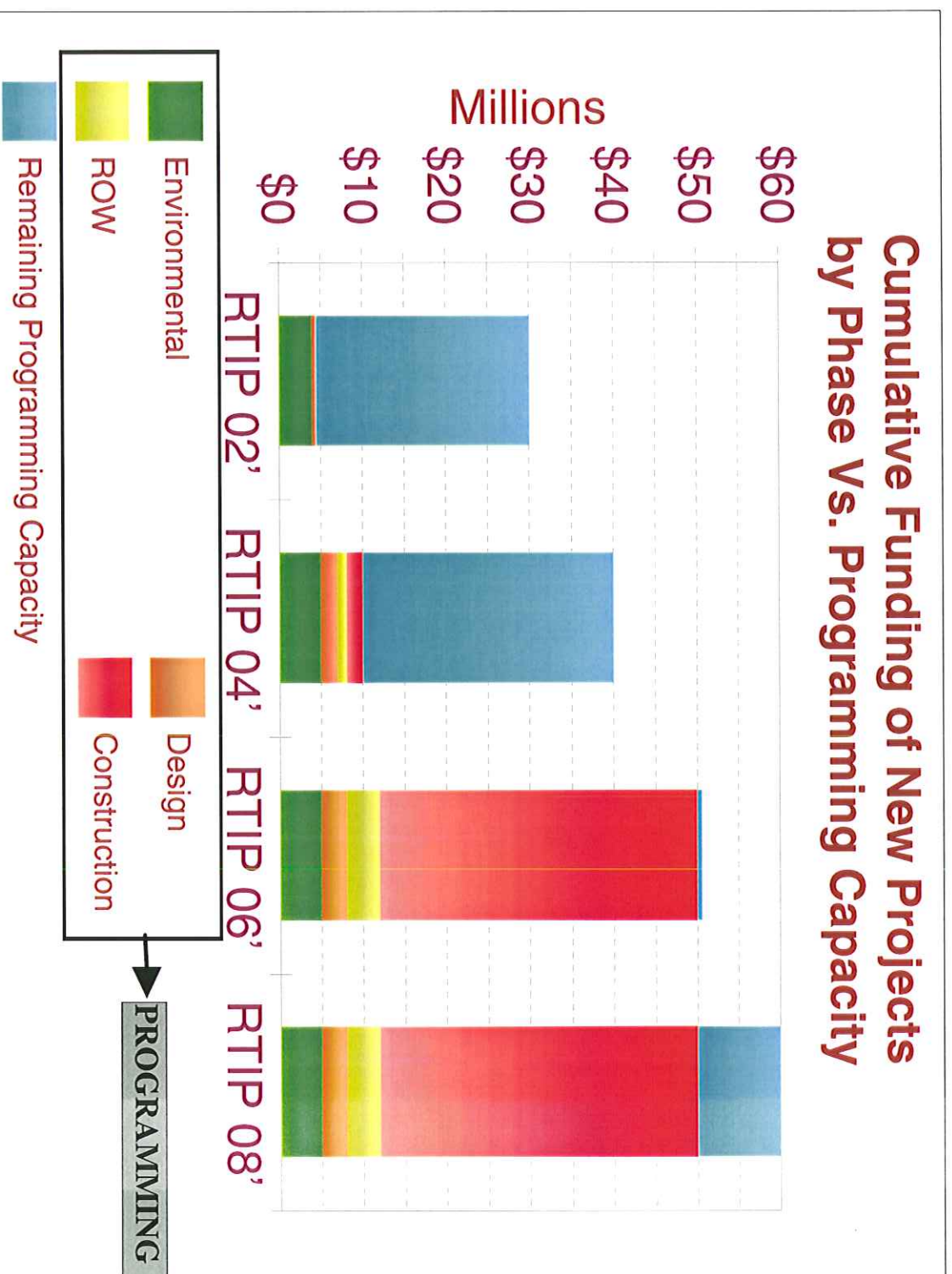


Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

DJK/DSL/jmg

Enclosure: Project Funding and Fact Sheets

FIGURE 1: Example of How \$50m in New Projects Can be Programmed Over Several RTIP Cycles



*Under this simplistic scenario, programming capacity is reserved to fully deliver projects in 2006 RTIP cycle.

Figure 2

Programming Needs Vs. Capacity

