

Memorandum

Tab 65

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

Reference No.: 4.13
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF 2014 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
RESOLUTION G-14-06**

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 2014 STIP, in August 2013 (with correction in October 2013), it scheduled the STIP adoption for March 20, 2014. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the Staff Recommendations for program adoption. The 2014 STIP will cover the five-year period from 2014-15 through 2018-19.

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2014 STIP in accordance with the Staff Recommendations made available to the Commission, the Department, and regional agencies on February 28, 2014. Staff recommends that the Commission adopt the STIP using the attached adoption resolution, noting any specific changes, corrections, or exceptions to the February 28, 2014 Staff Recommendations.

BACKGROUND:

As background, this book item includes the text that was part of the Staff Recommendations. It does not include the 101 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 all information since February 28, 2014 on the Commission's website (www.catc.ca.gov). The staff has also made a hard copy available to each Commissioner.

Commission staff will present the 2014 STIP Staff Recommendations for review and discussion in the morning of the March 20, 2014 meeting. Adoption of the 2014 STIP is scheduled after the lunch break the same day.

Attachments

STATE OF CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

March 20, 2014

**CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2014 State Transportation Improvement Program**

Resolution No. G-14-06

- 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 2014 STIP is a five-year STIP, adding two new program years, 2017-18, and 2018-19, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2014 STIP Fund Estimate on August 6, 2013, with a correction adopted on October 8, 2013, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2014 STIP development process, on August 6, 2013, and
- 1.5 WHEREAS the 2014 STIP fund estimate provided \$1.262 billion in new STIP programming capacity, and
- 1.6 WHEREAS the new capacity includes \$1.777 billion from the state highway account, -\$260 million capacity from the public transportation account, and -\$255 million capacity from the eliminated federal transportation enhancement program, and
- 1.7 WHEREAS, based on the fund estimate, \$83 million of projects programmed in the first three years of the STIP period (2014-15 through 2016-17) need to be delayed (reprogrammed), and
- 1.8 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
- 1.9 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
- 1.10 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
- 1.11 WHEREAS the Commission has received and reviewed the 2014 RTIPs and the 2014 ITIP submitted on or about December 15, 2013, as well as various amendments and corrections submitted subsequently, and
- 1.12 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Sacramento on January 30, 2014, and the other in Los Angeles on February 4, 2014, 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
- 1.13 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.14 WHEREAS the Commission staff recommendations for the 2014 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on February 28, 2014, and

- 1.15 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2014 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 2014 STIP includes all projects remaining from the 2012 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED that the 2014 STIP includes changes to the Border Infrastructure Program funding included in the Route 98 Widening Project (PPNO 0549A) as proposed in the ITIP, and
- 2.4 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 2014 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
- 2.5 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as a bicycle and pedestrian project is included in the 2014 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for SHA or Federal non-TE 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 Surface Transportation 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's priority for new programming when new program capacity becomes available, whether in the 2016 STIP or earlier, will go to projects delayed in the 2012 or 2014 STIPs, and
- 2.9 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
- 2.10 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
- 2.11 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 2014 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 May 21, 2014 meeting.

ATTACHMENT A
2014 STIP STAFF RECOMMENDATIONS
ERRATA
(All costs listed in \$1,000's)

County Share Summaries:

- XXX:
- XXX:

ATTACHMENT B
2014 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
(All costs listed in \$1,000's)

- XXX:
- XXX:
- Various: The following table is a list of new or corrected PPNOs:

| County | PPNO | Project name |
|--------|------|--------------|
| | | |



Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

February 27, 2014

Mr. James Ghielmetti and Mr. Carl Guardino
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Ghielmetti and Chair-Elect Guardino,

I write to comment on the 2014 State Transportation Improvement Program (STIP), and look ahead to the 2016 STIP cycle.

First of all, I would like to compliment the California Transportation Commission (Commission) on the changes in the 2014 STIP Guidelines that modified the criteria for measuring performance and cost-effectiveness. Among other criteria included this year for measuring performance, were measures of safety, operational efficiency, travel time and reliability, greenhouse gas benefits, rail ridership, and vehicle miles traveled. Additionally, each region with an adopted sustainable communities strategy was required for the first time to include a discussion of how the program of projects relates to its sustainable communities strategy.

Last year the Governor asked me to form a workgroup of transportation stakeholders to identify the most important transportation priorities and begin work to identify long-term funding to address these priorities. This month, the California State Transportation Agency (CalSTA) released a report that summarizes the vision and interim recommendations of the California Transportation Infrastructure Priorities (CTIP) Workgroup. This report suggests a focus around four key concepts: preservation, innovation, integration, and reform. To implement these concepts and priorities, the proposed Governor's 2014-15 Budget includes additional funding for highway and road preservation, rail modernization, and implementation of local sustainable communities strategies.

Focusing on reform, CalSTA also just released an independent assessment of the California Department of Transportation (Caltrans) by the State Smart Transportation Initiative (SSTI). The report suggests changes to Caltrans to improve performance and management. Additionally, the report suggests an increased focus by the department

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on preservation of existing assets, efficient operations, and investments that support greenhouse-gas reduction. Both reports are available at www.CalSTA.ca.gov.

For the 2014 STIP, I look forward to hearing the evaluation and recommendations from Commission staff, and the thoughts of the Commissioners, on the submittals from both the regional agencies and Caltrans. Through this process, I hope to gain more insight on how the department and the regional agencies are adapting their programs to meet the direction of state law for sustainability, while they continue their historic focus on mobility and safety.

As you know, the process of developing the 2016 STIP begins soon after the adoption of the 2014 STIP. I would like to seize the opportunity with the 2016 STIP cycle to modernize project evaluation with a closer focus on performance measures and the broad policy goals of improving mobility across all transportation modes, reducing deaths and injuries, and promoting sustainability. CalSTA will be working closely with Caltrans this year as the department develops the next iteration of the Interregional Transportation Strategic Plan. Working with staff from the Commission, we will continue our CTIP workgroup and form a subgroup focused on STIP project selection through performance measures. Through these efforts, we seek to ensure our limited State dollars produce the maximum benefit through cost-effective investments that best meet the state's policy goals.

I hope to partner with the Commission on these efforts in 2014, and continue working with the Commission in 2015, as it develops the next iteration of STIP Guidelines.

I thank the Commission for its leadership on these issues and look forward to an ongoing collaboration to meet the challenges ahead.

Sincerely,



BRIAN KELLY
Secretary

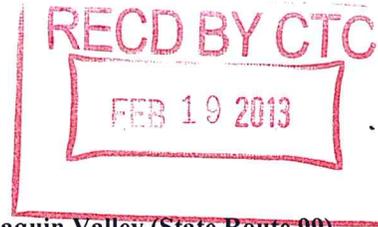
cc: Commissioners, California Transportation Commission
Andre Boutros, Executive Director, California Transportation Commission
Malcolm Dougherty, Director, Department of Transportation

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Kings County Association of Governments -- 339 West D Street, Suite B -- Lemoore CA 93245
Phone: 559-852-2654 -- FAX: 559-924-5632

February 14, 2014

Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814



RE: Caltrans' ITIP Programming for the San Joaquin Valley (State Route 99)

Dear Mr. Boutros:

We are providing this correspondence to express support from the San Joaquin Valley Regional Planning Agencies for Caltrans' Interregional Transportation Improvement Program (ITIP) funding allocations for State Route 99 (SR 99) and other significant highways in the San Joaquin Valley. Our support centers on the relationship of our highways to our regions' freight mobility:

- The San Joaquin Valley (SJV) has always been California's geographic and agricultural production center generating more than \$35 billion every year in agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry.
- Our recent Goods Movement Plan highlighted the important role of freight in our overall economy. For example, 44 percent of all Valley jobs are directly associated with goods movement-dependent industries. Several of the projects identified in the Draft ITIP are also identified as priority projects in our Goods Movement Plan.
- Nearly 500 million tons of goods were moved by all modes in the Valley in 2007. This is projected to increase to 800 million tons by 2040. Over 90 percent of this tonnage is carried by truck, predominately by and through SR 99.
- Investment in SR 99 is consistent with national and state freight movement policy. SR 99 is identified in the nation's Primary Freight Network (MAP 21).
- Investment in SR 99 is important to the citizens of California as demonstrated when the voters approved Prop. 1B. Investment in SR 99 is also consistent with the priorities of the SR 99 Business Plan.
- Continued investment in other important state highways such as 14, 41, 46, 152, 198 and 395.

We are very supportive and thankful to the California Transportation Commission (CTC) and Caltrans for their efforts to promote a balanced, comprehensive multi-modal transportation system that improves mobility and access for all people while supporting economic vitality and competitiveness. Caltrans' Draft ITIP includes requisite projects for SR 99, and other significant Valley highways that will help us achieve these goals.

We look forward to the opportunity for further engagement and collaboration with Caltrans and the CTC in future ITIP planning processes. Please let me know if we can provide any additional information. Thank you for allowing us to provide you with this input.

Sincerely,

A handwritten signature in black ink that reads "Terri King".

Terri King, Executive Director, Kings County Association of Governments
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

**Kings County
Association of
Governments
Terri King
Chair**

**Kern Council
of Governments
Ahron Hakimi
Vice Chair**

**Fresno Council
of Governments
Tony Boren**

**Madera County
Transportation
Commission
Patricia Taylor**

**Merced County
Association of
Governments
Marjorie Kirn**

**San Joaquin
Council of
Governments
Andrew Chesley**

**Stanislaus
Council of
Governments
Carlos Yamzon**

**Tulare County
Association of
Governments
Ted Smalley**

February 13, 2014



Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Support for Route 99 projects in ITIP

Dear Mr. Boutros,

The Merced County Association of Governments supports the State Route 99 projects proposed in the 2014 Interregional Transportation Improvement Program (ITIP). The projects are consistent with the Merced County Regional Transportation Plan (RTP) goals and the Livingston Widening project is in "Tier 1" of our RTP. We are preparing our first Sustainable Communities Strategy (SCS) and improving Route 99 is a key component of the SCS – therefore the projects will be consistent with it as well.

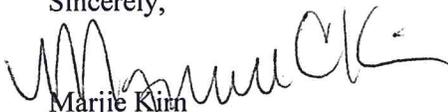
As identified in the ITIP, all of the projects have very high interregional value and would add critically needed capacity to California's backbone north-south route. Route 99 is:

- a High-Emphasis Focus Route in the Interregional Transportation Strategic Plan;
- a Major International Trade Corridor in the state's Goods Movement plan;
- the priority corridor in the San Joaquin Valley Goods Movement Study; and
- the subject of the Route 99 Corridor Business Plan, first prepared in 2005 and updated in 2013.

All of these plans document the interregional significance of Route 99 and the need for these capacity improvements. The Business Plan identified over 6 billion dollars of needs for the San Joaquin Valley portion of the route. Although a significant portion of that was funded by the Proposition 1B 99 Bond, the majority of the need still exists.

MCAG and the planning agencies of the San Joaquin Valley have worked together in close cooperation with Caltrans for over a decade on developing the Business Plan and implementing the 99 Bond projects. We look forward to continuing this broad partnership well beyond the Bond funding and fully support the Department's proposal to program Route 99 projects in the ITIP.

Sincerely,



Marjie Kirn
Executive Director

cc: Rachel Falsetti
Kurt Scherzinger
Amarjeet Benipal
Ken Baxter