

## STAFF REPORT

**SUBJECT:** 2014 State Transportation Improvement Program Fund Estimate

**MEETING DATE:** August 15, 2013 **AGENDA ITEM:** 9

**STAFF CONTACT:** Sarkes Khachek

### RECOMMENDATION:

Receive a report on the fund estimate and schedule for developing the 2014 State Transportation Improvement Program

### SUMMARY:

On a biennial basis, SBCAG is provided with an estimated formula share of new state transportation revenues that will become available for programming to transportation projects by the SBCAG board in the State Transportation Improvement Program. For the 2014 cycle, SBCAG's estimated share is \$4.1 M. Programming of this funding in the STIP requires the concurrence of the California Transportation Commission. The amount of new formula funding available to each region is considered a "target" not a guarantee. The Commission may advance a region more than their formula share or reduce its formula share in a cycle. So it is important to select projects that will receive their support. The candidate projects staff has identified include new funding for the Highway 166 Safety and Operational Improvements project per board direction in 2011, funding for SBCAG's oversight and management of the STIP program and U.S. 101 HOV project, and capital funding for the HOV project's right of way phase. During the 2014 STIP cycle, the San Joaquin Council of Governments will also program approximately \$8.9 million of their formula share to the U.S 101 HOV project in our county as a result of an exchange of Proposition 1B funds the SBCAG board approved with that agency. Per board policy, the funding would be reprogrammed to a commuter rail project if a viable project emerges from negotiations with Union Pacific Railroad.

Staff is providing preliminary information on the STIP fund estimate. No action is required at this time. The board will need to adopt a Regional Transportation Improvement Program by December 15.

### DISCUSSION:

California Transportation Commission (CTC) staff released a draft Fund Estimate for the 2014 State Transportation Improvement Program (STIP) on July 16. The purpose of the Fund Estimate is to identify new funding that is expected to be available statewide for programming for the next 5-year STIP period, Fiscal Years 14/15 to 18/19. Programming capacity for each region for the five-year period is based on a statewide estimate of revenues prepared by Caltrans, which is adopted by the California Transportation Commission in August.

SBCAG is required to develop and submit a Regional Transportation Improvement Program (RTIP) as part of the STIP process. The RTIP identifies projects selected by SBCAG that are to be funded with our county share of STIP funds for the same 5-year period. The RTIP is submitted to the California Transportation Commission for approval and incorporation into the new STIP. SBCAG is required to adopt its 2014 RTIP and submit it to the State no later than December 15, 2013. Through the RTIP, SBCAG can also propose to the commission projects that we would like to have funded through Caltrans' share of STIP funding known as the Interregional Transportation Improvement Program. The CTC is currently scheduled to adopt the final 2014 STIP in March 2014. The schedule on the final page of the staff report outlines the current proposed RTIP development schedule.

**Programming Capacity**

The draft 2014 STIP Fund Estimate demonstrates that there is limited new STIP capacity in the 5-year period. New funding capacity for the 2014 STIP will be in the two outer years, FYs 17/18 and 18/19. The estimation of our new funding is shown in the table on the following page. This is a "target" that could be reduced or increased by the California Transportation Commission at the Commission's discretion. It is therefore incumbent on us to nominate projects that are a priority to the Commission. Combining the formula share target of new funding, shares from lapsed funding and available funding with the removal of the Transportation Enhancements (TE) program from the STIP, SBCAG will have \$4.103 million available to program in the 2014 RTIP.

<b>Programming Target for SBCAG's 2014 RTIP Cycle (x1,000)</b>	
New Capacity per Formula Distribution	\$12,785
Minus SBCAG's Advance for U.S 101 HOV Phase III Linden\Casitas Interchanges (2012 STIP)	-\$12,288
Plus lapsed funding for SR 166 and prior lapsed TE Reserves	\$1,430
Available capacity from TE program being eliminated in MAP-21	\$2,176
<b>Total</b>	<b>\$4,103</b>

Highway 166

Included in the programming capacity is lapsed funding from the Highway 166 widening project. The purpose of the project was to widen the highway from 2 to 4 lanes between Santa Maria and Guadalupe. Because of the high construction cost of the project and other priority projects such as the 246 passing lanes project competing for construction funding, the project development work funded by STIP was halted leaving a balance of \$1.251 M. In Measure A, a Highway 166 safety and operational project was included that became the de-facto replacement project. As part of the 2012 STIP adoption, the SBCAG Board directed that the lapsing \$1.251 M, made available for re-programming in 2014, be programmed in the 2014 STIP to supplement Measure A funding in the 166 corridor.

Transportation Enhancements

Under the old federal transportation funding authorization legislation (known as SAFETEA-LU), the federal TE program had been used to fund bicycle, pedestrian, landscaping and historic preservation projects in Santa Barbara County. The program was intended primarily to enhance the existing transportation system by adding bike lanes, pedestrian paths, or aesthetic features where none currently exist. The TE funds had been apportioned to SBCAG by the State and

new funding was made available every other year as part of the biennial STIP process. Projects were selected on a discretionary basis by the SBCAG board with SBCAG's biennial apportionment of new funding ranging from \$1 M to \$3 M.

With the passage of Federal Transportation Bill, MAP-21, the TE program was merged with the federal recreational trails program and the federal safe routes to school program to create a new program referred to as the Transportation Alternatives Program (TAP). The TAP will be a competitive program rather than a formula funding program.

With the TE program going away, the Draft 2014 STIP guidelines state that existing TE projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds. Additionally, previously programmed TE reserves can no longer be programmed in the STIP and existing TE reserves need to be deleted. Deleted TE reserves may be used to reduce a region's over-programming or increase its programming target.

The following is the status of existing programmed TE projects in the 2012 STIP:

- *City of Santa Barbara's Cabrillo Pedestrian Improvements:*  
The \$1.477 M project will remain in the STIP in FY 14/15 since work is underway on the project and the project is eligible for State Highway Account and Federal funds. SBCAG and City of Santa Barbara will pursue additional state and federal funding for the project.
  
- *City of Goleta's Cathedral Oaks Landscaping Enhancement Project:*  
According to CTC staff, as part of the elimination of the STIP-TE program being driven by MAP-21 changes, the adoption of new STIP guidelines will result in this \$325,000 project and many others like it around the state being deleted from the 2014 STIP. SBCAG staff is seeking further clarification and is consulting with Caltrans and CTC staff as to its eligibility for competitive TAP funding.
  
- *TE Reserves*  
SBCAG had previously programmed \$1.851M in TE reserves in FYs 15/16 and 16/17. Per the adoption of new STIP Guidelines, SBCAG will need to delete the TE reserves. The funding will increase SBCAG's programming target by the same amount in the 2014 STIP.

#### San Joaquin COG Programming Capacity

In December 2012, the SBCAG Board approved an agreement to exchange \$8.853 million in SBCAG's Proposition 1B State-Local Partnership Program formula funding for a like amount of State Transportation Improvement Program funding with the San Joaquin Council of Governments to prevent matching SLPP funding for the Measure A commuter rail program from lapsing. Per the approved exchange agreement, the SJCOG STIP funds will be programmed for the Right of Way Capital Phase of the US 101 HOV widening project in SJCOG's 2014 RTIP as a placeholder project. It will be reprogrammed for rail projects at a later date by the board when the projects have been scoped and are eligible for STIP funding.

#### **Candidate 2014 RTIP Projects**

Here are the candidate projects that SBCAG staff has identified for the programming capacity in its RTIP:

- Administration of the U.S. 101 HOV project and STIP program in general, programmed as “Planning, Programming and Monitoring”. By statute, SBCAG is permitted to program \$1.071 million for this purpose in the 2014 STIP. This funding is proposed to be programmed in equal amounts of \$357k in FY’s 16/17, 17/18 and 18/19.
- Per board direction in 2012, \$1.251M in available programming capacity could be programmed to the Highway 166 safety improvement project on the western end of the corridor to supplement Measure A funding.
- Consistent with the Measure A Strategic Plan, any new available STIP capacity is designated U.S. 101 HOV widening project. Specifically, the funds could be directed to the Phase IV South Coast US 101 HOV project. In addition to using the available 2014 STIP capacity to fund Phase IV, SBCAG continues to seek other funds such as federal TIGER grants. SBCAG staff recently submitted a TIGER V grant for the Highway 101 widening project in June.

SBCAG staff will also recommend that the 2014 RTIP propose that a portion of the \$292 million in Interregional STIP fund capacity available statewide be programmed for Phase IV of the U.S. 101 HOV project. The Measure A Investment and Strategic Plans assumes that \$150 million, or approximately one third of Phase IV’s estimated cost, will be funded by Interregional STIP or from discretionary federal sources such as the TIGER program.

Following the August TTAC meeting, SBCAG staff will develop the Draft 2014 Regional Transportation Improvement Program for review by TTAC and the SBCAG Board in October as noted in the schedule provided below.

2014 RTIP Development Schedule

Here is a preliminary schedule that SBCAG staff intends to follow for the 2014 STIP cycle.

August 1, 2013	At TTAC meeting, discuss 2014 STIP Programming
September, October 2013	SBCAG develops draft 2014 RTIP
October 3, 2013	Draft 2014 RTIP presented to TTAC
November 7, 2013	TTAC recommends 2014 RTIP to Board for approval
November 21, 2013	SBCAG Board approval of 2014 RTIP
December 15, 2013	Deadline to submit RTIP to CTC
March 2014	CTC Adopts 2014 STIP

Questions about the RTIP development process should be directed to Sarkes Khachek at 805-961-8913 or [skhachek@sbcag.org](mailto:skhachek@sbcag.org).

**TTAC REVIEW – AUGUST 1, 2013:**

The 2014 STIP Fund Estimate was presented to TTAC on August 1. City of Goleta provided additional background information related to their U.S. 101/Cathedral Oaks Landscaping project that SBCAG staff will provide to Caltrans and the CTC.

**RECOMMENDATION:**

This is an informational item only. Staff is providing the report as a preliminary look at the 2014 STIP picture based on the draft STIP Fund Estimate and Guidelines that are expected to be adopted by the commission at its August 6<sup>th</sup> meeting. Staff will contact local agencies with currently programmed STIP and STIP-TE projects individually to discuss programming and project delivery schedules.

Staff will present the RTIP for Board review/action in October and November.

**Attachment:**

- A. Candidate Projects/Programming Changes for 2014

## Candidate Projects/Programming Changes for 2014 RTIP (in yellow)

Attachment A

		Last 3 Years of 2012 RTIP		5 Year Period for 2014 RTIP			
Agency	Project	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	TOTAL
Caltrans	Linden Casitas Interchanges (101 HOV Phase 3)		\$61,254				\$61,254
Caltrans	Via Real Frontage Road in Carpinteria		\$3,417				\$3,417
Caltrans	SR 246 Passing Lanes, Phase 1	\$3,110					\$3,110
Goleta	SR 217, Ekwill/Fowler Extension in Goleta	\$11,372					\$11,372
Santa Barbara	Los Positas/Cliff Drive Intersection in Santa Barbara		\$750				\$750
SBCAG	Planning, Programming and Monitoring (PPM)	\$350	\$105	\$357	\$357	\$357	\$1,526
Caltrans	Phase IV - South Coast HOV Lanes, Bailard Ave-Sycamore Creek			\$1,781			\$1,781
Caltrans	Hwy 166 Safety Improvements			\$1,251			\$1,251
Santa Barbara	TE - Cabrillo Pedestrian Improvements	\$1,477					\$1,477
SBCAG	Programmed TE Reserves		\$933	\$918			
Goleta	Highway 101//Cathedral Oaks Landscaping Enhancement	\$325					
	<b>Totals</b>	<b>\$16,309</b>	<b>\$65,526</b>	<b>\$3,389</b>	<b>\$357</b>	<b>\$357</b>	<b>\$85,938</b>

Regional Improvement Program funding available for programming in SJCOG's 2014 RTIP

Agency	Project	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	TOTAL
SBCAG	Phase IV - South Coast HOV Lanes, Bailard Ave-Sycamore Creek			\$8,853			\$8,853