

## STAFF REPORT

**SUBJECT:** 2008 State Transportation Improvement Program

**MEETING DATE:** January 17, 2008

**AGENDA ITEM:** 12

**STAFF CONTACT:** Brittany Odermann, Steve VanDenburgh

### RECOMMENDATION:

Adopt a Regional Transportation Improvement Program for funding made available through the 2008 State Transportation Improvement Program (STIP) funding cycle.

### SUMMARY:

At its December 2007 meeting, the SBCAG Board discussed and approved the draft programming proposal for approximately \$21 million in new State Transportation Improvement Program (STIP) funding for highway and transportation enhancement projects in Santa Barbara County available over the five-year period from fiscal years 2008/09 – 2012/13. This report includes a final programming recommendation for adoption. The document that is used to transmit the board's programming action is a "Regional Transportation Improvement Program" (RTIP). Tables 1, 2, 3 and 4 of the staff report constitute the RTIP that, upon adoption by the board, will be submitted to the California Transportation Commission (CTC) for their review, adoption and inclusion in the State Transportation Improvement Program. The RTIP must be submitted to the California Transportation Commission by February 19, 2008 in order to be included in the 2008 state program.

The final programming recommendations are consistent with those presented to the board last month with one important addition. Staff is recommending that the board include in the RTIP a request that the CTC beginning as soon as 2010 commit \$150 million to Highway 101 improvements in Santa Barbara County. These are funds available on a statewide basis that are programmed directly to projects by the CTC based on recommendations by Caltrans.

### DISCUSSION:

Every two years, regional transportation planning agencies are required by State law to adopt a five-year program of projects, called a Regional Transportation Improvement Program (RTIP). The RTIP identifies projects selected by SBCAG that are to be funded with our statutory share of state gas tax money also known as State Transportation Improvement Program (STIP) funds that will be available for transportation infrastructure over that five-year period.

The RTIP must be submitted to the California Transportation Commission for approval and incorporation into the new STIP. SBCAG must adopt its 2008 RTIP and submit it to the CTC by February 19, 2008. The CTC is scheduled to adopt the 2008 STIP on May 29, 2008.

#### 2008 STIP Capacity

The 2008 STIP covers fiscal years 2008/09 through 2012/13. The funds that can be programmed over this period include the STIP and STIP-Transportation Enhancement (TE) county shares.

SBCAG's STIP programming capacity is \$19.36 million. SBCAG also has \$1.6 million in programming capacity for STIP-TE projects available over the same five-year period. Transportation Enhancement funding is programmed to projects such as landscaping, bicycle projects, and sidewalk projects.

#### 2008 RTIP Programming Recommendation Revisions

In December, SBCAG staff presented the draft programming recommendation to CTC and Caltrans staff and received the following comments that require revisions to the original proposal. An additional comment required no action, but is included for your information:

1. Caltrans has reduced the amount of additional funding needed for the Linden\Casitas Pass Interchange Project from \$1.082 million to \$1.018 million and has asked that it be reflected in Attachment A (attached) as an addition to the Via Real phase of the project.
2. Caltrans provided a new financial plan for the Highway 246 passing lanes and operational improvements project consistent with the revised scope of work. The funding necessary for right of way capital and support is increased from \$2.016 million to \$2.170 million.
3. Revisions to the Highway 246 and Linden\Casitas Pass projects' programming results in a \$90,000 reduction in the total programmed to final design (PS&E) for the South Coast 101 HOV from \$12.675 million to \$12.585 million.
4. CTC staff commented that they recognize that our additional STIP-TE programming is for cost increases or scope changes to existing projects and is mostly in early years of the five-year programming period while our added TE capacity is all in the last 2 years (FY 11/12 and 12/13). They told us that while we can propose this we should realize that the CTC could have a problem in programming it this way. We have not made any changes to the STIP-TE proposal based on this comment. Local agencies with STIP-TE projects in the proposal should be aware that the proposed funding could be delayed by the CTC to outer years (FY 11/12 and 12/13) when they adopt the STIP, causing potential delays to the affected projects or leaving projects with a shortfall if the sponsors decide to go ahead and deliver the projects in the year their STIP-TE is currently programmed.

#### Request for Interregional STIP Funding

Regional agencies throughout the state share 75% of the new STIP capacity, divided by a county share formula. The interregional STIP program receives 25% of the funds for projects located anywhere in the state and are nominated by Caltrans and selected by the CTC. Caltrans usually recommends that the CTC program interregional STIP funds to supplement regional STIP funds in areas where interregional traffic, and not just local traffic, is creating highway congestion and requiring an improvement. Interregional funds are also used to make improvements to highways connecting regions to facilitate statewide travel and goods

movement and for intercity passenger rail capital improvements. SBCAG can submit a request in its RTIP that the CTC program interregional STIP funds to projects in Santa Barbara County. Staff is recommending that the 2008 RTIP include a request that the CTC program \$150 million of interregional STIP funding for Highway 101 improvements in Santa Barbara County in future STIP funding cycles beginning in 2010.

A request for such a large amount of Interregional STIP to projects in Santa Barbara County will probably be something of a shock to the CTC and Caltrans Headquarters, but staff believes that it can be justified. The County represents 1.5 percent of the State's population and is relatively rural compared to its southern neighbors. The perception in Sacramento is likely to be that Santa Barbara County can't have congestion that warrants that much funding in the near term from the interregional program. A request of that amount is usually made by urbanized counties. But on Highway 101 in the county, a good case can be made that as much as 35% of the traffic is interregional, and so the Interregional STIP program should fund at least 35% of the \$425 million estimated cost to widen the highway to 6 lanes between Santa Barbara and Carpinteria. This is approximately \$150 million.

It will take some time for the CTC and Caltrans to come to grips with the request for such a large amount of state funding participation. Therefore, staff is recommending that the Board establish in 2008 that \$150 million is our expected Interregional STIP contribution by Caltrans and the CTC to Highway 101. Staff believes that it is important to communicate this message to the state to emphasize Highway 101 in Santa Barbara County is a top priority and that in 2010 the CTC should be prepared to partner with SBCAG and to being programming some of the \$150 million in Interregional STIP to Highway 101. Given the limitations on state funding, it is likely that SBCAG's expectations for Interregional STIP will need to be fulfilled over several years. Currently only local Measure D and Regional STIP have been committed by the SBCAG Board to Highway 101 projects.

Our success in meeting the target for state funding participation for the 101 will depend in large part on our success in renewing Measure D. In the halls of the CTC and Caltrans Headquarters, the reaction to our request is likely to be "let's wait and see what happens to their measure renewal". The renewal would provide over \$210 million for highway improvement projects. We are likely to be taken seriously and have influence over how Interregional STIP funds are committed if we can approach the CTC with \$140 million for the South Coast widening and another \$70 million for highway improvements elsewhere in the county. A failure of the measure and loss of local measure funding will create a large shortfall in the South Coast 101 project budget alone and the request by the board for Interregional funding beginning in 2010 will lose its urgency if not be entirely set aside in Sacramento.

The potential for \$150 million in Interregional STIP funding presents a significant opportunity to leverage state matching funds through the renewal of Measure D. It is also one of the important messages that must be communicated when educating the public on the potential benefits of renewing the Measure. Without the renewal, these discretionary state funds will likely be spent in other counties particularly those that have local sales tax revenues available for partnering with the state. It should be noted that other state and federal funds can be leveraged using measure funds. For example, federal funds can provide 80% of the cost of local bridge replacement projects if local funds are available to match.

Recommended 2008 STIP Funding Cycle

The final STIP programming recommendation is reflected in the attached tables 1-4. In addition, Attachment A combines proposed programming for STIP, STIP-TE and STIP amendments into one table in a format consistent with the CTC STIP document.

Tables #1 and #2 are SBCAG staff’s recommendation for programming the 2008 STIP and STIP-TE funding. These recommendations are generally consistent with those presented preliminarily to the board last month.

Regional agencies can include STIP amendments as part of the RTIP submittal. SBCAG staff has included amendments in Table #3 consistent with requests submitted by the project sponsoring agencies.

The request for \$150 million in interregional STIP is reflected in Table #4.

SBCAG staff recommends Board approval of the RTIP for the 2008 STIP funding cycle, consisting of tables 1, 2, 3, and 4.

Follow up from December Board Meeting

At the December board meeting, staff received a request for information regarding the trends in bicycle use. The following table includes information taken from the Traffic Solutions Commuter Profile Surveys and indicates the percentage of respondents who chose “bicycle” as their primary mode choice to/from work.

Primary Mode Choice to/from Work	Traffic Solutions Commuter Profile Survey			
	1998	2000	2002	2007
Bicycle	3.3%	3.6%	2.7%	2.3%

The following table includes longer-term census data from the decennial census for comparison; however, the census includes other two two-wheeled vehicles such as motorcycles and scooters.

Primary Mode Choice to/from Work	U.S. Census		
	1980	1990	2000
Bicycle including two wheel vehicles	4.3%	3.4%	2.7%

Generally, on a countywide basis, bicycle use for commuting purposes ranges from 2% to 4% of total commute trips. However, bike use varies significantly around the county according to the census estimates, ranging from less than 1% in Buellton to 20% in Isla Vista, adjacent to UCSB. It should be noted that these survey data reflect only bicycle use for work trips and do not include bike use for school, recreation or other trip types.

**COMMITTEE REVIEW:**

TTAC unanimously approved the 2008 STIP programming recommendation at its January 3rd meeting. At that meeting, SBCAG staff informed TTAC that it would be including a recommendation in the RTIP to request \$150 million in interregional STIP funding.

**ATTACHMENTS:**

- Table 1: 2008 STIP Proposed Programming
- Table 2: 2008 STIP-TE Proposed Programming
- Table 3: Proposed Amendments to Currently Programmed STIP Projects
- Table 4: Requested Programming of Caltrans' STIP Funding in Future STIP cycles
- Attachment A: 2008 RTIP Programming by FY and Component

<b>Table 1</b>		
<b>2008 STIP Programming</b>		
<b>Project \ Scope</b>	<b>Potential STIP Programming</b>	<b>Comments</b>
<b>Linden Avenue\Casitas Pass Road Interchange Project</b> In Carpinteria Funding for Caltrans support	\$1.082 M  \$1.018 M	The SBCAG board programmed an additional \$29.224 M to construction of the Linden\Casitas project in the 2006 STIP Augmentation. This approximately \$1 M of additional funding is requested by Caltrans to cover additional support costs. This funding is necessary to keep the project on schedule.
<b>Route 246 Passing Lanes</b> Between Buellton and Lompoc Funding for R/W capital and support (PS&E is scheduled for completion in 09/10)	\$2.016 M  \$2.170 M	This funding will keep the project moving forward on schedule. Construction funding can be considered in 2010 STIP cycle.
<b>Hollister Ave\Cathedral Oaks Interchange and UPRR Bridge Reconstruction</b> (Caltrans, Goleta) Funding for CON (PA/ED completed 12/06).	\$522,000	This funding would leverage over \$8.0 M of federal Highway Bridge Replacement (HBRR) funding. The total non-federal match requirement for this project is \$1 M; the City of Goleta will provide the additional \$488k.
<b>Hummel Drive Extension</b> In Orcutt Funding for CON scheduled for FY 08/09	\$201,800	The county will request allocation for CON this fiscal year. The additional funds are requested to cover construction shortfalls and unforeseen utility relocation costs.
<b>Ortega Hill Road, Ortega Ridge-Greenwell</b> In Summerland - CON for Phase IIb	\$2.0 M	This would be phase IIb of this project. Funds would be used for CON to make parking and operational improvements in Summerland on Lillie Avenue from approximately Colville St. to Greenwell St.
<b>Planning, Programming and Monitoring</b> SBCAG operating funds	\$863,000	This is funding SBCAG receives from the STIP to match federal planning funds and cover the costs of preparing the RTIP, managing projects, processing amendments, holding quarterly local assistance meetings. STIP guidelines allow us to program close to \$4 M, over five years, but only \$863k is required to bring the total amount programmed in each year over the five-year period to \$250k.
<b>South Coast 101 HOV</b> Carpinteria Creek Bridge (Carp) to Sycamore Creek Bridge (Santa Barbara). PS&E in FY 12/13	\$12.675 M  \$12.585 M	This is funding to design the 10 mile, Highway 101 6 lane widening project between Carpinteria and Santa Barbara.  So as not to delay regional highway projects under development, the Board would adopt a policy that funding would be considered for reprogramming from this project's PS&E to any of the following projects with construction shortfalls if they start construction prior to FY 12/13:  * Mussel Shoals\Carp Creek CMIA project * Milpas to Hot Springs operational improvements * UVP Interchange * Highway 246 passing lanes * Santa Maria River Bridge widening
<b>TOTAL</b>	\$ 19.360 M	This is 100% of the new capacity available for the 2008 STIP cycle.

<b>Table 2</b>		
<b>2008 STIP-TE Programming</b>		
<b>Project \ Scope</b>	<b>Potential STIP-TE Programming</b>	<b>Comments</b>
<b>Alan Hancock Bike Path</b> (Lompoc) Additional funding for CON in FY 10/11	\$600,000	This project is in the STIP-TE program in FY 10/11 for CON at \$305k. The shortfall on this project is mainly due to cost increases. This proposed funding would cover cost increases on the project as additionally scoped. An additional \$200k in cost increases due to scope changes would be funded by Lompoc.
<b>Loma Alta Hill Sidewalk</b> (Santa Barbara) Additional funding for CON in FY 08/09	\$600,000	This project is in the STIP-TE program in 08/09 for CON at \$942k. The \$1.185 M project shortfall is due to increased construction costs. This funding will help to leverage additional funding from the Safe Routes to School Program to close the shortfall.
<b>Hollister Ave\Cathedral Oaks Interchange and UPRR Bridge Reconstruction</b> (Caltrans, Goleta) Funding for CON in FY 11/12.	\$125,000	This project is currently in the STIP with Caltrans as the sponsor, though the UPRR bridge is owned by the city. This is a TE eligible follow-up project that the city of Goleta would be the lead agency for. The city will use this funding to provide enhanced landscaping at this interchange, considered the gateway to the city of Goleta.
<b>Highway 101 Milpas to Hot Springs Operational Improvements, Cabrillo Blvd Bicycle/Pedestrian Enhancements</b> (SBCAG, Caltrans, City of Santa Barbara) Funding for PS&E in FY 11/12	\$287,000	This project is currently in the STIP and Measure D program. Widening shoulders to accommodate signed and striped Class II bike facilities under the UPRR railroad bridge is the proposed enhancement. The improvements are partly designed (35%) and this would provide part of the est. \$750k needed to complete design of this enhancement. Other funding will come from the sale of an obsolete Measure D parcel in the city of Santa Barbara purchased for a project deleted from the measure program.
<b>TOTAL</b>	<b>\$1,612,000</b>	This is 100% of the total STIP-TE capacity available for the 2008 STIP cycle.

<b>Table 3</b>	
<b>2008 RTIP Amendments to Currently Programmed STIP Projects</b>	
E of Lompoc, Purisma-Domingos, Hwy 246 Passing Lanes (PPNO 6400)	Delay PS&E funding from FY 08/09 to FY 09/10.
Las Positas\Cliff Drive (Hwy 225) Intersection Improvements (PPNO 820)	Delay construction funding from FY 09/10 to FY 10/11
Fowler and Ekwil Street extensions (PPNO 4611)	Delay STIP PS&E funding from FY 08/09 to FY 09/10, delay R/W funding from FY 08/09 to FY 10/11 and delay construction funding from FY 09/10 to FY 11/12.

<b>Table 4</b>		
<b>Requested Programming of Interregional STIP Funding in Future STIP cycles</b>		
<b>Project</b>	<b>Funding Requested from Interregional Share of Future STIP cycles</b>	<b>Comments</b>
<b>Highway 101 Improvements in Santa Barbara County</b> Funding for right of way and construction support and capital.	\$150,000,000	This is the state's share of the cost for Highway 101 improvements beginning in 2010 to match funding SBCAG would provide from the 2008 Measure D renewal and regional STIP.

Proposed 2008 RTIP Programming by FY and Component

Attachment A

**STIP**

Agency	Rte	PPNO	Project	2008 RTIP	Total
Caltrans	101	478	Cabrillo-Milpas, op improv (96grf) (02S-119)	Voted 11-07	55,431
<b>Caltrans</b>	<b>101</b>	<b>7101</b>	<b>Carpinteria Crk Br. to Sycamore Crk Br. widen</b>	<b>Add \$</b>	<b>12,585</b>
Caltrans	101	7101	Carpinteria Crk Br. to Sycamore Crk Br. widen		9,450
Caltrans	101	4459	Santa Maria River Bridge widening		766
Caltrans	101	482	Via Real frontage rd gap		3,302
<b>Caltrans</b>	<b>101</b>	<b>482</b>	<b>Via Real frontage rd gap</b>	<b>Add \$</b>	<b>1,018</b>
Caltrans	101	482	Carpinteria Crk-Linden, IC/imps (96 grf)		45,589
<b>Caltrans</b>	<b>loc</b>	<b>1840</b>	<b>Rt 101 Ellwood O/H UPRR Repl Bridge (04S-09)</b>	<b>Add \$</b>	<b>522</b>
Caltrans	loc	1840	Rt 101 Ellwood O/H UPRR Repl Bridge (04S-09)		1,761
Caltrans	101	4638	Nr Sta Maria, Union Valley Parkway interchange		7,376
<b>Goleta</b>	<b>loc</b>	<b>4611</b>	<b>Fowler and Ekwil St extensions (024-09)</b>	<b>Delay funding</b>	<b>15,933</b>
Goleta	loc	4611	Fowler and Ekwil St extensions (024-09)		0
<b>Santa Barbara</b>	<b>loc</b>	<b>820</b>	<b>Las Positas &amp; Cliff Dr intersection improv</b>	<b>Delay funding</b>	<b>750</b>
Caltrans	101	4607	Sta Barbara, Carillo St northbound onramp		5,439
Caltrans	101	880A	Las Positas, Zaca Sta, ITS improvements		1,340
Caltrans	166	620	Guadalupe-Santa Maria, widen, environmental only		1,251
<b>Caltrans</b>	<b>246</b>	<b>6400</b>	<b>E of Lompoc, Purisma-Domingos, widen</b>	<b>Add \$</b>	<b>2,170</b>
<b>Caltrans</b>	<b>246</b>	<b>6400</b>	<b>E of Lompoc, Purisma-Domingos, widen</b>	<b>Delay funding</b>	<b>7,217</b>
<b>S B County</b>	<b>loc</b>	<b>1206</b>	<b>Ortega Hill Rd, Ortega Ridge-Greenwell, improv</b>	<b>Add \$</b>	<b>2,000</b>
S B County	loc	1206	Ortega Hill Rd, Ortega Ridge-Greenwell, improv		2,143
<b>S B County</b>	<b>loc</b>	<b>1203</b>	<b>Hummel Dr extension, Orcutt (state only)*</b>	<b>Add \$</b>	<b>202</b>
S B County	loc	1203	Hummel Dr extension, Orcutt (state only)		929
Santa Maria	loc	1807	Betteravia Rd widening (with AB 3090 repl \$)		621
<b>SBCAG</b>	<b>ppm</b>	<b>0919</b>	<b>Planning, Programming &amp; Monitoring</b>	<b>Add \$</b>	<b>863</b>
SBCAG	ppm	0919	Planning, Programming & Monitoring		661

\* Additional funding programmed in FY 08/09 assuming that construction allocation will be delayed due to STIP capacity constraints  
179,319

Project Totals by Fiscal Year							
Prior	06/07	07/08	08/09	09/10	10/11	11/12	12/13
0	0	55,431	0	0	0	0	0
0	0	0	0	0	0	0	12,585
0	0	9,450	0	0	0	0	0
380	0	386	0	0	0	0	0
444	0	0	0	0	2,858	0	0
1,018	0	0	0	0	0	0	0
6,000	0	0	0	0	39,589	0	0
0	0	0	522	0	0	0	0
282	0	0	1,479	0	0	0	0
1,815	0	0	0	0	5,561	0	0
0	0	0	0	980	3,581	11,372	0
0	0	0	4,564	11,372	0	0	0
0	0	0	0	750	750	0	0
1,835	3,604	0	0	0	0	0	0
181	194	965	0	0	0	0	0
0	0	0	0	0	1,251	0	0
0	0	0	0	2,170	0	0	0
3,420	0	0	3,797	3,797	0	0	0
0	0	0	2,000	2,000	0	0	0
0	2,143	0	0	0	0	0	0
0	0	0	202	0	0	0	0
0	0	929	0	0	0	0	0
0	621	0	0	0	0	0	0
0	0	0	121	121	121	250	250
0	137	137	129	129	129	0	0
15,375	6,699	67,298	4,453	7,197	53,840	11,622	12,835

Project Totals by Component					
R/W	Const	Env. & PI.	PS&E	R/W Sup	Con Sup
0	55,431	0	0	0	0
0	0	0	12,585	0	0
0	0	9,450	0	0	0
20	0	380	286	80	0
0	2,507	115	329	0	351
0	0	717	301	0	0
6,000	39,589	0	0	0	0
0	409	0	0	0	0
111	1,366	0	111	60	113
727	5,050	422	563	103	511
3,581	11,372	0	980	0	0
0	0	0	0	0	0
0	750	0	0	0	0
99	2,866	640	1,086	10	738
0	816	181	183	11	149
0	0	1,251	0	0	0
1,205	0	0	0	965	0
0	0	3,420	3,797	0	0
0	2,000	0	0	0	0
0	2,143	0	0	0	0
0	0	0	0	0	0
0	929	0	0	0	0
0	621	0	0	0	0
0	863	0	0	0	0
0	661	0	0	0	0
11,743	127,373	16,576	20,221	1,229	1,862

**STIP - TE**

Agency	Rte	PPNO	Project	2008 RTIP	Total
<b>SBCAG</b>	<b>101</b>	<b>478A</b>	<b>Cabrillo-Milpas, op imp - Pedestrian/Bicycle Enhancements</b>	<b>New TE Proj</b>	<b>287</b>
Carpinteria	loc	1191	Carpinteria Bluffs nature park bike path		273
Santa Barbara	loc	1193	Carillo St., Cliff-San Andreas		531
<b>Santa Barbara</b>	<b>loc</b>	<b>1195</b>	<b>Loma Alta Hill sidewalk</b>	<b>Add \$</b>	<b>600</b>
Santa Barbara	loc	1195	Loma Alta Hill sidewalk		1,042
Santa Barbara	loc	1196	Mission St, Modoc-Rt 101, bikeway		947
<b>Goleta</b>	<b>loc</b>	<b>1840</b>	<b>Rt 101 Ellwood O/H UPRR Repl Bridge (04S-09)</b>	<b>New TE Proj</b>	<b>125</b>
Goleta	loc	1204	San Jose Creek Bikeway (south), env		200
Santa Barbara	loc	1899	Pershing Park Multi Purpose Pathway		175
Santa Maria	loc	1901	Railroad Bikeway Phase II		635
Santa Maria	loc	1902	UVP Landscaping		151
Lompoc	loc	1904	Riverbend Park Bikeway		568
Santa Maria	loc	1905	River Oaks MPT Demo Bikeway		179
<b>Lompoc</b>	<b>loc</b>	<b>1906</b>	<b>Alan Hancock Bike Path</b>	<b>Add \$</b>	<b>600</b>
Lompoc	loc	1906	Alan Hancock Bike Path		305

6,618

Project Totals by Fiscal Year							
Prior	06/07	07/08	08/09	09/10	10/11	11/12	12/13
0	0	0	0	287	0	0	0
0	0	0	273	0	0	0	0
531	0	0	0	0	0	0	0
0	0	0	600	0	0	0	0
100	0	0	942	0	0	0	0
0	947	0	0	0	0	0	0
0	0	0	0	0	0	125	0
0	0	0	200	0	0	0	0
0	175	0	0	0	0	0	0
0	0	0	0	635	0	0	0
0	0	151	0	0	0	0	0
0	568	0	0	0	0	0	0
0	0	0	0	0	179	0	0
0	0	0	0	0	600	0	0
0	0	0	0	0	305	0	0
631	1,690	151	2,015	922	1,084	125	0

Project Totals by Component					
R/W	Const	Env. & PI.	PS&E	R/W Sup	Con Sup
0	287	0	0	0	0
0	273	0	0	0	0
0	531	0	0	0	0
0	600	0	0	0	0
0	942	0	100	0	0
0	947	0	0	0	0
0	125	0	0	0	0
0	0	0	200	0	0
0	175	0	0	0	0
0	635	0	0	0	0
0	151	0	0	0	0
0	568	0	0	0	0
0	179	0	0	0	0
0	600	0	0	0	0
0	305	0	0	0	0
0	6,318	0	300	0	0