

## STAFF REPORT

**SUBJECT:** 2008 STIP Development

**MEETING DATE:** November 1, 2007 **AGENDA ITEM: 4**

**STAFF CONTACT:** Brittany Odermann

**RECOMMENDATION:** Discuss programming proposal for the 2008 STIP.

**DISCUSSION:**

The California Transportation Commission has released a final draft of the 2008 STIP and STIP-TE Fund Estimate for fiscal years 2008/09 through 2012/13. SBCAG must develop and submit to the CTC a Regional Transportation Improvement Program (RTIP) using the fund estimate by February 19, 2008. SBCAG staff has put together a programming proposal for the regional STIP and STIP-TE shares for review and discussion at the November TTAC meeting. SBCAG staff would return with a draft recommendation to TTAC and the SBCAG Board in December based on comments received. A final recommendation would be adopted by TTAC and the SBCAG board in January.

**2008 STIP and STIP-TE Capacity**

SBCAG staff has received a revised 2008 STIP and STIP-TE fund estimate. The total STIP and STIP-TE targets have increased slightly from what we reported to TTAC in October. We have approximately \$500,000 more for STIP-TE than reported last month and \$1.2 million more for STIP. The STIP target is presented as an aggregate number and CTC staff has told us that we will not receive a year-by-year programming target for this STIP cycle. The STIP-TE targets are for FY 11/12 and 12/13. The revised 2008 STIP Fund estimate targets are shown in the table below.

2008 STIP fund Estimate Summary of Santa Barbara Targets (\$1,000s)		
Regional STIP Target Through 2012-2013	TE Target 2011-2012	TE Target 2012-2013
<b>20,972</b>	<b>761</b>	<b>851</b>

The CTC adopted the final 2008 STIP and STIP-TE fund estimate with the targets above on October 24<sup>th</sup>.

**2008 STIP Development**

Here are SBCAG staff's thoughts and issues to keep in mind as we develop a recommendation for how to program the 2008 STIP funds shown in the table above.

## **STIP Programming**

1. Currently programmed projects in the STIP must be the top priority for new programming capacity. Completing programmed projects builds confidence with prospective Measure D Renewal voters and the CTC in our region's ability to deliver complex regional projects in a timely manner. For instance, in order to be most competitive for funding from the Prop 1B CMIA program for the Santa Maria River Bridge project, should any other projects in the state drop out of the program, we need to have a track record of delivering projects in a timely manner because projects in that program must be delivered by December 31, 2012.
2. We need to begin to build a reserve to ensure delivery of regional highway projects that are under development around the county. The Prop 1B CMIA project will widen Highway 101 to six lanes from Mussel Shoals to Casitas Pass Road. The project is funded through construction with \$151 million. However, cost increases will not be funded from the CMIA program and the project must be under construction by December 31, 2012 or the funds could be forfeited. We need to have STIP funds available to pay our share of the cost increase, if any, on this joint Santa Barbara County\Ventura County project to ensure that the project is delivered. Caltrans will also be awarding a construction contract for the Milpas to Hot Springs Operational Improvements project in March 2008. At the time of award or during construction, there may be a need for additional STIP funds to cover cost increases. We have to be certain we have no hitches in delivering this project, which is the first phase of the long, promised Measure D funded Highway 101 improvement as we approach the November 2008 renewal of Measure D. We have three regional highway projects under development in the North County: the Highway 101 Union Valley Parkway Interchange, Highway 246 passing lane project, and the Highway 101 Santa Maria River Bridge widening. All are moving forward on schedules that could have them ready for construction after 2010. Between the three projects, we will need approximately \$110 million for construction. Since the STIP guidelines don't allow us to partly fund a component, we can't program funds to the passing lanes estimated to cost \$50 million (current dollars) in this cycle. For the same reason, we can't program our \$10 million share to construct the bridge project because our partners (Caltrans and SLOCOG) can't program their share at this time. We could possibly program \$10 million to the UVP project to close its shortfall, but will UVP be the first of the three North County projects ready to go after 2010? Would it be better to wait until the 2010 STIP when we have better information to make a programming decision? Also, the Measure D renewal plan for the North County would provide \$10 million for UVP to close its shortfall. If it passes, which we will know in November 2008, the \$10 million in funds won't be needed.
3. The only way of creating a true reserve to is to leave an unprogrammed balance of funds. We have not had good experiences with unprogrammed balances. In the past when we have tried to program our unprogrammed balance, we have been temporarily blocked from doing so by the CTC due to statewide fiscal constraints. We have even counseled our board in the past against leaving funds unprogrammed to prevent this from happening again. So this would be a change of course in our counsel to the board.
4. Rather than leave the funds unprogrammed, SBCAG staff is proposing to program \$14.3 million to PS&E for the Highway 101 HOV Lane project between Carpinteria and Santa Barbara with some added qualifiers to make this funding function like a reserve.

Just as a reminder, we scored a victory in the STIP augmentation adopted in July 2007 when \$9 million for preliminary engineering and environmental studies were approved by the SBCAG board and CTC for this 10-mile widening project. Caltrans has since initiated work on the segment. Programming funds for PS&E is a logical next step and Caltrans has requested \$14 million in regional STIP funding for PS&E in the 2008 STIP. However, PS&E won't start until FY 2012/13. This gives us an opportunity to recommend that the board adopt a policy of allowing funding to be reprogrammed, if needed, from this project's PS&E to other projects under development with the best chance of starting construction before FY 12/13 so as not to delay those other projects. In that way, we can make the funds function like a reserve, but not have to leave the funds unprogrammed and at risk of not being able to be used at a time of our choosing. The projects eligible for reprogrammed PS&E funds would be the UVP interchange, the Highway 246 passing lanes, the Santa Maria River Bridge, the Mussel Shoals\Carp Creek CMIA project, and the Milpas\Hot Springs project. If the funds aren't needed for those projects, they would remain programmed to the South Coast 101 project and be expended for PS&E.

### **STIP-TE Programming**

Our thoughts on the programming of STIP-TE funds are much simpler:

1. As we discussed last month, the STIP-TE program should give top priority to those currently programmed STIP-TE projects with shortfalls identified in the request for proposals. A second priority for STIP-TE programming should be to cover the shortfalls of currently programmed STIP projects with TE project eligibility.
2. Though we have programming targets for TE in FY 11/12 and 12/13, the fiscal years we are proposing to program the funds to do not line up with our targets. We would emphasize that what we have been given are *targets*, so we are admittedly off the mark by programming to earlier years than the target years. The CTC's reaction may depend on what other regions do in their RTIPs with their TE projects. If another region reprograms and delays their TE projects from early years to outer years of the five-year period, there may be capacity in earlier years of the STIP for our TE programming. We will be sending an administrative draft of our programming recommendation to the CTC staff to get their reaction in early December, and we should know what they think of how we are proposing to program TE before final recommendations are made in January.

### **Potential Programming of 2008 STIP County Shares**

Based on the thoughts and issues above, and discussion with local staffs and Caltrans on funding shortfalls, SBCAG staff has provided TTAC with a programming proposal for review and discussion on the attached tables.

### **STIP Amendments**

Lastly, regional agencies can include STIP amendments as part of the 2008 STIP submittal. SBCAG staff intends to include the following amendments consistent with requests by the project sponsor agencies:

- A. E of Lompoc, Purisma-Domingos, Hwy 246 Passing Lanes (PPNO 6400) Delay PS&E funding from FY 08/09 to FY 09/10.
- B. Las Positas\Cliff Drive (Hwy 225) Intersection Improvements (PPNO 820). Possible delay construction funding from FY 09/10 to FY 10/11.

- C. Fowler and Ekwill 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 10/11 to FY 11/12.

If there are other amendments that local agencies want included in the 2008 RTIP submittal, please e-mail them to Brittany Odermann as soon as possible.

**Schedule**

Here is an updated schedule that SBCAG staff intends to follow for the 2008 STIP cycle.

October, November 2007	SBCAG develops draft 2008 RTIP
November 1, 2007	At TTAC, discuss SBCAG staff programming proposal
December 6, 2007	TTAC receives Draft Programming Recommendation
December 20, 2007	SBCAG Board review of Draft Programming Recommendation
January 3, 2008	TTAC approves 2008 STIP Programming Recommendation
January 17, 2008	SBCAG Board approval and public hearing
<b>February 19, 2008</b>	<b>Deadline to submit RTIP to CTC</b>
March 18, 2008	CTC South 2008 STIP hearing
May 28-29, 2008	CTC 2008 STIP adoption

**Recommendation**

This is a programming proposal for information and discussion only. SBCAG staff will bring to TTAC in December a draft programming recommendation.

## 2008 STIP – Proposed Programming

Project \ Scope	Potential STIP Programming	Comments
<b>Linden Avenue\Casitas Pass Road Interchange Project.</b> In Carpinteria. Funding for CON	\$1.082 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	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. (PAED completed 12/06).	\$500,000	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 \$500k.
<b>Hummel Drive Extension</b> In Orcutt. Funding for CON scheduled for FY 07/08	\$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	\$ 14.309 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 reprogrammed from this project's PS&E to any of the following projects with construction shortfalls if they start construction prior to FY 12/13:  <ul style="list-style-type: none"> <li>* Mussel Shoals\Carp Creek CMIA project</li> <li>* Milpas to Hot Springs operational improvements</li> <li>* UVP Interchange</li> <li>* Highway 246 passing lanes</li> <li>* Santa Maria River Bridge widening</li> </ul>
<b>TOTAL</b>	\$ 20.972 M	This is 100% of the new capacity available for the 2008 STIP cycle.

**2008 STIP-TE Proposed Programming**

<b>Project \ Scope</b>	<b>Potential STIP-TE Programming</b>	<b>Comments</b>
<b>Alan Hancock Bike Path</b> (Lompoc) Additional funding for CON.	\$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.	\$600,000	This project is in the STIP-TE program in 08/09 for CON at \$942k. The \$1.185 mil. 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 Pedestrian Improvements</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 programs. Pedestrian improvements to Cabrillo Blvd. under the UPRR railroad bridge are required by the Coastal Development Permit issued for the project by the city of Santa Barbara. The ped improvements have been made into a phase II improvement to avoid delaying the main project's advertisement. The ped improvements are partly designed (35%) and this would provide part of the est. \$750k needed to complete design. 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>	\$1,612,000	This is 100% of the total STIP-TE capacity available for the 2008 STIP cycle.

Unfunded STIP-TE Project Proposals		
Agency	Name and Brief Description	Total Project Cost
Buellton	<b>Highway 246 Streetscape Project:</b> Improvements including landscaped medians, pedestrian facilities, and lighting	\$1,517,000
Carpinteria	<b>Carpinteria Avenue to Rincon County Park Bikepath:</b> construct a Class I bicycle facility that will connect Carpinteria Avenue, Hwy 101 and Hwy 150 to the Ventura County line	\$2,500,000
Carpinteria	<b>Palm to Linden Multipurpose Trail:</b> construct Class I multipurpose path between Carpinteria State Beach and Carpinteria City Center	\$470,000
SB County	<b>Summerland Beautification:</b> Ortega Hill Streetscape enhancements including benches, bike racks, artwork, fountains, and informational signage	\$250,000
SB County	<b>Old Town Orcutt Streetscape Plan Implementation:</b> Streetscape beautification, and improved pedestrian facilities	\$1,450,000
Goleta	<b>Hollister Avenue Reconstruction Amenities in Old Town Goleta:</b> Landscaping, streetscape, pedestrian and bicycle facility improvements	\$400,000
MTD	<b>Bus Stop Pedestrian Improvements:</b> construct pedestrian improvements at MTD bus stops	\$100,000
SB City	<b>Carrillo Pedestrian Walkway Phase II:</b> complete sidewalk link between Chino Street and Cliff Drive	\$1,000,000
SB City	<b>Mission Street Bikeway Phase II:</b> street lighting between Modoc Road and Castillo Street	\$300,000