

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.15
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **ADOPTION OF 2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
RESOLUTION G-12-05**

ISSUE:

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the fund estimate for the 2012 STIP, in August 2011, it scheduled the STIP adoption for March 28-29, 2012. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the recommendations of staff on the program. The 2012 STIP will cover the five-year period from 2012-13 through 2016-17.

RECOMMENDATION:

Staff recommends that the Commission adopt the 2012 STIP in accordance with the Staff Recommendations made available to the Commission, the Department, and regional agencies on March 8, 2012. Staff recommends that the Commission adopt the STIP using the attached adoption resolution, noting any specific changes, corrections, or exceptions to the March 8, 2012 Staff Recommendations.

BACKGROUND:

As background, this book item includes the text that was part of the Staff Recommendations. It does not include the 105 pages of spreadsheet tables and their descriptions that comprised the remainder of the Staff Recommendations. The Commission staff has made the full Staff Recommendations available by e-mail to Commissioners, the Department, and regional agencies and has posted them since March 9, 2012 on the Commission's website (www.catc.ca.gov). The staff has also made a hard copy available to each Commissioner.

The Commission staff will present the Staff Recommendations for review and discussion on the first day of the meeting, March 28, 2012. The adoption is scheduled for the second day, March 29, 2012.

Attachments

2012 STIP STAFF RECOMMENDATIONS

California Transportation Commission

March 8, 2012

This document presents the recommendations of the staff of the California Transportation Commission (CTC) for the 2012 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the transportation planning agencies and county transportation commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 28-29, 2012 meeting.

The 2012 STIP adds two new years of programming, 2015-16 and 2016-17, with \$1.483 billion in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program about \$3.54 billion. However, the 2012 STIP Fund Estimate (FE) indicated a negative program capacity (-\$502 million) for the Public Transportation Account (PTA) over the FE period, starting in 2012-13. Due to the loss of PTA funding, the STIP is over programmed in 2012-13 by about \$170 million. Current projects have been delayed, and the transit projects programmed in the STIP will have to be delivered with other funds (if eligible for other STIP fund types) or unprogrammed.

In the 2010 STIP, some regions had less than their share programmed, while others had more. Because the 2012 STIP includes new capacity, the imbalances will be addressed to the extent possible. The Commission's first priority for new programming is for projects to meet county shares for the period ending 2015-16 (base or minimum target).

The 2012 Fund Estimate provided STIP program capacity in only two distinct categories, the federal Transportation Enhancement (TE) funds, and flexible funds from the State Highway Account (SHA) and the Transportation Facilities Account (TFA). PTA funds are no longer available to the STIP due to legislation (Chapters 11 and 12, Statutes of 2010, Eighth Extraordinary Session) which eliminated Transportation Investment Fund (TIF) funding, reduced PTA funding, and added SHA funding.

Staff recommendations are based on the levels identified in the fund estimate (state law only allows amendments to the fund estimate prior to March 1). In recognition of the aforementioned change in funding, the staff recommendations for highway and transit projects (non-TE) are based on the combined capacity identified in the Fund Estimate for the SHA and TFA. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP).

The staff recommendation for the 2012 STIP includes the following:

- Transportation Enhancement. The staff recommendations include all of the TE projects and much of the reserves nominated in the RTIPs and the ITIP. The recommended TE projects (including reserves) nearly equal the \$167 million TE capacity available. While new TE capacity is primarily in the two outer years, changes to existing programmed projects allowed staff to recommend new projects in the year for which they were nominated. Some TE reserves were recommended later than requested, and amounts not recommended are limited to TE reserves.
- Highways and Transit (non-TE). In recognition of the change in STIP funding, the staff recommendations for non-TE projects are based on the combined capacity identified in the Fund Estimate for highway and transit projects. Through 2016-17, the recommended programming is about \$22 million less than the identified capacity.
 - The staff recommendations include all rail and transit projects nominated in the RTIPs and the ITIP, with the exception of a lower priority “tier 2” request. Most of the proposed changes are project delays or deletions, many of which may be due to those projects not being eligible for SHA or federal funds.
 - The staff recommendations propose programming many highway and road projects later than proposed in the RTIPs and ITIP. These changes were necessary to align programming to the capacity by year identified in the fund estimate. New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits.
 - Staff recommendations include projects that may be nominated for funding from savings in the Proposition 1B Corridor Mobility Improvement Account (CMIA) and Route 99 Bond programs. Potentially, significant additional programming capacity may be available based on the amount of Proposition 1B savings used for projects included in the 2012 STIP. This additional capacity may allow the advancement of projects delayed in the 2010 STIP and the 2012 STIP.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, road and transit projects currently programmed in 2012-13;
- the programming targets identified in the Fund Estimate, especially the base (minimum) targets for the share period ending in 2015-16;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
 - projects that address state highway needs,
 - 1996 STIP grandfathered projects, and
 - projects that fund later components of projects previously included in the STIP.

FUND ESTIMATE AND GUIDELINES FOR THE 2012 STIP

The development of the 2012 STIP began with the Commission's adoption of the 2012 STIP fund estimate, together with the adoption of amendments to the STIP guidelines, on August 10, 2011.

STIP proposals were made through the RTIPs and the ITIP, which were due to the Commission by December 15, 2011. The Commission subsequently held two public hearings on those proposals, one on February 1, 2012 in Los Angeles and the other on February 8, 2012 in Sacramento.

2012 STIP Fund Estimate

The 2012 STIP Fund Estimate covered the five-year period of the 2012 STIP, 2012-13 through 2016-17, and estimated total statewide new programming capacity of \$1.483 billion, including \$162 million in TE funds, and a negative program capacity in the PTA (-\$502 million). The new capacity is mostly in the two new years of the STIP, 2015-16 and 2016-17. New highway, rail and transit projects can be programmed earlier than in the last two new years of the STIP only if there are delays or deletions in earlier years.

On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, and also implemented a new sales tax on diesel in addition to the 4.75 percent sales tax levied on each gallon of diesel fuel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 redirects the revenues for deposit in the State Transit Assistance account. The amount retained in the PTA is insufficient to fund any projects in the STIP.

Based on the Fund Estimate, all currently programmed PTA-eligible projects can remain programmed only if the projects are eligible for State Highway Account or Federal funds. While PTA program capacity has been nearly eliminated, a region may still nominate transit and rail projects in its RTIP within the aforementioned State Highway Account and Federal funding constraints.

The programming of the 2012 STIP includes a base of \$2.061 billion programmed in years 2012-13 through 2014-15 to projects carried forward from the 2010 STIP, for a new 2012 STIP program total of \$3.543 billion.

SUMMARY OF 2012 STIP CAPACITY

(\$ in millions)

| | Carryover Capacity | New Capacity | Total |
|---|-------------------------------|-------------------------|----------------|
| Federal Transportation Enhancement (TE) | \$ 253 | \$ 162 | \$ 415 |
| Public Transportation Account (PTA) | 502 | -502 | 0 |
| Highway/roads (TIF, TFA, SHA) | 1,306 | 1,822 | 3,128 |
| Total (may not match FE due to rounding) | \$2,061 | \$ 1,482 | \$3,543 |

The following table is a breakdown of the \$3.543 billion total STIP capacity by fiscal year:

SUMMARY OF 2012 STIP CAPACITY BY YEAR

(\$ in millions)

| | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | Total |
|-------------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Trans. Enhancement (TE) | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 415 |
| Transit (PTA) | 0 | 0 | 0 | 0 | 0 | 0 |
| Roads (TIF, TFA, SHA) | 678 | 550 | 600 | 650 | 650 | 3,128 |
| Total | \$ 761 | \$ 633 | \$ 683 | \$ 733 | \$ 733 | \$3,543 |

New programming capacity was determined in the fund estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The fund estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of capital projects.

STIP Guidelines
Policies and Procedures Specific to the 2012 STIP

The following specific policies and procedures address the particular circumstances of the 2012 STIP:

- **Schedule**. The following schedule lists the major milestones for the development and adoption of the 2012 STIP:

| | |
|--|--------------------|
| Caltrans presents draft Fund Estimate | July 15, 2011 |
| Fund Estimate Workshop & STIP Guidelines hearing | July 27, 2011 |
| CTC adopts Fund Estimate | August 10, 2011 |
| Caltrans identifies State highway needs | September 14, 2011 |
| Regions submit RTIPs | December 15, 2011 |
| Caltrans submits ITIP | December 15, 2011 |
| CTC STIP hearing, South | February 1, 2012 |
| CTC STIP hearing, North | February 8, 2012 |
| CTC publishes staff recommendations | March 8, 2012 |
| CTC adopts STIP | March 28-29, 2012 |

- **Statewide fund estimate**. The statewide capacity for the 2012 STIP fund estimate identifies net new capacity available in the two years added to the STIP, 2015-16 and 2016-17, as well as net increase and decreases in capacity in earlier years. The estimate incorporates the 2011-12 Budget Act and other 2011 legislation enacted prior to the fund estimate adoption. Programming in the 2012 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2015-16 and 2016-17.
- **County shares and targets**. The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2011. For each county and the interregional share, the table identifies the following amounts:
 - **Base (minimum)**. This is the share for each county and the interregional program through 2015-16, the end of the county share period that falls within the 2012 STIP period. It is calculated as the sum of the share balance through the June 2011 Commission meeting and the STIP formula share of the statewide new capacity available through 2015-16. In accordance with statute and the STIP guidelines, the Commission will program all RTIP proposals that fall within this amount unless it rejects the RTIP in its entirety.
 - **Total Target**. This target is determined by calculating the STIP formula share of all new capacity through 2016-17. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2012 STIP.
 - **Maximum**. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in

a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- **Transit and Rail Projects.** The 2012 STIP Fund Estimate indicates that there is negative (-\$502 million) program capacity for the Public Transportation Account (PTA). This means that many of the **transit projects currently programmed in the STIP will either have to be delivered with other funds (if the transit project is eligible for State Highway Account or Federal funds) or be unprogrammed.** A region in its RTIP, and Caltrans in the ITIP, shall indicate, for all currently programmed and new transit and rail projects, if the projects are eligible to be funded with Federal or State Highway Account funds. **Transit and rail projects currently programmed in 2012-13 through 2014-15 that are not eligible to be funded with Federal or State Highway Account funds must be unprogrammed. A region that unprograms a transit or rail project because the project cannot be funded with Federal or State Highway Account funds may nominate another project in its place.**

Article XIX of the California Constitution restricts transit and rail projects that can be funded with nearly all SHA revenues to the “research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.”

Additionally, SHA revenues may not be expended for these purposes “unless such use is approved by a majority of the votes cast on the proposition authorizing such use of such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended.”

This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. For such projects, the non-Federal match (generally a minimum of 11½%) will have to be provided from a non-STIP source.

While PTA program capacity has been nearly eliminated, a region may still nominate transit and rail project in its RTIP within the aforementioned State Highway Account and Federal funding constraints.

- **Transportation Enhancement (TE) target.** The fund estimate tables include targets for TE programming from each county and the interregional share. This target is the formula distribution of the new statewide TE capacity for the two new years in the STIP period. The TE targets are calculated as share formula proportions of the estimated statewide TE apportionments available for new programming. They are provided for guidance only. In order to improve delivery of TE projects, the Commission encourages Caltrans and larger regions to program larger TE projects.

It is important to note that while separate TE targets are provided there are no separate TE shares. Programmed TE projects count against a county's total share. As specified in section 22 of the STIP guidelines, an RTIP may propose, and the Commission may program, either more or less than the TE target in a county for TE projects.

While nearly all new TE capacity is in the two new years of the Fund Estimate (2015-16 and 2016-17), an RTIP or ITIP may propose to program any amount in any fiscal year for TE, including changes in the programming of currently programmed projects or reserves. The Commission may change the proposed programming years for TE projects in the adopted STIP if, and only if, statewide TE proposals exceed statewide TE apportionments. Where that occurs, the Commission will give priority to projects carried forward from the prior STIP and may give priority to identified projects over TE reserves.

- TE Allocations. In order to improve delivery of TE projects, the Commission will, in the fourth quarter of the fiscal year, consider advancing for allocation TE projects programmed in outer years if in the first three quarters of the fiscal year less than 75% of the current-year TE projects have been allocated. The Commission's priority for advancing TE projects will be construction allocations for non-motorized transportation projects. If there is not sufficient TE allocation capacity to allocate funds to all TE-eligible projects programmed in that year, the Commission, consistent with Streets and Highways Code section 2373 and section 22 of these guidelines, intends to give priority for allocation to TE projects selected using criteria developed per SB 286.
- Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5% limit for county and interregional shares for the 2012-13 through 2015-16 share period and for 2016-17, based upon the 2008, 2010, and 2012 Fund Estimates. These are the amounts against which the 5% is applied. The PPM Limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
- Advance Project Development Element (APDE). There is no APDE identified for the 2012 STIP.
- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2012 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
- Commission expectations and priorities. For the 2012 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2010 STIP, as amended, and to new projects to meet county shares for the period ending in 2015-16.

Because of the loss of PTA revenues anticipated in the 2012 STIP fund estimate, **transit and rail projects currently programmed in 2012-13 through 2014-15 that are not eligible to be funded with Federal or State Highway Account funds must be unprogrammed.** Additionally, **excluding TE the STIP is overprogrammed**

(underfunded) by approximately \$101 million through 2012-13. This may require that some projects programmed in 2012-13 be delayed (reprogrammed) to 2013-14. Any cost increases or other new programming in early years will require more reprogramming to later years.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement needs as described in section 20 of the guidelines. As specified in section 20, the Department may nominate or recommend State highway improvement projects for inclusion in RTIPs and identify any additional State highway improvement needs within each region that could be programmed by 2019-20 (three years beyond the end of the STIP period) using revenue assumptions similar to those adopted for the 2012 STIP fund estimate.

STIP PROPOSALS

The Commission may include in the STIP only projects that have been nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2012 STIP, those RTIPs and the ITIP were due to the Commission by December 15, 2011.

The Fund Estimate identified \$167 million in new Transportation Enhancement capacity. Against this capacity, Caltrans and the regions proposed \$178 million in TE programming.

The Fund Estimate indicated that the flexible funds are over-programmed by \$170 million in the first year of the 2012 STIP period (2012-13) with little new capacity through 2014-15. The RTIP and ITIP proposals included about \$567 million in new programming in the 2012-13 through 2014-15 period. That means many projects need to be delayed in the adopted 2012 STIP.

The project listings on the spreadsheets with these recommendations include changes and corrections received since the preparation of the Commission Briefing Book for the STIP hearings, and a variety of updated information provided by regions and Caltrans.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2012 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2012 STIP, with separate groupings for highway and transit, and Transportation Enhancement projects.

The table on page 1 of the spreadsheets identifies the total amounts recommended from each county and the interregional share for highways, rail/transit, and Transportation Enhancement (TE). The table sums the amounts recommended for each county and the interregional program by fiscal year. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on page 2 of the spreadsheets sums the recommendations for highways and transit projects (non-TE). It also compares the statewide total recommended for highways and transit projects by fiscal year to the statewide capacity by fiscal year.

The table on page 3 of the spreadsheets sums the recommendations for TE projects. This table compares the amounts recommended to the TE targets for each county and interregional share and to the statewide TE capacity by fiscal year.

The project recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, road and transit projects currently programmed in 2012-13;
- the programming targets identified in the Fund Estimate, especially the base (minimum) targets for the share period ending in 2015-16;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- the importance of PPM to regional agencies; and
- Commission policies as expressed in the STIP guidelines, including:
 - projects that address state highway needs,
 - 1996 STIP grandfathered projects, and
 - projects that fund later components of projects previously included in the STIP.

Project Recommendations

The staff recommendation identifies specific projects and project components to program including reprogramming to reduce program levels in 2012-13 through 2014-15 to the capacity identified in the Fund Estimate.

The staff recommendation gives priority to reprogramming projects from the 2010 STIP, as amended, and new projects to meet county shares for the period ending 2015-16. The recommended scheduling reflects the limits of Fund Estimate program capacity.

New programming for PPM is recommended within the statutory limits. In general however, new highway and road projects were not recommended for programming in 2012-13 through 2014-15 unless offset by a like amount of deprogramming.

Major new funding recommended for the 2012 STIP includes:

- North State:
 - El Dorado (TE), Route 49 Bridge ped and bike enhancements, \$4.25 million.
 - Humboldt, Route 101 Eureka-Arcata corridor improvement, \$16 million.
 - Sacramento (TE), Sacramento City College pedestrian overcrossing, \$7 million.
- San Francisco Bay Area:
 - Alameda, Route 84 expressway widening, \$37 million.
 - Alameda, Route 680 Freeway Performance Initiative, \$31 million.
 - Alameda (TE), Route 80 Bay Bridge Gateway Park, \$30 million.
 - Contra Costa, Route 680 aux lanes, Sycamore Valley-Crow Canyon, \$19.5 million.
 - Contra Costa (Rail), two BART and two intercity rail projects, \$44 million.
 - San Francisco, Route 101 Doyle Drive replacement, phase 2, \$14 million.
 - San Mateo, Route 101 Broadway interchange, \$19 million.
 - Sonoma (TE), SMART bike/ped path, Rohnert Park, \$3 million.
- San Joaquin Valley:
 - Fresno, Route 180 new freeway, Trimmer Springs-Frankwood Av, \$52.2 million.
 - Kern, Route 14 Freeman Gulch widening, \$42 million.
 - Madera, Route 41 passing lanes, \$11 million.
 - Stanislaus, Route 132 expressway, Dakota Av-Rt 99 (west), \$19 million.
 - Tulare, Route 99, Tulare to Goshen, 6-lane freeway, \$20.8 million.
- Central Coast:
 - Monterey, Route 156 4-lane expressway, Castroville-Prunedale, \$32.5 million.
 - Monterey (Rail), Caltrain extension, \$10.3 million.
 - San Luis Obispo, Route 46 corridor improvements (Whitley 2B), \$58 million.
 - Santa Barbara, Route 101 Carpinteria Crk-Linden, I/C imprvmnts, \$21.7 million.
- Southern California:
 - Los Angeles, Route 10 HOV lanes, Citrus St-Route 57, \$23 million.
 - Los Angeles, Route 138 widening, 3 segments, \$82.2 million.
 - Los Angeles (Rail), 78 light rail vehicles, \$27 million.
 - Los Angeles (Rail), Crenshaw/LAX rail line, \$34.4 million.
 - Los Angeles (Rail), double track near Northridge Station, \$63.5 million.
 - Orange, Route 5 HOV lanes, 3 projects, \$164.1 million.
 - Riverside, Route 215, Scott Rd-Nuevo, add mixed flow lane, \$42.6 million.
 - Riverside, Route 15, French Valley Parkway interchange, \$18.8 million.
 - Riverside, Route 10, Jefferson St I/C, widen overcrossing, \$19.5 million.
 - San Bernardino, Route 58 expressways, Kramer and Hinkley, \$201.8 million.
 - San Bernardino (TE), Route 58 expressways, Kramer and Hinkley, \$7.7 million.
 - San Bernardino, Route 15 widening and Devore interchange, \$45.1 million.
 - San Bernardino, Route 10 HOV lanes, Haven Ave-Ford St, \$40 million.
 - San Bernardino, Route 215/Barton interchange reconstruction, \$22.6 million.
 - San Diego, Route 5 HOV extensions, soundwalls, and bridge, \$102.1 million.
 - Ventura, Route 101, LA county line-Rt 23, improvements, \$20 million.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2012 STIP staff recommendation is consistent with the adopted 2012 Fund Estimate, as required by statute. As previously noted, state legislation passed in 2010 that significantly altered the STIP fund sources. Funding conditions may, and usually do, continue to change from the assumptions made in the fund estimate. The Commission and Caltrans will need to continue to monitor those conditions to determine its ability to allocate funding to STIP projects. If available funding is less than was assumed in the fund estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the fund estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

One major area of uncertainty is when the next Federal Highway Act will be enacted and what will the funding level be. The last Act covered federal fiscal years 2005 through 2009 and expired on September 30, 2009. Since then, Congress has issued several continuing resolutions. Without a new Act there is no assurance of federal funding levels. There are currently two proposals for Federal Reauthorization being considered by the Congress. The Senate proposal, submitted by Senator Barbara Boxer, is titled "Moving Ahead for Progress in the 21st Century" (MAP-21) and would reauthorize surface transportation programs for two years at current funding levels, plus inflation; however, it does not contain earmarks. In the House, Representative John Mica re-submitted his transportation bill, House Resolution 7 (HR7) titled "American Energy and Infrastructure Jobs Act". The House plan consists of \$260 million in funding and leaves FY 2012 appropriated funding levels for Highway Trust Fund programs unchanged. Three House committees plan to mark up the bill by early February.

APPENDIX TO 2012 STIP STAFF RECOMMENDATIONS

SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. They include three statewide summary tables and separate project listings for each of the 59 county shares and the interregional share.

The three statewide summary tables are:

- **Staff Recommendation, All Projects.** Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendation, Highway and Transit Projects.** Includes, for each county share and the interregional program, the net new programming recommended for highway and transit projects by fiscal year. At the bottom of the table is a year-by-year comparison of the statewide total recommended for highway and transit projects to the annual program capacity (excluding TE).
- **Staff Recommendation, Transportation Enhancement (TE) Projects.** Includes, for each county share and the interregional share, the net new TE programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new TE programming.

COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at Fund Estimate (August 2011).** These are the projects and amounts programmed in the STIP when the fund estimate was adopted. These projects constitute the base against which fund estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Recommended 2012 STIP Programming.** This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway projects (i.e., projects other than TE or PTA-eligible) and their subtotal, then the rail and transit projects and their subtotal, then the TE projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the one proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.

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- **Notes/Projects Not Included in Staff Recommendation.** This box at the bottom of each table identifies projects proposed by the regional agency or Caltrans that are not included in the staff recommendation, together with various notes and comments on the proposed projects and the staff recommendation.
 - **Balance of STIP County Share.** The box at the bottom of the page identifies the share balance, the total recommended new programming, and the share balance based on the staff recommendations.
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March 29, 2012

DRAFT**CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2012 State Transportation Improvement Program****Resolution No. G-12-05**

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS, pursuant to Section 14529, the 2012 STIP is a five-year STIP, adding two new program years, 2015-16, and 2016-17, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2012 STIP Fund Estimate on August 10, 2011, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2012 STIP development process, on August 10, 2011, and
- 1.5 WHEREAS the 2012 STIP fund estimate provided \$1.483 billion in new STIP programming capacity, and
- 1.6 WHEREAS the new capacity includes \$1.320 billion for highways, roads and transit from the state highway account and Prop 1B bonds (includes -\$502 million of Public Transportation Account funds), and
- 1.7 WHEREAS the new capacity includes \$162 million that is restricted to projects eligible for funding from federal Transportation Enhancement funds, and
- 1.8 WHEREAS, based on the fund estimate, \$170 million of projects programmed in 2012-13 need to be delayed (reprogrammed), and
- 1.9 WHEREAS, the program capacity in the 2012 STIP allows for programming to address imbalances from the prior (2010) STIP and the first priority for new programming is to meet county shares for the period ending 2015-16 (base or minimum target), and
- 1.10 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.11 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.12 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.13 WHEREAS the Commission has received and reviewed the 2012 RTIPs and the 2012 ITIP submitted on or about December 15, 2011, as well as various amendments and corrections submitted subsequently, and
- 1.14 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Los Angeles on February 1, 2012, and the other in Sacramento on February 8, 2012, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's

objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and

- 1.15 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.16 WHEREAS the Commission staff recommendations for the 2012 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on March 8, 2012, and
- 1.17 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP, and
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2012 State Transportation Improvement Program to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2012 STIP includes all projects remaining from the 2010 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2012 STIP, subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as eligible for Transportation Enhancement funding is included in the 2012 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for Transportation Enhancement funding, and
- 2.5 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects that are eligible or could be made eligible for Transportation Enhancement funds shall be funded from the state's Federal Transportation Enhancement apportionment, whether or not they are identified in the staff recommendations as Transportation Enhancement eligible and whether or not they are designated for programming from Transportation Enhancement funding, and
- 2.6 BE IT FURTHER RESOLVED that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Transportation Enhancement apportionment, and
- 2.7 BE IT FURTHER RESOLVED that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.8 BE IT FURTHER RESOLVED that the Commission acknowledges the Department's continued intent to nominate up to \$91 million in a future ITIP for programming of a segment of the North County Corridor – State Route 108 for construction of an ITIP eligible segment with independent utility, and
- 2.9 BE IT FURTHER RESOLVED that the Commission's priority for new programming when new program capacity becomes available, whether in the 2014 STIP or earlier, will go to counties with unprogrammed share balances that are not meeting the minimum, or base, target through 2015-16, and to projects delayed in the 2010 or 2012 STIPs, and

- 2.10 BE IT FURTHER RESOLVED that changes to or the addition of the STIP funding of projects also funded from competitive Proposition 1B programs does not constitute approval of non-STIP Proposition 1B programming actions, and
- 2.11 BE IT FURTHER RESOLVED that the approval of such actions requires the approval of a baseline or program amendment, or inclusion in a new programming action in the appropriate Proposition 1B program, with subsequent conforming STIP amendments as needed based on the Proposition 1B programming action, and
- 2.12 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2012 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the April 25-26, 2012 meeting.

ATTACHMENT A
2012 STIP STAFF RECOMMENDATIONS
ERRATA

(All costs listed in \$1,000's)

County Share Summaries:

- Alameda: Delete SR-84, 4-lane expressway, 880-238 project (81D) totaling \$9,300.
- Lassen: Delete City street rehab C project (2459) totaling \$2,974 and City street rehab D project (2460) totaling \$2,811. Program proposed new City street rehab projects as follows:
 - City street rehab (SC) (2511), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$963) in 15-16 (project recommended to be delayed one year).
 - City street rehab (SC1) (2512), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$866) in 15-16 (project recommended to be delayed one year).
 - City street rehab (SC2) (2513), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$992) in 15-16.
 - City street rehab (SC3) (2514), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$951) in 15-16.
 - City street rehab (SC4) (2515), E&P (\$5) in 14-15, PS&E (\$30) in 15-16, Const (\$955) in 16-17.
 - City street rehab (SC5) (2516), E&P (\$5) in 14-15, PS&E (\$30) in 15-16, Const (\$956) in 16-17.
- Modoc: For Perez Inspection Station, install CCTV and RWS project (3383) delay \$167 Const one year to 2013-14.
- Napa: For Route 12/29/221 Soscol intersection separation (376), reverse transfer of \$1,000 between PS&E and E&P, such that E&P totals \$4,800 and PS&E totals \$1,500.

ATTACHMENT B
2012 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS

(All costs listed in \$1,000's)

- Alameda: For Rt. 680 Freeway Performance Initiative project (new), split into two phases, with Alameda County's share of \$2,000 in Phase 1 (Washington Blvd. to Mission Blvd.) split between Const of \$1,000 and Con Sup of \$1,000, in 2014-15.
- Contra Costa: For Rt. 680 Freeway Performance Initiative project (new), split into two phases, with \$5,000 for Const for Phase 1 (Washington Blvd. to Mission Blvd.) in 2014-15, and \$20,700 for Const and \$3,300 for Con Sup for Phase 2 (Santa Clara Co. line to Contra Costa Co. line) in 2015-16. For Rt. 680 SB HOV gap closure, N Main – Livorna Rd (new), advance \$5,557 for PS&E one year to 2015-16.
- Lassen: For Skyline Rd East/Extension, phase 2 project (2121A), advance one year, with \$125 in R/W (\$75) and PS&E (\$50) in 2013-14 and \$3,900 Const in 2014-15. For City street rehab (FC) (2510), advance one year, with \$50 in E&P in 2013-14, \$50 in PS&E in 2014-15, and \$1,846 in Const in 2015-16.
- Marin: For Sir Francis Drake Blvd bike lane project (2127Q), delay \$35 Const one year to 2013-14.
- Modoc: For CR1, Cedarville to Lake City, rehab project (3269), change scope/name to CR1, Cedarville to Fort Bidwell, rehab.
- Santa Cruz: For Airport Blvd at Freedom Blvd, modifications project (2366), advance \$850 Const from 2015-16 to 2014-15. For Rt. 1 Harkins Slough Rd. interchange project (413), advance \$6,878 Const to 2014-15.
- Siskiyou: For Rt. 89 Interchange operational improvements project (3156), reduce E&P by \$480, to \$420 in prior year.
- Solano: For Sir Francis Drake Blvd bike lane project (2127Q), delay \$294 Const one year to 2013-14.
- Various: The table on the following page is a list of new or corrected PPNOs:

| County | PPNO | Project name |
|-------------|-------|---|
| Alpine | 6626 | Hot Springs Creek bridge, replace (HBP match) |
| Butte | 2430 | Midway Bridges across Butte Creek, replace (HBP) |
| Butte | 2431 | Downtown Hazel St streetscape revitalization |
| Butte | 2432 | Chico Bike Map Update |
| Colusa | 2852 | Citywide, various locations, rehab and ped safety |
| Colusa | 2853 | Norman Rd, Willow Creek-Argo St, rehab |
| El Dorado | 3575 | In Placerville, El Dorado Trail Class I Bike Path |
| El Dorado | 1217A | Rt 50 Western Placerville interchanges, Phase 2A |
| El Dorado | 1217B | Rt 50 Western Placerville interchanges, Phase 2B |
| El Dorado | 1217C | Rt 50 Western Placerville interchanges, Phase 2C |
| Glenn | 3781 | Papst Ave, Rt 32-Bryant St, improve/reconstruct |
| Glenn | 3782 | Rt 5 and Road 57 Interchange Beautification |
| Glenn | 3783 | Rt 5/Rt 32 Interchange Beautification |
| Glenn | 3785 | Tehama St, UPRR-Woodward Ave, reconstruct |
| Glenn | 3786 | Road M 1/2, Rt 32-Bryant St, reconstruct |
| Glenn | 3787 | Green St, Crestwood-Butte St, reconstruct |
| Glenn | 3915 | Rt 5/Rt 162 Interchange Beautification |
| Inyo | 2517 | TE reserve |
| Inyo | 2598 | Ed Powers Rd, Red Hill-Rt 395, bicycle lanes |
| Inyo | 2599 | West Bishop resurfacing |
| Mariposa | 3002 | Old Toll Rd Ph1, PM 10-10.675, rehab |
| Mariposa | 3003 | Old Toll Rd Ph2, PM 12.678-15.236, rehab |
| Mono | 2595 | Meridian Roundabout and signal relocation |
| Mono | 2596 | Waterford Ave gap closure |
| Mono | 2597 | Mammoth Creek gap closure |
| Nevada | 4119 | Rt 49, Signal Preemption - three locations |
| Orange | 3636A | HOV lane buffer removal/continuous access, south end |
| Orange | 2958A | Eastbound reconfiguration, Garden Grove Bl-Rt 5/Rt 57 |
| Sacramento | 5837 | HOV lanes/soundwalls, Rt 50- Laguna Blvd (Ph 1) |
| Sacramento | 5988 | 20 CNG replacement buses, spare parts |
| Sacramento | 5989 | Auburn Blvd complete streets, Sylvan-Sycamore |
| Sacramento | 5990 | Laguna Creek trail - North Camden Spur |
| Sacramento | 6575 | Folsom Lake Class I bikeway |
| Sacramento | 6576 | C Street/Central Galt Complete Streets |
| Sacramento | 6577 | Sacramento City College Pedestrian Overcrossing |
| Sacramento | 6578 | Countywide Bike Lane Gap Closure and Signal Detection |
| Sacramento | 6579 | Fair Oaks Blvd improvements, Landis-Engle (Ph 2) |
| Sacramento | 6580 | Franklin Blvd improvements, 47th Ave-city limits |
| San Joaquin | 6630 | Harney Lane grade separation/UPRR |
| Sutter | 8126 | Butte House Rd and Pease Rd Class II bike lanes |
| Yolo | 8726 | Third St improvements, A St -B St, CIP No. 8164 |
| Yolo | 8727 | East Main St improvements, East St-Pioneer Ave |
| Yuba | 9679 | N. Beale Rd Complete Streets revitalization (Ph 1) |
| Yuba | 9680 | Powerline Rd Safe Route to School, 9th-6th (Ph 3) |