

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Conduct Public Hearing and Consider Amendment to the Regional Transportation Improvement Program (RTIP)	10/24/00	6

RECOMMENDATION

It is recommended that the Agency adopt Resolution 00-16 amending the 2000 Shasta County Regional Transportation Improvement Program (RTIP) to program:

1. \$440,000 for the Environmental phase of the Highway 44 Stillwater project;
2. \$1,000 for the PS&E phase of the Deschutes Road Corridor Project; and
3. \$1,187,000 for a local street and road rehabilitation project for Anderson.

SUMMARY

Caltrans has requested (see letter attached) that the Agency consider an amendment to the Shasta County RTIP in advance of the project selection schedule adopted at the July 25 RTPA meeting. The total project cost is estimated to range between \$5.4 and \$28.3M. The request is to program \$440,000 of regional funds to match an equal amount of state interregional funds for the Environmental phase of the project. Two other routine program adjustments are also included in this amendment. Shasta County is requesting that \$1,000 be programmed for the PS&E phase of the Deschutes project. The City of Anderson has requested that \$1,187,000 be programmed for the construction phase of a local street and road rehabilitation project scheduled for the summer of 2001.

DISCUSSION

Caltrans District 2 was notified by Caltrans Headquarters in late July that candidate projects for the Interregional Transportation Improvement Program (ITIP) portion of the State Transportation Improvement Program (STIP) needed to be submitted to Sacramento by August 7, 2000. Any projects submitted by Caltrans District 2 would be eligible to compete against other projects on a statewide basis. District 2 has submitted for consideration a project improving Highway 44 between Airport and Deschutes Roads. Caltrans' nomination suggests funding 50% of this project from the ITIP and 50% from Shasta County's Regional Improvement Program (RIP). Adoption of the Staff recommendation will program \$440,000 of available RIP resources. The total estimated cost of the Environmental phase is \$880,000. Although not written in any guidelines or policies, cost sharing arrangements like this proposal have become commonplace statewide and are almost considered a condition precedent to eventual approval of ITIP projects.

On July 25th the Agency directed Staff to select projects for programming in January, 2001. For this purpose the target to be used was set at \$50M. The schedule contemplated at that time was to nominate and select projects in the November, 2000 to January, 2001 time frame.

Staff was presented with a dilemma of providing transportation improvements to Shasta County by leveraging scarce RIP dollars with ITIP funding, yet not skew

the process to favor one project at the expense of other projects that may have similar if not more benefits. Despite differences in the state RTIP schedule and our local processes, Staff is committed to not letting these constraints become a barrier. Staff is also sensitive to the demand for scarce RTIP funding and has attempted to present this item with as much balance as practical.

Both Anderson and the County need RTIP amendments processed in order to move forward with their projects. Consideration of an amendment to the 2000 RTIP provided an opportunity to expedite their projects. These amendments are routine because both draw from remaining 1998 base allocations.

Project Descriptions

State Route 44, Stillwater Project: The Caltrans proposal is to program the Environmental component for the improvements to State Route 44 corridor between Airport Road and Deschutes Road. The estimated cost ranges from \$5.4 to \$28.3M. A more precise project cost will not be available until a preferred alternative is selected as an outcome of the Environmental process. Project alternatives in Caltrans' Project Study Report (PSR) range from adding an overpass at Stillwater Road (the \$5.4M job) to a four lane freeway from Airport to Deschutes Roads (the \$28M job).

The schedule proposed by Caltrans calls for completion of the Environmental component in 2003. No schedule has been set for eventual construction at this time. The construction schedule would hinge on the selected alternative and future programming decisions to be made by the Agency and the State.

The need for this project is due to increased traffic levels on Highway 44. The 2000 levels of traffic are already causing problems for drivers entering Highway 44 from Stillwater Road. Currently, 13,750 vehicles per day use this section of highway. This number is projected to grow to over 25,000 by 2026. These increases in traffic have caused problems for drivers entering Highway 44 at Stillwater Way. Caltrans, the County and the RTPA have all received numerous letters from residents of the Stillwater Way area asking for relief in this area.

Deschutes Road Corridor Project: Shasta County has progressed far enough with the environmental review for the Deschutes project to need to program the next phase of the project. The request is to program \$1,000 for the Plans, Specifications and Engineering (PS&E) phase of the project. It is only necessary to program \$1,000 for this phase because the County can move excess allocated funding from the Environmental phase to the PS&E phase. The County is projecting that the environmental review will be completed for substantially less than was initially estimated. The County plans on coming back to the RTPA in December to program construction upon completion of the engineer's estimate. The \$1,000 reduces the County's remaining base allocation to \$2,342,000.

Anderson Local Street and Road Rehabilitation: The City of Anderson is requesting to program a \$1,187,000 rehabilitation project in the City of Anderson to rehabilitate local streets during the summer of 2001. The project will be programmed from Anderson's share of the 1998 base allocation.

Programming \$1,187,000 will reduce their base allocation balance to zero. The rehabilitation project will consist of overlays with a life of 10 years. The request is for state-only funding because these streets are primarily off the federal aid system.

Justification for Staff Recommendation

Staff is recommending that the State Route 44 at Stillwater Road project should be amended into the RTIP for the following reasons.

1. This is a project that addresses an identified need. However, in the interests of presenting a balanced perspective, it is not clear at this time if this project delivers the best bang for our buck. This determination could not be made unless we solicited project nominations from the local agencies and evaluated them together. In a perfect world this would occur in December of this year.

On February 22, 2000, the Agency authorized Caltrans to develop a Project Study Report (PSR) for this section of highway. The Staff report presented to the Agency at that time indicated that this project would have the most likely chance of being funded and built in the next five years on the state highway system in Shasta County, and, therefore, was a prime candidate project for PSR development. It also pointed out that this project would be a likely candidate for partnership funding. Further, the Staff report stated that preparation of the PSR did not guarantee funding but was simply the first step to access funding.

2. There is an opportunity to leverage Shasta County's Regional Improvement Program share with ITIP funding for the development of this project; and, hopefully; leverage future RIP dollars with ITIP funds to actually build the project. The opportunity hinges on Caltrans programming 50% of the cost in the Interregional Transportation Improvement Program (ITIP) Caltrans believes that all of the ITIP available funds will be programmed during this initial statewide call for projects. If the RTPA waits until January 2001 to amend this project into the STIP, it is likely no ITIP funding will be available to leverage regional funds for several years. At this time only the Environmental component is being considered for funding. If Caltrans is successful the ITIP share of funding will be \$313,000. If the full four lane freeway option is eventually selected for funding, the ITIP share could be as much as \$14M.
3. Completing the Environmental component will create a "shelf" project that could compete for other discretionary state and federal funding that may become available in the future. For example, such a "shelf" project may have competed very favorably when the state recently adopted their \$5 Billion Traffic Congestion Relief Program. To the extent that other discretionary funds are secured, it will reduce the demand on the RIP.

If the Agency adopts the Staff recommendation, there is a distinct possibility that the Caltrans project will not be selected as part of the ITIP anyway. If that is the case, the project would not go forward as a jointly funded project.

In all likelihood it would resurface as part of the projects to be considered when project nominations are requested by the RTPA. In that case the entire project cost would be borne by the Regional Improvement Program.

A similar situation occurred in December 1998, when Caltrans requested that the Buckhorn project be considered for funding. At that time there was the same issue that our local schedule and the state schedule did not coincide for a full project selection process. Caltrans offered to fund 90% of this project with a 10% RIP match. The Agency granted the request made by Caltrans despite the fact that the project did not flow from a formal project selection process.

Programming Mechanics

Given the conflicts in the State ITIP schedule and our local project selection methodology schedule, Staff has taken certain steps in advance of Agency action. The deadline set by the California Transportation Commission (CTC) for Regional Transportation Improvement Plan (RTIP) amendments for the November CTC meeting is September 29, 2000. Such an amendment has been submitted to the CTC with the condition that it is only effective if the Agency adopts the Staff recommendation. If the Agency does not adopt or chooses to modify the Staff recommendation, then there is time to notify the CTC to remove or amend this item for the November CTC meeting. In any event Staff has taken actions appropriate to remain competitive for ITIP funding for this project.

The ITIP will be submitted to the CTC at their September 29 meeting. We may be able to tell the Agency if this project made the cut by October 24th meeting. The two other amendment requests will move forward and be approved at the December CTC meeting when the 2000 STIP is adopted.

ALTERNATIVES

Identified alternatives to the Staff recommendation are:

1. The Agency could choose to not approve Caltrans' request. In that case any improvements in this area would probably be funded 100% with RIP funding. Staff is not recommending this alternative. If the project gets funded in the ITIP, the region increases overall resources committed to this area by partnering with Caltrans.
2. The Agency could choose to match at some different percentage. Obviously, the higher the match the better the chance of the project surviving the ITIP selection process. Given the proximity of this project to the Greater Redding urbanized area, the "50-50" proposal seems reasonable. The Buckhorn Environmental-Only project was programmed with 90% of the funding from the ITIP and 10% from the RIP. Given the location of this project, it is reasonable that this project would have a higher ITIP participation. In any event there is no match percentage that seems to apply in all circumstances.

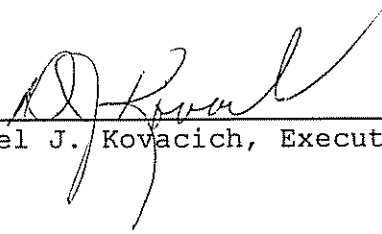
OTHER AGENCY INVOLVEMENT

The TAC met on September 5, 2000, in a special meeting to consider this request. TAC concurs with the Staff recommendation.

FINANCING

The financial impact of amending the Environmental phase of the State Route 44 at Stillwater Road project into the 2000 RTIP would be to commit \$440,000 in Regional Improvement Program funding for this project for the Environmental component only. The total RIP commitment over time (assuming 50% ITIP funding) would range from \$2.2M to \$14M. The other two proposals would commit a total of \$1,188,000 of Regional Improvement Program funds. After this action the balance remaining from the base allocation of \$3,500,000 to each agency is as follows:

Shasta Lake	-	\$	0
Anderson	-	\$	0
City of Redding	-	\$	543,000
Shasta County	-	\$	2,342,000



Daniel J. Kovacich, Executive Officer

/jmg

Attachment: Resolution No. 00-16
2000 RTIP Amendment No. 1
Letter from Thom Niesen, District 2 Director, Caltrans
Letter from Shasta County
Letter from City of Anderson

**RESOLUTION NO. 00-16
AMENDMENT NO. 1 OF THE 2000/01 - 2004/05
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; 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 including but not limited to improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety; 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, it is necessary from time to time to amend the attached lists of prioritized regional improvement projects and accompanying project fact sheets that comprise the 2000 Shasta County Regional Transportation Improvement Program; and

WHEREAS, Caltrans has requested that the Environmental phase be programmed for the Highway 44 Stillwater Project, and Shasta County the PS&E phase for the Deschutes Road Corridor project programmed; and

WHEREAS, the City of Anderson has requested that the Construction phase of a street rehabilitation project be programmed with State funds; and

WHEREAS, the RTPA Technical Advisory Committee (TAC) supports the recommendation; and

WHEREAS, the project listed in the program has been reviewed and found to be consistent with the 1998 Shasta County Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency approves amendment number one of the 2000/01-2004/05 Regional Transportation Improvement Program.

DULY PASSED AND ADOPTED this 24th day of October, 2000, by the Shasta County Regional Transportation Planning Agency.

David L. McGeorge, Chairman
Shasta County Regional
Transportation Planning Agency

2000 RTIP Draft Amendment No. 1 Shasta County Regional Transportation Planning Agency Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2) Regional Transportation Improvement Program October 24, 2000												
Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.												
Project #	Unique ID #	Agency	Project Title	Revenue Type		Prior years	1 00/01	2 01/02	3 02/03	4 03/04	5 04/05	
				STIP	Non-STIP							
Shas01	2034	Shasta Lake	Pine Grove Ave. Extension from I5 to Ashby Rd. City of Shasta Lake Post Mile SHA-5-R21.00	STIP	EDA Grant & Local							
				Env	40	41						
				PS&E	241	246						
				R.W.	255	261						
				Const.	2,889	2,953						
Shas02	2035	Shasta County	Knighton Rd. Extension from I5 to Airport Rd. Unincorporated Shasta Co. Post Mile SHA-5-R9.77	STIP		1,758						
				Env	250	256						
				PS&E	453	473						
				R.W.	427	446						
				Const.	7,061	7,537						
Shas03	2036	Redding	Parkview Bridge across the Sacramento River City of Redding	STIP								
				Env	153	156						
				PS&E								
				R.W.								
				Const.								
Shas04	6651	Redding	Downtown Redding SR 299 & 273 Improvements City of Redding Post Miles SHA-299(VAR) SHA-273(VAR)	STIP								
				Env	232	237						
				PS&E	817		872					
				R.W.	1,815		1,937					
				Const.	7,114					8,265		
Shas05	2037	Redding	Cypress Relief Project - Phase A, Widen the Sacramento River Bridge City of Redding	STIP	HBRR							
				Env	10	10						
				PS&E	237	242						
				R.W.	0							
				Const.	1,819			2,028		12,565		
Shas06	2038	Redding	Cypress Relief Project - Phase B, Widen the Approaches to the Bridge City of Redding	STIP		12,565						
				Env	10							
				PS&E	227	232						
				R.W.	300	313						
				Const.	1,740			1,940				
Shas07	2039	Anderson	Balls Ferry Off-ramp from I5 City of Anderson Post Mile SHA-5-R5.29	STIP	Local							
				Env	40	40						
				PS&E	170	170						
				R.W.	100	102						
				Const.	1,568	1,568						
Shas08	6055	Redding	SR44 to I5 Auxiliary Lane City of Redding Post Mile SHA-5-R15.2/R16.0 SHA-44-R0.1	STIP								
				Env	57	58						
				PS&E	482	493						
				R.W.	24	25						
				Const.	3,970	4,147						

Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.

2,028

2,028

1,940

2000 RTIP											
Draft Amendment No. 1											
Shasta County Regional Transportation Planning Agency											
Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2)											
Regional Transportation Improvement Program											
October 24, 2000											
Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.											
Project #	Unique ID #	Agency	Project Title	Revenue Type		Prior years	1 00/01	2 01/02	3 02/03	4 03/04	5 04/05
				STIP	Non-STIP						
Shas09	2070	Anderson	Preparation of Project Study Report(s) for Future Trans. Projects	Env							
				PS&E							
				R.W.							
				Const.	68	88					
Shas10	2071	Shasta County	Preparation of Project Study Report(s) for Future Trans. Projects	Env							
				PS&E							
				R.W.							
				Const.	50	50					
Shas11	2074	Redding	Cypress Relief Project - Phase C, Upgrade Cypress Ave. from Athens Ave. to SR 237	Env							
				PS&E	40	40					
				R.W.	72	74					
				Const.	70	72					
Shas12	6850	Redding	SR 299 Sacramento River Crossing - West Bound Only	Env							
				PS&E	400	400					
				R.W.	759	759	759				
				Const.	127	127	127				
Shas13	2075	Redding	Redding Local Street Rehabilitation Project	Env							
				PS&E							
				R.W.	0	0					
				Const.	4,002	4,002	4,002				
Shas14	2076	Shasta County	Shasta County, Anderson & Shasta Lake Combined Federal Aid Route Rehabilitation Project	Env							
				PS&E							
				R.W.							
				Const.	4,548	4,548	4,548				
Shas15	2077	Shasta County	Shasta County, Anderson & Shasta Lake Combined Local Street and Road Rehabilitation Project	Env							
				PS&E							
				R.W.							
				Const.	389	389	389				

Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.

2000 RTIP Draft Amendment No. 1 Shasta County Regional Transportation Planning Agency Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2) Regional Transportation Improvement Program October 24, 2000											
Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.											
Project #	Unique ID #	Agency	Project Title	Revenue Type		Prior years	1 00/01	2 01/02	3 02/03	4 03/04	5 04/05
				STIP	Non-STIP						
Shas16	2078	Shasta County	Deschutes Road Corridor Project	STIP							
				Env	245		250				
				PS&E	0			1			
				R.W.	0						
				Const.	0						
Shas17	2079	Shasta County	Happy Valley Road Project	STIP State Only							
				Env	55		56				
				PS&E	14			14			
				R.W.	30			31			
				Const.	495			506			
Shas18	2011B	Redding	Sacramento River Pedestrian Bridge Project (TEA) Transfer funds from Sac. River Trail Extension TEA Project	STIP	State Funds						
				Env							
				PS&E							
				R.W.							
				Const.	150		150				
Shas21	0166A	Caltrans	Upper Buckhorn Grade Realignment	STIP	Caltrans ITIP						
				Env	150	1,200	150				
				PS&E							
				R.W.							
				Const.							
Shas22	2143	Shasta County	Local Street and Road Rehabilitation Projects	STIP							
				Env							
				PS&E							
				R.W.							
				Const.	250		250				
Shas23	2144	Anderson	Local Street and Road Rehabilitation Projects	STIP							
				Env							
				PS&E							
				R.W.							
				Const.	220		220				
Shas24	2145	Anderson	North Street/Riverside Ave. Improvement-Env	STIP							
				Env	125		125				
				PS&E							
				R.W.							
				Const.							

Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.

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2000 RTIP Draft Amendment No. 1 Shasta County Regional Transportation Planning Agency Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2) Regional Transportation Improvement Program October 24, 2000													
Project #	Unique ID #	Agency	Project Title	Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.									
				Revenue Type		Prior years	1 00/01	2 01/02	3 02/03	4 03/04	5 04/05		
				Current Cost 2000 STIP	Non-STIP								
Shas25	2146	Redding	Shasta View Drive Extension		STIP								
				Env	58		58						
				PS&E	17			17					
				R.W.	0								
				Const.	748				748				
Shas26	2147	Redding	Westside Road Realignment		STIP State Only								
				Env									
				PS&E									
				R.W.									
				Const.	251				251				
Shas27	137	Caltrans	State Route 44 Stillwater		STIP	Caltrans ITIP							
				Env	440	440		440					
				PS&E									
				R.W.									
				Const.									
Shas28	2225	Anderson	Local Street and Road Rehabilitation		STIP State Only	Non-STIP							
				Env		5							
				PS&E		10							
				R.W.									
				Const.	1,187				1187				
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2000 RTIP
Draft Amendment No. 1
 Shasta County Regional Transportation Planning Agency
 Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2)
 Regional Transportation Improvement Program
 October 24, 2000

Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.

Project #	Unique ID #	Agency	Project Title	Revenue Type		Prior years	1 00/01	2 01/02	3 02/03	4 03/04	5 04/05
				STIP	Non-STIP						

Completed
phase total

Knighton Rd. Extension	8,191	1,175	7,537	0	0	0	0	0	0	0	8,712
Parkview Bridge across the	153	156	0	0	0	0	0	0	0	0	156
Downtown Improvements	9,978	237	2,810	0	0	0	0	0	0	8,285	11,331
Cypress - A	2,066	252	0	0	1,900	0	0	0	0	0	2,1
Cypress - B	2,277	555	0	0	1,778	0	0	0	0	0	2,5
SR44/I-5 On-ramp	4,533	4,723	0	0	0	0	0	0	0	0	4,723
Sacramento River Crossing	9,300	400	886	0	8,015	0	0	0	0	0	9,300
Upper Buckhorn Grade	150	150	0	0	0	0	0	0	0	0	150
State Route 44 Stillwater	440	440	440	0	0	0	0	0	0	0	880
Total Year 1	37,088	8,088	11,672	0	11,693	0	8,285	0	0	0	39,737
Cumulative Expenditures		8,088	19,760	19,760	31,453	31,453	39,737	31,453	31,453	31,453	39,737

Detail of Base Allocation Projects

Pine Grove Ave.	3,425	3,501	0	0	0	0	0	0	0	0	3,501
Balls Ferry Road	1,878	1,880	0	0	0	0	0	0	0	0	1,880
PSR Work - Anderson	68	88	0	0	0	0	0	0	0	0	88
PSR work - County	50	50	0	0	0	0	0	0	0	0	50
Cypress A	0	0	0	0	0	0	128	0	0	0	128
Cypress B	0	0	0	0	0	0	162	0	0	0	162
Cypress C	1,506	1,593	0	0	0	0	0	0	0	0	1,593
Deschutes-Env , PS&E	245	250	0	1	0	0	0	0	0	0	251
Happy Valley Road	1,540	56	0	551	0	0	0	0	0	0	607
Shasta County Rehabilitation	250	250	0	0	0	0	0	0	0	0	250
Anderson Rehabilitation	220	220	0	0	0	0	0	0	0	0	220
North Street/Riverside Ave. - Env.	125	0	0	125	0	0	0	0	0	0	1
Shasta View Drive Extension	823	0	0	58	17	748	0	0	0	0	823
Westside Road Realignment	251	0	0	251	0	0	0	0	0	0	251
Anderson Rehabilitation	1,187	0	0	1,187	0	0	0	0	0	0	1,187
Total Year 1	11,568	7,888	0	2,173	17	1,038	0	0	0	0	11,116
Cumulative		7,888	7,888	10,061	10,078	11,116	11,116	11,116	11,116	11,116	11,116

Base Commitments

Committed - escalated numbers

Uncommitted

Target Programming

TE Reserve

Base Allocation Balance

Anderson	0
Redding	543
Shasta Lake	(1)
Shasta Co.	2,342
	2,884

2000 RTIP Draft Amendment No. 1 Shasta County Regional Transportation Planning Agency Schedule of Projects to be Funded Under Streets and Highway Code Section 164(a)(2) Regional Transportation Improvement Program October 24, 2000											
Note: All Project costs are in thousands and are escalated by 2.2% per year to expected date of allocation.											
Project #	Unique ID #	Agency	Project Title	Revenue Type		Prior years	1	2	3	4	5
				Current Cost 2000							
				STIP	Non-STIP		00/01	01/02	02/03	03/04	04/05

Net for Projects	53,398	Note : Base allocation balance only includes programmed phases									
Escalated Project costs	39,737										
Base Allocation - Uncommitted	2,884										
Base Allocation Committed	11,116										
Total Projects	53,737										
Under (over) Target	(339)										

DEPARTMENT OF TRANSPORTATION



District 2
1657 Riverside Drive (96001)
P.O. Box 496073
Redding, CA 96049-6073
TDD (530) 225-2019
FAX (530) 225-2459
Telephone (530) 225-3477

File: 02-SHA-44

August 11, 2000

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

Dear Mr. Kovicich:

2000 State Transportation Improvement Program Candidate Project:
State Route 44/Stillwater Road (PMR3.6/R7.0)

The above referenced project has been included with the Caltrans District 2 Interregional Transportation Improvement Program (ITIP) proposal for the 2000 State Transportation Improvement Program (STIP). As was discussed with your staff, the project was submitted for funding of the environmental phase based on a 50/50 (Regional Improvement Program/Interregional Improvement Program) funding split between Shasta County and Caltrans. This programming strategy has also received preliminary support from Shasta County Department of Public Works Director, Ron Hill.

The State Route 44/Stillwater Road project was submitted prior to formal action by your agency in order to meet the August 7 deadline set by Headquarters for the ITIP. It is my understanding that your Regional Transportation Improvement Program is due by September 29. Given that deadline, I would like to request a meeting of the Shasta County Technical Advisory Committee (TAC) sometime before the end of the first week in September. I have the afternoon of September 5 and morning of September 6 open at this time, if either of those dates would work. My goal at the meeting will be for the TAC to recommend that staff prepare a draft amendment of the 2000 Shasta RTIP for consideration by the Shasta County Regional Transportation Planning Agency at its next regular meeting.

Enclosed for your review is a copy of the completed Project Study Report (February 1, 2000) for the State Route 44/Stillwater Road project. A more detailed breakdown of the work to be undertaken during the environmental phase will be provided to all TAC members the week of August 21. Ron Hill and I have discussed this project in a conceptual context and agree on its merit. Neither Ron nor I are locked in on specific project strategies or component funding alternatives. We both look forward to working out those details at the upcoming meetings with our regional partners.

Mr. Dan Kovicich
August 11, 2000
Page 2

If you have any questions or would like discuss potential meeting dates, please feel free to call me at 225-3477. If I am unavailable, please contact Gary Otremba at 225-3484. Thank you for your cooperation in moving this matter forward on such an accelerated timeline.

Sincerely,

A handwritten signature in black ink that reads "Thom Niesen". The signature is written in a cursive style with a large, sweeping "T" and a distinct "N".

THOM NIESEN
District Director
District 2

Enclosure

c : Ron Hill, Director, Shasta County Department of Public Works
Jim Nicholas, Program Manager, Transportation Programming
Mort August, Public Works Director, City of Redding
Mike Knight, Public Works Director, City of Anderson
Cliff Faith, Director of Public Works, City of Shasta Lake



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

RONALD C. HILL
DIRECTOR

FCN 070011

September 18, 2000

Daniel J. Kovacich, Executive Officer
Attention: John Stokes
Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Subject: Deschutes Road Corridor STIP Project
Shas 16

Dear Mr. Kovacich:

Please program \$1,000 for plans, specifications, and estimates (P,S,&E) in fiscal year 2000/01 for the above-referenced project. The environmental phase of this project should be completed soon at a cost of approximately \$80,000. We intend to shift the remaining \$170,000 previously allocated for environmental review and permits into the P,S,&E phase per the STIP guidelines. The \$1,000 P,S,&E programming request is merely to act as a place holder for the future funding shift.

If you have any questions, please contact me at 245-6807.

Very truly yours,

Ronald C. Hill, Director

By Casey R. Scott
Casey R. Scott, Supervising Engineer
Project Design and Administration

CRS/mlc



**CITY OF
ANDERSON**

September 1, 2000

Daniel J. Kovacich
Executive Officer
Shasta county
Regional Transportation Planning Agency

Re: Amending the 1998 RTIP

Dear Dan,

The City of Anderson hereby requests to amend the adopted 1998 RTIP to include a City of Anderson Rehabilitation Project 2001 in the amount of 1.187 million dollars. These monies are a residual from the approved 1998 STIP Allocation. If you have any questions or comments please contact me at 378-6640.

Respectfully yours,



Richard Barchus

RDB/r

CC: John Stokes
Planner

