



Shasta County

**Regional Transportation
Planning Agency**

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Daniel S. Little, Executive Director

April 26, 2012

RPP 010019

Muhaned Aljabiry, PE, Office Chief
Attention: Lima Huy, FTIP Coordinator
Department of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Amendment #16 Administrative Modification to the 2010 Federal Statewide Transportation Improvement Program (FSTIP)

Dear Muhaned:

This letter is to notify you that the Shasta County Regional Transportation Planning Agency (SCRTPA) has approved Administrative Modification #16 to the 2011 Federal Transportation Improvement Program (FTIP) and the 2011 Federal Statewide Transportation Improvement Program (FSTIP). The changes are as follows:

- **I-5/Deschutes Road NB Off-Ramp** (City of Anderson) (211-0000-0097): \$6 million in CMIA funding was awarded for project construction. Line item changed to reflect new funding source. Project costs are completely covered. Funds advanced to FY 11/12.

This programming change is consistent with Caltrans' procedures for FSTIP/FTIP modifications and does not affect any outstanding amendments. With the delegation of authority to approve FSTIP Administrative Modifications granted on January 9, 2012, the SCRTPA approves FTIP/FSTIP Administrative Modification #16.

This approved FTIP/FSTIP Administrative Modification #16 is being provided to Caltrans, the FHWA, the FTA, stakeholders in Shasta County and the City of Anderson, and is posted on the SCRTPA website. Caltrans will post the approved administrative modification on the Division of Transportation Programming website.

If you have any questions, please contact Anne Jensen of my staff at (530) 225-5430 or ajensen@co.shasta.ca.us.

Sincerely,

Daniel S. Little, AICP, Executive Director
Shasta County Regional Transportation
Planning Agency (MPO)

DSL/ACJ/jac

Attachments

C: Wade Hobbs, FHWA
Hymie Luden, FTA
Jeff Kiser, City of Anderson

Summary of Changes

Shasta RTPA 2011 Administrative Modification No. 16

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	Financial Table Fund Source Category	FFY	Net Change	Total Project Cost Change	%	Comments
Existing	111-0000-0097	I-5/Deschutes Road NB Off-Ramp	\$6 million in CMIA funding awarded for CON; funds forwarded to FY 11/12	Con	1000	0	State Minor	13/14	-1000	0	0.0%	\$6 million in CMIA funding replaces former SHOPP AC, SLPP and state cash fuding; project advanced from FY 13/14 to FY 11/12
					1000	0	Local	13/14	-1000			
					1000	0	Prop 1B	13/14	-1000			
					3000	0	STIP	13/14	-3000			
					0	6000	Prop 1B	11/12	6000			

Summary of Changes by Funding Source and by Federal Fiscal Year (In Thousands)

	10/11	11/12	12/13	13/14	Total
State Minor				(\$1,000)	(\$1,000)
Local				(\$1,000)	(\$1,000)
Prop 1B		\$6,000		(\$1,000)	\$5,000
STIP				(\$3,000)	(\$3,000)
Total	0	6,000	0	(6,000)	\$0

Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: PPNO: EA: CTIPS ID: 02 3488 34760 211-0000-0097	TITLE (DESCRIPTION): I-5/Deschutes Road NB Off-Ramp (Construction of a new off-ramp from northbound I-5 to Deschutes Road, widening a portion of the northbound I-5 on-ramp, and construction of a roundabout at the I-5 northbound ramp intersection with both Deschutes Road and Locust Road.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID:	<h1>CURRENT</h1>	EPA TABLE II or III EXEMPT CATEGORY:
COUNTY: ROUTE: PM: Shasta County R4.0 / R4.6		

IMPLEMENTING AGENCY: Anderson, City of

PROJECT MANAGER: ANNE JENSEN

PHONE: (530) 225-5430

EMAIL: ajensen@co.shasta.ca.us

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Dollars in Thousands - Total For Project

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
2	Active	04/24/2012	AJENSEN	Amendment - Cost/Scope/Sch. Change	16	6,000	400	875
1	Official	02/28/2012	AJENSEN	Amendment - New Project	12	6,000	400	875

	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• State Bond -									
• Fund Source 1 of 2	PE								
• Fund Type: Corridor Mobility Program	RW								
• Funding Agency: Shasta County RTPA	CON		6,000						6,000
	TOTAL		6,000						6,000

	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -									
• Fund Source 2 of 2	PE	875							875
• Fund Type: Developer Fees	RW	400							400
• Funding Agency: Anderson, City of	CON								
	TOTAL	1,275							1,275

Project Total	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	875							875
	RW	400							400
	CON		6,000						6,000
	TOTAL	1,275	6,000						7,275

Comments:

***** Version 2 - 04/24/2012 *****

6 million in CMA awarded at April CTC meeting; project advanced to FY 11/12

***** Version 1 - 02/21/2012 *****

Project from SCRTPA 2012 RTIP (2012 STIP) added to FTIP.

Shasta County RTPA - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: PPNO: EA: CTIPS ID: 02 3488 34760 211-0000-0097	TITLE (DESCRIPTION): I-5/Deschutes Road NB Off-Ramp (Construction of a new off-ramp from northbound I-5 to Deschutes Road, widening a portion of the northbound I-5 on-ramp, and construction of a roundabout at the I-5 northbound ramp intersection with both Deschutes Road and Locust Road.)	MPO Aprv: 02/28/2012 State Aprv: 03/13/2012 Federal Aprv:
CT PROJECT ID: MPO ID:		EPA TABLE II or III EXEMPT CATEGORY:
COUNTY: ROUTE: PM: Shasta County R4.0 / R4.6	PRIOR	

IMPLEMENTING AGENCY: Anderson, City of

PROJECT MANAGER: ANNE JENSEN

PHONE: (530) 225-5430

EMAIL: ajensen@co.shasta.ca.us

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Dollars in Thousands - Total For Project

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/28/2012	AJENSEN	Amendment - New Project	12	6,000	400	875

	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• CT Minor Pgm. -									
• Fund Source 1 of 4	PE								
• Fund Type: SHOPP Advance Construction (AC)	RW								
• Funding Agency: Caltrans	CON				1,000				1,000
	TOTAL				1,000				1,000
• Local Funds -	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 4	PE	875							875
• Fund Type: Developer Fees	RW	400							400
• Funding Agency: Anderson, City of	CON				1,000				1,000
	TOTAL	1,275			1,000				2,275
• Other State -	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 4	PE								
• Fund Type: State Local Partnership	RW								
• Funding Agency: Various Agencies	CON				1,000				1,000
	TOTAL				1,000				1,000
• Other State -	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 4 of 4	PE								
• Fund Type: State Cash	RW								
• Funding Agency: Various Agencies	CON				3,000				3,000
	TOTAL				3,000				3,000
Project Total	<u>PRIOR</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	875							875
	RW	400							400
	CON				6,000				6,000
	TOTAL	1,275			6,000				7,275

Comments:

***** Version 1 - 02/21/2012 *****

Project from SCRTPA 2012 RTIP (2012 STIP) added to FTIP.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: April 25-26, 2012

Reference No.: 4.4
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **AMENDMENT TO THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
RESOLUTION CMIA-P-1112-13**

ISSUE:

Should the Commission approve the proposed amendment to the Corridor Mobility Improvement Account (CMIA) Program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed amendment to the CMIA Program as attached to this memorandum.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by the voters as Proposition 1B on November 7, 2006. Proposition 1B authorized \$4.5 billion in general obligation bond proceeds to be deposited in the CMIA. Funds in the CMIA are available for performance improvements on the state highway system, or major access routes to the state highway system on the local road system, that relieve congestion by expanding capacity, enhance operations, or otherwise improve travel times within these high-congestion travel corridors. Inclusion of a project in the CMIA program was conditioned on the commencement of construction no later than December 31, 2012.

At the time of adoption of the original CMIA program in February 2007, the Commission programmed 54 projects for \$4.5 billion, leveraging another \$4.6 billion in additional federal, state and local funds. Since, the Commission has allocated over \$2.5 billion to CMIA construction-ready projects, while the remainder is expected to be allocated by June 30, 2012. As the Commission has focused on assuring the delivery of the CMIA program within the statutory deadline, the Commission has also worked with sponsoring agencies to recapture any cost savings at construction contract award. These contract award savings were proportioned among the mix of project funding sources, and resulting CMIA dollars were recycled to program additional CMIA projects. Through the end of 2011, the Commission had committed \$600 million of CMIA savings to 27 additional projects, leveraging an addition \$900 million in other federal, state and local funds. What started as a program of 54 projects valued at \$9.1 billion in total project cost is now a program of 81 projects valued at \$10.6 billion in total project cost, generating over 190,000 jobs and responding to the wish of the voters by furthering the performance improvements to our transportation system.

As the remaining CMIA projects are awarded, project cost savings continue to accumulate. Since the last round of CMIA project award savings reprogramming in June 2011, approximately \$300 million in additional savings capacity has accrued and is available for programming and allocation by June 30, 2012.

In order to maximize the use of the CMIA funding and the resulting transportation benefits, at the April 25, 2012 meeting the Commission adopted Resolution CMIA-P-1112-16, which details a "Ready to Allocate" policy for the programming and allocation of accrued CMIA project award savings. Under this strategy, the Commission will consider programming and allocating CMIA award savings to only those projects that are Ready to List, consistent with the Department of Transportation's established criteria, that are eligible for allocation by June 30, 2012, and that can commence construction by the statutory deadline of December 31, 2012. Proposed projects must be consistent with existing Commission policies and guidelines related to the CMIA program. Eligible projects will include projects proposed but not funded in the original CMIA Program and enhancements to existing CMIA projects. The Commission will also consider eligible projects to include advancements, that is, projects that are Ready to List by June 30, 2012, but cannot advance to construction due to the lack of funding availability in the current year. Proposed projects will be evaluated and prioritized by Commission and Department staff to confirm CMIA eligibility, Ready to List status, Ready to Allocate by June 30, 2012, and ability to commence construction by December 31, 2012. Projects which meet these criteria will be included on the Agenda for Commission consideration.

Commission staff recommends that the Commission require that implementing agencies to advertise the projects for construction within 30 days of receiving an allocation from the Commission and to report to the Commission the contract award amount and the amount of CMIA savings within 15 days of bid opening.

Commission and Department staff reviewed proposed projects in accordance with the "Ready to Allocate" policy and recommend the projects for programming listed on Schedule 1.

Schedule I
CMIA SAVINGS
Programming Recommendations
April 2012
(Dollars in Millions)

RECOMMENDATIONS FOR NORTHERN CALIFORNIA SAVINGS - PROJECTS READY TO ALLOCATE APRIL 2012

Dist	Cnty	Route	Project Description	Total Project Cost	Total Construction Cost	CMIA Request	CMIA Recommended
2	SHA	5	I-5 Deschutes Road Interchange	\$7.3	\$6.0	\$6.0	\$6.0
3	SAC	50	SR-50 Watt Interchange	\$50.4	\$42.0	\$17.3	\$17.3
5	MON	101	San Juan Road Interchange	\$91.2	\$57.4	\$28.3	\$28.3
Total Recommended for Programming, Northern California							\$51.6

RECOMMENDATIONS FOR SOUTHERN CALIFORNIA SAVINGS - PROJECTS READY TO ALLOCATE APRIL 2012

Dist	Cnty	Route	Project Description	Total Project Cost	Total Construction Cost	CMIA Request	CMIA Recommended
5	SB	101	Union Valley Parkway Interchange	\$20.6	\$14.1	\$6.1	\$6.1
8	SBD	215	Newport Bridge Replacement	\$5.3	\$3.5	\$3.5	\$3.5
8	SBD	10	I-10 Tippecanoe Avenue Interchange	\$15.8	\$13.0	\$10.0	\$10.0
11	SD	76/15	I-15/SR-76 Interchange	\$42.2	\$34.8	\$34.8	\$34.8
12	ORA	198	I-5/SR-74 Interchange Reconstruction	\$84.8	\$44.2	\$15.0	\$15.0
Total Recommended for Programming, Southern California							\$69.4

**California Transportation Commission
Adoption of the Amended Program of Projects for the
Corridor Mobility Improvement Account (CMIA)
April 25, 2012**

Resolution CMIA-P-1112-13

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, and
- 1.2 WHEREAS the Bond Act includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA), and
- 1.3 WHEREAS the funds in the CMIA are to be available to the California Transportation Commission (Commission), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system, and
- 1.4 WHEREAS the Commission adopted the initial CMIA program of projects on February 28, 2007, and
- 1.5 WHEREAS the projects awarded for construction since the initial adoption of the CMIA program have accrued substantial award savings, and
- 1.6 WHEREAS the Commission adopted Resolution CMIA-P-1112-16 on April 25, 2012 to address these award savings, and
- 1.7 WHEREAS Resolution CMIA-P-1112-16 details a “Ready to Allocate” policy which reflects the Commission’s intent to program only those projects that are Ready to List, consistent with the Department of Transportation’s established criteria, that are eligible for allocation by June 30, 2012, and that can commence construction by the statutory deadline of December 31, 2012,
- 1.8 WHEREAS Resolution CMIA-P-1112-16 requires that proposed projects be consistent with existing Commission policies and guidelines related to the CMIA Program, and

- 1.9 WHEREAS Resolution CMIA –P-1112-16 reflects the Commission’s intent to program project award savings to projects proposed but not funded in the original CMIA Program, enhancements to existing CMIA projects, and/or advancements, that is, projects that are Ready to List by June 30, 2012 but cannot advance to construction due to the lack of funding availability in the current year, and
- 1.10 WHEREAS the Commission and Department of Transportation staff have reviewed the proposed projects in accordance with Resolution CMIA-P-1112-16 and recommend the projects presented in Schedule 1, and
- 2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby adopts the amended CMIA program of projects for CMIA funding as presented by Commission staff, and
- 2.2 BE IT FURTHER RESOLVED THAT, the Commission’s approval of project funding is only for the cost of construction, and
- 2.3 BE IT FURTHER RESOLVED THAT the Commission finds that the inclusion of each of the projects in the amended program is based on a demonstration that the project meets all of the following criteria:
 - a. Is a high-priority project in the corridor as demonstrated by its nomination by regional agency and its recommendation by the Department of Transportation;
 - b. Can commence construction or implementation no later than December 31, 2012;
 - c. Improves mobility in a high-congestion corridor by improving travel times or reducing delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway segment;
 - d. Improves access to jobs, housing, markets, and commerce;
- 2.4 BE IT FURTHER RESOLVED THAT the Commission finds that the adopted amended program is (a) geographically balanced, consistent with the 40% north/60% south split of Streets and Highways Code Section 188, (b) provides mobility improvements in highly traveled or highly congested corridors in all regions of California, and (c) targets bond proceeds in a manner that provides the increment of funding necessary to provide the mobility benefit in the earliest possible timeframe, and
- 2.5 BE IT FURTHER RESOLVED THAT the Commission directs the implementing agency to submit an executed project baseline agreement, which sets forth the project scope, benefits, delivery schedule, and the project budget and funding plan as a basis for project delivery monitoring, and

- 2.6 BE IT FURTHER RESOLVED THAT the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement, and
- 2.7 BE IT FURTHER RESOLVED THAT the Commission finds that any increases in cost estimates from CMIA amended program adoption to finalized cost estimates are the responsibility of the nominating agencies, and
- 2.8 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agency to advertise the project for construction within 30 days of receiving an allocation from the Commission, and
- 2.9 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agency to report to the Commission the contract award amount and the amount of CMIA savings within 15 days of bid opening, and
- 2.10 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193), and
- 2.11 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agencies and the Department of Transportation to adhere to the California Transportation Commission's CMIA Guidelines and Accountability Implementation Plan.