

STAFF REPORT

SUBJECT: 2010 State Transportation Improvement Program

MEETING DATE: January 21, 2010

AGENDA ITEM: 13

STAFF CONTACT: Brittany Odermann

RECOMMENDATION:

Adopt a resolution approving the Regional Transportation Improvement Program for funding made available through the 2010 State Transportation Improvement Program (STIP) funding cycle.

SUMMARY:

SBCAG must submit to the California Transportation Commission (CTC) a programming proposal for the 2010 STIP cycle by February 12, 2010. The STIP cycle covers the period FY 10/11 – FY 14/15. No new funding is available to regional agencies for programming this STIP cycle. Consequently, our STIP submittal mainly updates the schedules of many of our previously programmed STIP projects that have been delayed due to reasons reported to us by our project sponsors. This actually supports the California Transportation Commission staff recommendation of delaying 40% of all previously programmed STIP funding statewide to match lower than expected state gas tax revenue estimates.

SBCAG's share of Transportation Enhancement funding, which is derived from federal gas taxes, is approximately \$2.0 million this STIP cycle. Staff recommends that \$1.5 million be reserved for future programming and the balance be used by SBCAG for project and program management. Funding from TE projects previously programmed would also be rescheduled as requested by project sponsors, or placed in a reserve for future programming.

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, and 3 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 12 in order to be included in the 2010 state program.

A draft of this programming proposal was last shared with the board in November. The final version has been subsequently approved by TTAC and the comments made by Caltrans and local agencies have been incorporated.

Staff is recommending that the board include in the RTIP a request that the CTC, beginning as soon as the 2012 STIP cycle, begin programming the over \$200 million (escalated to the year of construction) of the Highway 101 HOV Widening project cost in Santa Barbara County that will

Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

be needed from the interregional portion of the STIP. This is approximately 1/3 of the project costs which is consistent with draft Measure A strategic plan funding scenario 2F approved by the board last month. These are funds available on a statewide basis that are programmed directly to projects by the CTC based on recommendations by Caltrans.

DISCUSSION

In November, staff reported that the California Transportation Commission (CTC) adopted the final Fund Estimate for the 2010 State Transportation Improvement Program (STIP) cycle. The Fund Estimate identifies new funding that is expected to be available for programming in the 5-year 2010 STIP period, FY 2010-11 to FY 2014-15. The programming capacity for the five-year period is based on a statewide estimate of revenues. *The final 2010 Fund Estimate indicates that there is no new Regional STIP capacity in the 5-year STIP period.* Revenues are down and the Fund Estimate for 2010 is lower than the estimate made in the 2008 cycle resulting in a negative balance between the actual revenues coming in and the programmed project funding through the final year of the 2010 program. CTC staff recommends that 40% of programmed project funding statewide be delayed to the last two years of the 2010 STIP to match the availability of funding. All STIP programming proposals are subject to CTC final approval. If a region does not propose delays in current programming, the CTC staff will propose delays at their discretion. In our county, lead agencies for several currently programmed projects have notified SBCAG that projects have been delayed for various reasons, shifting approximately 50% of our programmed funding into the two outer years of the STIP. These natural schedule delays result in our compliance with the CTC staff programming recommendation and the programming proposal is a reflection of those schedule delays as reported to us by the project lead agency.

Table 1 summarizes proposed re-programming of currently programmed projects. The lead agencies for each of these projects requested the proposed programming delays based on current project schedules. These delays result in approximately 50% of our current program being delayed to FY 13/14. *This table remains unchanged from the last time the board saw it in November.*

Regional STIP Transportation Enhancement (TE) shares for each county are also included in the 2010 Fund Estimate. The final 2010 STIP Fund Estimate includes new STIP-TE capacity for Santa Barbara County of \$2,192,000. Most of the new TE capacity statewide is in the two outer years of the STIP. The programming proposal will close a shortfall on a currently programmed project in FY13/14 and fund three fiscal years, FY 12/13, FY 13/14, and FY 14/15 of Planning, Programming, and Monitoring (PPM) work. Each STIP cycle SBCAG is permitted to program STIP or STIP-TE funding to PPM to pay for the development and management of the STIP by SBCAG, assisting local agencies and Caltrans with meeting STIP timely use of funds deadlines and the delivery of STIP funded projects. SBCAG has previously programmed less STIP funding for PPM than the maximum it is allowed to receive under state law. However, with the passage of Measure A, there will be additional work required to develop financing plans for projects that are partly Measure A and partly STIP funded. The agency's role and workload in delivering large STIP projects like the Highway 101 HOV project will also increase. The recommended amount of PPM funding matches the target amount specified in state statute. Table 2 summarizes proposed re-programming for the STIP-TE program.

Changes to STIP-TE Table 2 since November

Since the November 19 board meeting there are two additional changes reflected in Table 2. City of Goleta staff submitted a request to delay \$200,000 of PS&E funding for the San Jose Creek Bikeway – Southern Extent from FY 10/11 to FY 11/12. The City requested this amendment to be consistent with the current project schedule as prepared by the City.

Also, SBCAG staff received a request from city of Santa Maria staff that they would like to replace the STIP-TE funded River Oaks Multi Purpose Bikeway project, programmed for construction in FY 10/11, with another project in the city. New TE projects must undergo an application and eligibility screening process in order to be programmed in the STIP. SBCAG staff informed them it is too late in the programming cycle to complete this process. Rather than let the funds lapse and be unavailable for programming until the 2012 STIP cycle, SBCAG staff proposes to delete the project and reprogram the funding to a TE reserve in FY 11/12. This will maintain the most programming flexibility and keep our options open for programming a project to be selected later, perhaps as part of a call for projects conducted simultaneous with the call for projects for the bicycle and pedestrian programs in Measure A. These changes are reflected in Table 2 at the end of this staff report.

Request for Interregional STIP Funding

Regional agencies throughout the state share 75% of the 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.

The Board has expressed support for an aggressive pursuit of outside funding for Highway 101 improvements in Santa Barbara County from state and federal sources. Staff is recommending that the 2010 RTIP include a request that the CTC begin programming as early as the 2012 STIP cycle (covering FY 12/13 through FY 16/17) the approximately \$200 million (escalated to the year of construction) that will be needed in Interregional STIP funds for the Highway 101 HOV project. The 2012 programming horizon corresponds to the first phase of the 101 HOV project, which is scheduled in the Measure A Strategic Plan cash flow scenario to begin in FY 2016/17. This cash flow scenario for the draft Measure A strategic plan was approved by the board last month.

It could take some time for the CTC and Caltrans to come to grips with a request for such a large amount of state funding participation. As you may recall, the SBCAG Board approved a similar action with submittal of the 2008 RTIP establishing that \$150 million (in 2008 dollars) was our expected Interregional STIP contribution by Caltrans and the CTC to Highway 101. Staff believes that it is important to continually communicate this message to the state to emphasize Highway 101 in Santa Barbara County is a top priority and that in the near future the CTC should be prepared to partner with SBCAG and to begin programming Interregional STIP to Highway 101.

Our success in meeting the target for state funding participation for the 101 will depend in large part on our success in demonstrating the Highway 101 project is the top priority for funding in our region. The Interregional STIP funding presents a significant opportunity to leverage state matching funds through the passage of Measure A. The high priority of the 101 project can be demonstrated in several ways including: showing a strong community consensus for the project, working expeditiously to complete the environmental and design work and get the project ready for construction, supporting a project schedule through the adoption of a strategic plan that ensures the project will be completed as quickly as possible and committing future regional funds needed to fully fund the project.

2010 RTIP Development Schedule

By authorizing staff to submit a Regional Transportation Improvement Program in January, SBCAG will meet the submittal deadline of February 12, 2010 established by the CTC. Our RTIP and others from around the state, and Caltrans' interregional STIP programming recommendations, will be incorporated into the State Transportation Improvement Program for adoption by the CTC in May.

January 21, 2010	SBCAG Board approval
February 12, 2010	Deadline to submit RTIP to CTC
March 23, 2010	CTC Southern California STIP hearing
May 19, 2010	CTC STIP adoption

RECOMMENDATION:

Authorize staff to submit a Regional Transportation Improvement Program for the 2010 State Transportation Improvement Program (STIP) funding cycle. The RTIP will consist of Attachment A, which summarizes changes to projects and programming currently included in the STIP, Tables 1 and 2 which describe those changes, and Table 3 which includes our Interregional STIP programming request for the Highway 101 HOV project.

COMMITTEE REVIEW:

TTAC unanimously approved the 2010 STIP programming recommendation at its January 7th meeting.

ATTACHMENTS:

Resolution No. 10-04

Attachment A: 2010 RTIP Programming by FY and Component

Table 1: 2010 RTIP Proposed Programming Changes

Table 2: 2010 RTIP-TE Programming Proposal

Table 3: Requested Programming of Interregional STIP Funding in Future STIP cycles

**A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS**

A RESOLUTION AUTHORIZING THE
SUBMITTAL OF THE 2010 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM
FOR SANTA BARBARA COUNTY TO PROGRAM
STATE TRANSPORTATION IMPROVEMENT PROGRAM
FUNDS AND AMEND PROJECT LISTINGS FOR
PREVIOUSLY PROGRAMMED PROJECTS

RESOLUTION NO. 10-04

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has developed the *2010 Regional Transportation Improvement Program* consistent with the *2009 Santa Barbara County Regional Transportation Plan (RTP)*, state law (including SB 45) and the amended California Transportation Commission (CTC) *State Transportation Improvement Program (STIP) Guidelines*, and in consultation and cooperation with the local project sponsors and Caltrans District 5; and

WHEREAS, the SBCAG must submit a *Regional Transportation Improvement Program (RTIP)* to the California Transportation Commission by February 12, 2010 in order for projects to be considered for the *2010 State Transportation Improvement Program (STIP)* ; and

WHEREAS the 2010 STIP Fund Estimate identifies \$2,192,000 available for Transportation Enhancement (TE) programming in Santa Barbara County through FY2014/15; and

WHEREAS, the Santa Barbara County Association of Governments is the agency responsible for assuring that the regional share of STIP funds are programmed and expended according to CTC guidelines.

NOW, THEREFORE, BE IT RESOLVED BY THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS THAT:

1. The *2010 Regional Transportation Improvement Program for Santa Barbara County*, consistent with the staff report for Item 13 on the January 21, 2010 agenda is hereby approved and authorized to be submitted to the California Transportation Commission.

2. The California Transportation Commission is hereby requested to incorporate the *2010 Regional Transportation Improvement Program for Santa Barbara County* into the *2010 State Transportation Improvement Program (STIP)*.

3. Upon incorporation into the 2010 STIP, all requests for funding allocations, funding extensions, and STIP amendments or other requests related to SBCAG's locally sponsored STIP projects shall require the approval of SBCAG prior to submittal of such requests to Caltrans or the CTC. Concurrence for funding allocations and funding extensions will continue to be handled administratively by SBCAG and do not require approval by the SBCAG board.

PASSED AND ADOPTED this 21st day of January 2010 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp, Executive Director
Santa Barbara County
Association of Governments

Salud Carbajal, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Stephen Underwood
Deputy County Counsel

**Table 1
2010 RTIP – Programming Changes**

Project/Proposed Change	Current Programming	Comments
<p>Linden Avenue/Casitas Pass Road Interchange Project In Carpinteria - Delay Construction funding to FY 13/14</p> <p>Lead Agency: Caltrans</p>	<p>\$43 M for Construction in FY 10/11</p>	<p>The current project schedule indicates that this project will be ready for construction in FY 13/14; final Environmental Document being drafted. Reflecting construction in 13/14 is consistent with the schedule released to the public during the environmental process.</p>
<p>Union Valley Parkway Interchange In Santa Maria - Delay Construction funding to FY 11/12</p> <p>Lead Agency for ROW & Design: Caltrans</p>	<p>\$6.85 M for Construction in FY 10/11</p>	<p>The current project schedule indicates that this project will be ready for construction in FY 11/12; Environmental is complete and Right of Way appraisals and final design have begun.</p>
<p>Rt 166 Guadalupe-Santa Maria, widening Delay Environmental/Preliminary Engineering (PA&ED) funding to FY 13/14</p> <p>Lead Agency: Caltrans</p>	<p>\$1.25 M for PA&ED in FY 11/12</p>	<p>Construction not currently funded. Delay project environmental until funding capacity exists to deliver project. Funds are rescheduled to FY 13/14.</p>
<p>Las Positas/Cliff Dr Intersection Imp. In Santa Barbara - Delay Construction funding to FY 12/13</p> <p>Lead Agency: City of Santa Barbara</p>	<p>\$750k for Construction in FY 10/11</p>	<p>The current project schedule submitted by City of Santa Barbara indicates that this project will be ready for Construction in FY 12/13.</p>
<p>Fowler and Ekwil St Extensions In Goleta - Delay Construction funding to FY 12/13.</p> <p>Lead Agency: City of Goleta</p>	<p>\$11.4 M for Construction in FY 11/12</p>	<p>The current project schedule submitted by City of Goleta indicates that this project will be ready for construction in FY 12/13; final Environmental Document is being drafted.</p>

**Table 2
2010 RTIP – TE Programming Proposal**

New Programming		
Project	Current Programming	Comments
<p>TE Reserve (tentatively for Cabrillo Pedestrian Improvements) Program construction funding in a TE reserve in FY 13/14.</p> <p>Lead Agency: SBCAG</p>	N/A – Parent project is under construction	Program \$1.5 million in a TE Reserve for the Cabrillo Pedestrian Improvements, which are Phase II of the Milpas\Hot Springs project. This project is a requirement of the coastal development permit issued by the city of Santa Barbara for the Milpas\Hot Springs project. Construction cost of the project estimated at \$4 - \$8 million. \$1.1 M in HSIP and developer fees currently programmed. Since partly funded projects can't be programmed in the STIP, funds would be held in reserve until shortfall is closed and the project team can reach a decision on viability.
<p>Planning, Programming and Monitoring (PPM) SBCAG Operating Funds</p> <p>Add \$715k of new funding over FY 12/13, 13/14 and 14/15.</p>	\$250k annually in FYs 10/11 thru 12/13	This funding covers the costs of preparing the RTIP, managing STIP/STIP-TE projects, processing amendments, providing CTC/SB region coordination and holding quarterly local assistance meetings. Target amount of PPM specified under state law is \$965k over the last three years of the STIP period.
Programming Changes		
Project	Current Programming	Comments
<p>TE Reserve Program construction funding in a TE reserve in FY 11/12.</p> <p>Lead Agency: TBD</p>	\$179k in FY 10/11 for SM River Oaks Project in construction	Delete PPNO 1905 River Oaks Multi-Purpose Bikeway project and reprogram \$179k in a TE Reserve in FY 11/12 to be used on a project to be selected at a later date.
<p>San Jose Creek Bikeway (south) In Goleta – Delay final design (PS&E) funding to FY 11/12</p> <p>Lead Agency: Goleta</p>	\$200k for PS&E in FY 10/11	The current project schedule submitted by City of Goleta indicates that this project will be ready to start final design in FY 11/12; planning and environmental work are on-going.

**Table 3
Requested Programming of Interregional STIP Funding in Future STIP cycles**

Project	Funding Requested from Interregional Share of Future STIP cycles	Comments
<p>Highway 101 Improvements in Santa Barbara County Funding for right of way and construction support and capital.</p>	\$200,000,000	This is the state's share of the cost for Highway 101 improvements beginning in 2012 to match funding SBCAG will provide from Measure A and regional STIP.

2010 RTIP Programming by FY and Component

(x \$1,000)

ATTACHMENT A

STIP

Agency	Rte	PPNO	Project	2010 RTIP	Total
Caltrans	101	482	Carpinteria Crk-Linden, IC/imps (96 grf)	delay Con \$ to FY 13/14	45,589
Caltrans	101	482	Via Real frontage rd gap	delay Con \$ to FY 13/14	4,879
Caltrans	101	4638	Nr Sta Maria, Union Valley Parkway interchange	delay Con \$ to FY 11/12	12,233
Caltrans	101	7101	Carpinteria Crk Br. to Sycamore Crk Br. widen		22,035
Caltrans	101	478Y	Cabrillo-Milpas, landscaping (96 grf)		2,300
Caltrans	101	A4459	Santa Maria River Bridge widening		766
Caltrans	246	6400	E of Lompoc, Purisima-Domingos, widen		10,461
Caltrans	166	620	Rt 166 Guadalupe-Santa Maria, widen, env	delay E&P \$ to FY 13/14	1,251
Santa Barbara	loc	820	Las Positas & Cliff Dr intersection improvs	delay Con \$ to FY 12/13	750
Goleta	loc	4611	Fowler and Ekwil St extensions (024-09)	delay Con \$ to FY 12/13	15,933
S B County	loc	1206A	Ortega Hill Rd, Ortega Ridge-Greenwell, phase 2b		2,000
SBCAG	ppm	1914	Planning, Programming & Monitoring		750
					118,947

Project Totals by Fiscal Year						
Prior	10/11	11/12	12/13	13/14	14/15	
6,000	0	0	0	39,589	0	
1,462	0	0	0	3,417	0	
5,383	0	6,850	0	0	0	
9,450	0	0	12,585	0	0	
2,300	0	0	0	0	0	
666	0	100	0	0	0	
8,291	0	2,170	0	0	0	
0	0	0	0	1,251	0	
0	0	0	750	0	0	
0	4,561	0	11,372	0	0	
0	2,000	0	0	0	0	
0	250	250	250	0	0	
33,552	6,811	9,370	24,957	44,257	0	

Project Totals by Component					
R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup
0	39,589	0	0	0	0
0	2,507	0	0	0	910
0	5,050	0	0	0	1,800
0	0	0	12,585	0	0
0	0	0	0	0	0
20	0	0	0	80	0
1,205	0	0	0	965	0
0	0	1,251	0	0	0
0	750	0	0	0	0
3,581	11,372	0	980	0	0
0	2,000	0	0	0	0
0	750	0	0	0	0
4,806	62,018	1,251	13,565	1,045	2,710

STIP - TE

Agency	Rte	PPNO	Project	2010 RTIP	Total
Goleta	loc	1204	San Jose Creek Bikeway (south), env	delay PS&E \$ to FY 11/12	200
Santa Maria	loc	1901	Railroad Bikeway Phase II	Vote 6-2010	635
Santa Maria	loc	1905	River Oaks MPT Demo Bikeway	delete project	179
SBCAG	loc	new	TE Reserve	Add \$179k to FY 11/12	179
Lompoc	loc	1906	Alan Hancock Bike Path		905
Goleta	loc	1840A	Hwy 101 /Cathedral Oaks Landscaping Enhancement		125
Lompoc	loc	1834	TE Reserve (Alan Hancock Bike Path Phase I)	Vote 3-2010	287
SBCAG	101	new	TE Reserve (Cabrillo Pedestrian Undercrossing)	Add \$1,477k to FY 13/14	1,477
SBCAG	ppm	1914	Planning, Programming & Monitoring	Add \$715k to FY 12/13 - 14/15	715
					4,702

Project Totals by Fiscal Year						
Prior	10/11	11/12	12/13	13/14	14/15	
0	0	200	0	0	0	
635	0	0	0	0	0	
0	179	0	0	0	0	
0	0	179	0	0	0	
0	905	0	0	0	0	
0	0	125	0	0	0	
287						
0	0	0	0	1,477	0	
0	0	0	100	350	265	
922	1,084	504	100	1,827	265	

Project Totals by Component					
R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup
0	0	0	200	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	179	0	0	0	0
0	905	0	0	0	0
0	125	0	0	0	0
0	0	0	0	0	0
0	1,477	0	0	0	0
0	715	0	0	0	0
0	2,686	0	200	0	0

Programming change/schedule delay.

New TE capacity programming = \$2,192k