May 27, 2008

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2008 State Transportation Improvement Program

Resolution No. G-08-08

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 2008 STIP is a five-year STIP, adding two new program years, 2011-12, and 2012-13, and

1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2008 STIP fund estimate on October 24, 2007, and

1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2008 STIP development process, on October 24, 2007, and

1.5 WHEREAS the 2008 STIP fund estimate provided $1.164 billion in new STIP programming capacity, and

1.6 WHEREAS the $1.164 billion in new capacity includes $144 million that is restricted to projects eligible for funding from federal Transportation Enhancement (TE) funds, and

1.7 WHEREAS the fund estimate included Public Transportation Account funding, which is restricted to rail and transit projects, at a level that is $14 million less than the amount required to fund all rail and transit projects that were programmed in the 2006 STIP, as amended, 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 2008 RTIPs and the 2008 ITIP submitted on or about February 19, 2008, as well as various amendments and corrections submitted subsequently, and

1.12 WHEREAS the Commission has received requests for changes to the STIP funding of projects also funded from the Corridor Mobility Improvement Account (CMIA) and the Route 99 Bond program, including requests that would increase STIP funding by $93 million, and

1.13 WHEREAS the Commission has had insufficient time for review of amendments to the project baseline agreements for the CMIA and Route 99 Bond projects, and

1.14 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Los Angeles on March 12, 2008, and the other in Sacramento on March 18, 2008, 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 2008 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on May 9, 2008, and

1.17 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP, and

1.18 WHEREAS the staff recommendations include rail and transit projects at a level that does not exceed the fund estimate capacity for the Public Transportation Account, and

1.19 WHEREAS the Route 210 freeway in San Bernardino County between the Los Angeles County Line and Route 215 (PPNO 193S) was programmed in the STIP for $98 million for right-of-way and was constructed with local funds, and the Commission has not been able to close out the project for STIP share purposes because the Department has not yet reported a final estimate of right-of-way costs for the project,

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2008 State Transportation Improvement Program (STIP) 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 2008 STIP includes all projects remaining from the 2006 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 2008 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 (TE) funding is included in the 2008 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for TE 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 (TE) funds shall be funded from the state's Federal TE apportionment, whether or not they are identified in the staff recommendations as TE-eligible and whether or not they are designated for programming from TE funding, and

2.6 BE IT FURTHER RESOLVED that the Commission intends that all STIP rail and transit projects, including grade separations on passenger rail lines, be funded from the Public Transportation Account or, if eligible, from the state's Federal TE apportionment, and

2.7 BE IT FURTHER RESOLVED that the Commission intends that State Highway Account funds, including federal funds other than federal TE funds, be reserved for the State Highway Operation and Protection Program (SHOPP) and not be used for the STIP during the 2008 STIP period, except for the payment of outstanding GARVEE bond debt service, and

2.8 BE IT FURTHER RESOLVED that, while the Commission is deleting all programming for the Route 120 Oakdale Bypass in the 2008 STIP, as proposed in the ITIP, the Commission supports the Department's commitment to the development and delivery of the North County Corridor (NCC) project identified by the Stanislaus Council of Governments (StanCOG) as an alternative to the Route 120 Oakdale Bypass, and the Commission acknowledges the Department's intent to nominate up to $91 million in the 2010 ITIP for programming of an ITIP-eligible project segment, and

2.9 BE IT FURTHER RESOLVED that the Commission recognizes StanCOG's commitment to the NCC project through the programming of the environmental component of the project in the 2008 STIP, and the Commission expects the Department and StanCOG to identify an appropriate scope, cost, and schedule for programming of a project segment in the 2010 STIP, and

2.10 BE IT FURTHER RESOLVED that the Commission expects the Department, in consultation with the San Bernardino Associated Governments (SANBAG) to report its final estimate of right-of-way costs for the Route 210 freeway well in advance of the fund estimate for the 2010 STIP, so that any impact of these costs on the San Bernardino county share can be taken into account beginning with the 2010 STIP, and

2.11 BE IT FURTHER RESOLVED that, as recommended by staff, the Commission is leaving $93 million in STIP capacity as an unprogrammed reserve pending the review and approval of amendments to the project baseline agreements for CMIA and Route 99 Bond projects and that the Commission intends to act on the STIP requests for those projects at the June 25-26, 2008 meeting, 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 2008 STIP, consistent with the fund estimate, in order to reflect the most current information (including the lapse of projects at the close of the 2007-08 fiscal year) or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the June 25-26, 2008 meeting.

ATTACHMENT A
2008 STIP STAFF RECOMMENDATIONS
ERRATA
(All costs listed in $1,000's)

County Share Summaries:

- Alameda. For the Route 238 landscape replacement (#96G), construction is $3,200, not $4,059, and the totals are corrected accordingly. $4,059 is the total for all components.
- Mono. For the Route 395 Highpoint curve correction (#241), the first of two lines is -$1,241, not +$1,241, and the totals are corrected accordingly.
- Monterey. For the County's Davis Rd Salinas River Bridge, the construction component amount is $1,600, not -$1,600. The fiscal year amount was listed correctly and totals do not change.

Interregional Share Summary:

- Interregional TE. For the Route 395 Independence lighting (#454), the first of two lines is -$263, not -$219. Construction support was incorrectly listed, and the totals are corrected accordingly.

ATTACHMENT B
2008 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
(All costs listed in $1,000's)

- Alameda. For the Route 880 Mission Blvd interchange reconstruction (#16V), change the implementing agency from Caltrans to ACTIA and change $10,000 construction from 2008-09 to 2009-10.
- Contra Costa. The request for $3,339 in increased STIP funding for the I-80 integrated corridor mobility CMIA project (#62E) is withdrawn.
- Contra Costa (TE). For Hercules intercity rail station enhancement (#2011F), change $1,097 construction from 2008-09 to 2010-11. For Montalvin Manor pedestrian improvements (#183K), change $365 in 2008-09 to $30 PS&E and $335 construction.
- El Dorado (TE). For Placerville El Dorado Trail (#1215), advance the project by one year, with $40 environmental and $45 PS&E in 2010-11 and $95 construction in 2011-12. For El Dorado County, El Dorado Hills SMUD Corridor bike path (#1216), advance the project by one year, with $15 environmental and $29 PS&E in 2010-11 and $251 construction in 2011-12.
- Humboldt. For the Route 101 Eureka-Arcata corridor improvement (#72), change $3,262 environmental to $2,613 and $2,718 PS&E to $2,496. This restores both components to the amounts programmed in the prior STIP.
- Los Angeles. For the Route 5 Carmenita Road interchange (#2808A), change $44,231 ($35,531 construction and $8,700 construction support) from 2008-09 to 2009-10.
- Los Angeles. For the Route 71 Mission Blvd interchange (Caltrans portion) (#2232), change the closeout cost for environmental from $400 to $200.
- Los Angeles (TE). For the City of Los Angeles San Fernando Road bike path (#4085), change $8,370 construction from 2012-13 to 2011-12.
- Marin. For the Route 101 San Antonio Rd curve correction (#360G), change $2,300 PS&E ($1,900 RIP and $400 IIP) from 2010-11 to 2008-09.
- Mono. Delete the Owens River Road project (#2020), which is now programmed in 2008-09 for $2,255 construction. Change PPM (#2003) in each year from 2008-09 through 2010-11 from $400 to $350. Change the County's Bridgeport local street rehab (#2021) construction from $2,621 in 2010-11 to $1,999 in 2010. Change the County's Lee Vining streets rehab (#2558) construction from $2,815 to $2,047 in 2010-11. Change the County's Owens Gorge Road rehab (#2012) construction from $1,791 to $1,619 in 2009-10. Add the County's June Lake street rehab (#2561), with $37 environmental in 2010-11, $242 PS&E in 2011-12, $60 R/W in 2011-12, and $3,005 construction in 2012-13. Add the County's Chalfant street rehab (#2563), with $35 environmental in 2010-11, $30 PS&E in 2010-11, and $1,219 construction in 2012-13.
- Mono (TE). For Mammoth Lakes, Mammoth Scenic Loop bike lanes (#2565), change $1,000 construction from 2012-13 to 2011-12.
- Nevada. For the Route 20 Dorsey Drive interchange (#3976), change PS&E from $1,390 to $655 and change construction in 2009-10 from $9,820 to $10,555.
- Orange. For the Fullerton transportation center parking (#2026), change $29,219 construction from 2012-13 to 2010-11. For Tustin rail station parking expansion (#9510), change $16,500 construction from 2010-11 to 2011-12. For Placentia Metrolink station with siding (#9514), change $16,600 construction from 2009-10 to 2012-13.

- Sacramento. For the Sacramento Regional Transit South Line extension (#3L05), change $4,307 PS&E from 2010-11 to 2009-10.
- Sacramento (TE). For R Street enhancements (#1662), change $4,665 construction from 2011-12 to 2010-11.
- San Benito (TE). For San Benito COG, San Juan Highway bike lanes (#9380), change $252 construction from 2012-13 to 2011-12.
- San Francisco. For the Golden Gate Bridge median barrier (#2014U), delete $970 environmental in 2009-10, $80 R/W in 2009-10, and $2,900 PS&E in 2010-11, and increase construction in 2011-12 from $3,950 to $8,000.
- San Francisco (TE). For Leland Avenue streetscape (#9098A), change $1,735 construction from 2010-11 to 2008-09.
- San Joaquin (TE). For Stockton, Airport Way streetscape (#205), change $900 construction from 2012-13 to 2011-12. For San Joaquin Regional Transit District, Airport Way bus rapid transit corridor enhancement (#204), change $124 construction from 2012-13 to 2011-12.
- San Luis Obispo. For the County's Price Canyon Rd widening (#2071), change $3,414 construction from 2008-09 to 2009-10.
- San Luis Obispo (TE). For the Arroyo Grande East Branch St streetscape (#2218), change $838 construction from 2011-12 to 2009-10. For the Pismo Beach Promenade IV (#1109), change $400 construction from 2011-12 to 2009-10. For the Atascadero Traffic Way streetscape (#1898A), change $375 construction from 2012-13 to 2011-12. For the Grover Beach Grand Av streetscape (#2219), change $475 construction from 2012-13 to 2011-12. For the County's Bob Jones bike and pedestrian pathway (#1129), split the project (originally recommended for $1,600 construction in 2009-10) into two phases, with phase 1 construction for $1,000 in 2009-10 and phase 2 construction for $600 in 2012-13. For the County's Atascadero-Templeton connector (#1843), delete $150 originally recommended for environmental in 2008-09 and change PS&E from $150 in 2009-10 to $200 in 2012-13. For the County's Morro Bay-Cayucos connector, delete $150 originally recommended for environmental in 2008-09 and change PS&E from $150 in 2009-10 to $200 in 2012-13. For the TE reserve, change $800 in 2012-13 to $450 in 2011-12 and $350 in 2012-13.
- San Mateo. For the Route 101 Willow Road interchange reconstruction (#690A), reduce STIP funding for construction in 2011-12 by $2,079, from $18,870 to $16,791, with the difference to come from local funding.
- San Mateo. The request for $4,606 in increased STIP funding for the Route 101 auxiliary lanes CMIA project (#658B) is withdrawn.
- San Mateo. Add San Mateo C/CAG Smart Corridors ITS (#2140F) for $1,860 PS&E in 2008-09, $140 R/W in 2008-09, and $8,000 construction in 2010-11.
- San Mateo (TE). Change the TE reserve (#2140C) in 2008-09 from $1,836 to $1,124, in 2009-10 from $1,313 to $1,587, and in 2010-11 from $1,278 to $1,716.
- Santa Barbara. For the Route 101 improvement, Carpenteria Creek to Linden (#482), change $39,589 construction from 2010-11 to 2011-12. For the Route 166 widening, Guadalupe-Santa Maria (#620), change the implementing agency from Caltrans to the Santa Barbara Association of Governments (SBCAG) and change the funding for environmental in 2011-12 from $3,100 to $1,251. For the Route 101 Union Valley Parkway interchange (#4638), change $5,050 construction and $1,800 construction support from 2011-12 to 2010-11. Add the County's Ortega Hill Road improvement (#1206A) for $2,000 construction in 2010-11; this project was proposed in the RTIP for 2008-09 and was not included in the original staff recommendation.

- Santa Barbara (TE). For the City of Santa Barbara's Loma Alta Hill sidewalk (#1195), change $1542 construction from 2011-12 to 2008-09. For the Lompoc Alan Hancock bike path (#1906), change $905 construction from 2011-12 to 2010-11.
- Santa Cruz. For the Santa Cruz County Regional Transportation Commission Route 1 HOV environmental study (#73), change $1,375 from 2011-12 to 2008-09.
- Shasta. For the Route 5 South Redding widening (#3331), change $1,195 environmental from 2011-12 to 2008-09.
- Solano. For the Solano TA local roads north of Route 80/680/12 (#5301K), change $11,412 construction from 2008-09 to 2009-10.
- Stanislaus. For the StanCOG North County Corridor environmental study (#228), change $6,200 from 2011-12 to 2008-09.
- Trinity. For Brady Rd intersection realignment (#2420), change $35 PS&E from 2008-09 to 2009-10 and change $35 R/W and $400 construction from 2009-10 to 2010-11.
- Trinity (TE). For the Lowden Park-Senior Center bike and pedestrian lane (#2487), change $130 environmental from 2010-11 to 2008-09, $40 R/W from 2012-13 to 2009-10, and $770 construction from 2012-13 to 2010-11. This TE project is to be constructed in conjunction with the East Weaverville road project (#2138). For the Horsewater Lake pedestrian bridge (#2399C), change $25 PS&E from 2008-09 to 2009-10 and $60 R/W and $130 construction from 2009-10 to 2010-11.
- Tulare. For the Route 216 widening (#106), change the limits to Lovers Lane to McAuliff Street. For the County's Road 80 expressway, phase 1 (#6L11), change the limits to Avenue 304 to Avenue 328. For the Route 65 project to align and widen Road 204 (#104), change environmental programmed in the prior year from $3,807 to $3,150.
- Intercity Rail. For Orange County Fullerton station parking expansion (#2026) change $2,750 construction from 2012-13 to 2010-11.
- Intercity Rail. Add Stockton station relocation (#2081), as recommended in the ITIP, for $100 environmental in 2011-12, $650 PS&E in 2012-13, and $2,750 R/W in 2012-13.
- Interregional Program (Highways). For the Monterey Route 101 Prunedale improvement (#58G), reduce R/W from $56,073 to $42,401 and increase construction in 2010-11 from $74,664 to $88,336. This compensates for an advance of federal earmark funds.
- Interregional Program (TE). For the Aesthetic Enhancements along Route 5 in Los Angeles County (#2808A), change $3,385 ($3,195 construction and $190 construction support) from 2008-09 to 2009-10.
- Interregional Program (TE). For the Merced County Route 99 corridor bridge enhancement (#196), change environmental in 2010-11 from $17 to $81, PS&E in 2011-12 from $65 to $100, and construction in 2012-13 from $829 to $900.
- Interregional Program (TE). For the Riverside County Route 91 Green River Road landscape enhancements (#72G), change $1,000 construction and $536 construction support in 2008-09 to $1,103 construction and $536 construction support in 2010-11.
- Interregional Program (TE). For the Route 46 Whitley 1 enhancements in San Luis Obispo County (#A226C), change $4,500 construction from 2011-12 to 2009-10.
- Interregional Program (TE). For the Stanislaus County Route 99 corridor bridge enhancement (#195), change environmental in 2010-11 from $29 to $96, PS&E in 2011-12 from $105 to $474, construction in 2012-13 from $1,387 to $1,075, and construction support in 2012-13 from $236 to $509.

- Interregional Program (TE). For the following projects, change construction and construction support from 2010-11 to 2009-10, as originally proposed:
  - Los Angeles, Route 5, landscape enhancements (#3547), $2,356.
  - San Bernardino, Route 71, tree planting (#234P), $1,781.
  - San Joaquin, Route 205, tree planting (#1), $1,764.
- Interregional Program (TE). For the following projects, change construction and construction support from 2011-12 to 2010-11, as originally proposed:
  - Lake, Route 20, Bloody Island interpretive center (#4421), $192.
  - Placer, Route 89, Alice Richardson water pollution abatement (#5282), $574.