PASSED BY

CTC

MAY 20 2010

CALIFORNIA
TRANSPORTATION COMMISSION

TAB 42

May 20, 2010

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2010 State Transportation Improvement Program

Resolution No. G-10-13

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 2010 STIP is a five-year STIP, adding two new program years, 2013-14, and 2014-15, and

1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2010 STIP Fund Estimate on October 14, 2009, and

1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2010 STIP development process, on October 14, 2009, and

1.5 WHEREAS the 2010 STIP fund estimate provided $113 million in new STIP programming capacity, and

1.6 WHEREAS the $113 million in new capacity includes $195 million that is restricted to projects eligible for funding from federal Transportation Enhancement funds, and

1.7 WHEREAS the fund estimate included negative program capacity in both the Public Transportation Account (-$1 million) and the flexible funds from the Transportation Investment Fund and the Transportation Facilities Account (-$81 million) totaling approximately 2% of the total six-year program capacity for those funds, and

1.8 WHEREAS, based on the fund estimate, approximately 30% of the projects programmed from flexible Transportation Investment Fund and the Transportation Facilities Account fund from 2009-10 through 2012 13 need to be delayed (reprogrammed) to 2013-14 and 2014-15, and

1.9 WHEREAS, the limited program capacity in the 2010 STIP necessitates that regions that had less than their county share programmed in the 2008 STIP retain those programming imbalances, 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 2010 RTIPs and the 2010 ITIP submitted on or about February 12, 2010, as well as various amendments and corrections submitted subsequently, and

1.14 WHEREAS the Commission has received requests for changes to the STIP funding of projects also funded from competitive Proposition 1B programs (such as the Corridor Mobility Improvement Account and the Trade Corridors Improvement Fund) and requests for STIP funding for projects that have been nominated for programming in the Corridor Mobility Improvement Account using savings from that program, and

1.15 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Sacramento on March 22, 2010, and the other in Los Angeles on March 25, 2010, 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

1.16 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and

1.17 WHEREAS the Commission staff recommendations for the 2010 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on April 29, 2010, and

1.18 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 2010 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 2010 STIP includes all projects remaining from the 2008 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 2010 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 2010 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 funded from the Public Transportation Account should such funds be 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's first priority for new programming when new program capacity becomes available, whether in the 2012 STIP or earlier, will go to counties with unprogrammed share balances carried forward from the 2008 STIP, and

2.9 BE IT FURTHER RESOLVED that the Commission acknowledges and supports the Department efforts in the 2010 ITIP to prioritize large partially programmed ITIP projects and to limit the expenditures on projects without a reasonable expectation of receiving construction funding, and

2.10 BE IT FURTHER RESOLVED that highway and transit projects (excluding Transportation Enhancement projects) programmed in 2009-10 that are reprogrammed into 2010-11 pursuant to staff recommendations remain eligible for allocation in 2009-10 pursuant to the Commission's 2009-10 allocation plan should sufficient funds be available, and

2.11 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

2.12 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

2.13 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 2010 STIP, consistent with the fund estimate, in order to reflect the most current information, including the allocation or lapse of projects at the close of the 2009-10 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 30 – July 1, 2010 meeting.

ATTACHMENT A
2010 STIP STAFF RECOMMENDATIONS
ERRATA

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

County Share Summaries:

- Alameda: For I-880 reconstruction, 29th-23rd, Oakland (44C), move PS&E ($5,000) from 2010-11 to prior (2009-10). A SB 184 letter was submitted for this project.
- Fresno: For Route 180 4-lane expressway, Temperance to Academy (91A), the display has been updated to reflect the close-out of the project. Construction for this project was funded through the ARRA.
- Inyo: For Riverside Road Bridge replacement (2570), move construction ($365) from 2010-11 to prior (2009-10). A SB 184 letter was submitted for this project.
- Los Angeles: For Route 5 Widening, HOV lanes, Orange Co. to Route 605 (2808), move $1,728 for construction support from 2010-11 to 2011-12 to consistent with the ITIP.
- Mendocino: For East Side Potter Valley Road rehab phase 1 (4073P), move R/W ($3,700) from 2010-11 to prior (2009-10). A SB 184 letter was submitted for this project.
- Mono: For Route 14 Kern, Freeman Gulch environmental (8042), change E&P from $185 to $195.
- Monterey (TE): For Imjin Parkway bike lanes (2297), change $200 in 2010-11 from E&P to PS&E.
- San Diego (TE): For Bay Shore Bikeway (1017) the project name should be Bayshore Bikeway, Segments 7 & 8A.
- Santa Barbara: For Route 101 Via Real frontage road gap (482), move construction ($2,507) and construction support ($910) from 2013-14 to 2014-15 consistent with Route 101 Carpenteria Creek – Linden interchange improvements (482). These projects were combined with in STIP amendment 98S-121 however are displayed separately to keep the grandfathered portion segregated.
- Santa Clara: For Capitol LRT extension to Eastridge (2174A), the display has been updated to reflect the deletion of this STIP programming.
- Santa Cruz: For Route 1 Auxiliary lanes, Morrissey Blvd. to Soquel Dr. (6500), delete the shift of $2,150 for construction support in prior (2009-10) to construction in 2010-11.
- Siskiyou: For Route 98 interchange operational improvements (3156), the $900 for E&P should remain in the prior year.
- Tulare (TE): For Farmersville Blvd. median and sidewalks (6562), change implementing agency to Farmersville.
- Yolo: For Implement (Unitrans) ITS (3173), decrease construction from $650 to $300.

Interregional Share Summary:

- Interregional Program: In Los Angeles for Route 5 HOV lanes, Empire Ave to Buena Vista (3985), move $1,980 in R/W support from 2011-12 to prior.
- Interregional Program: In Monterey for Route 101 San Juan Rd. interchange (58E), increase R/W support by $700, and decrease R/W by $700.

- Interregional Program: In San Bernardino for Route 10 Tippecanoe Ave. interchange improvements (154D) change the implementing agency for to Caltrans.

- Interregional Program (TE): In San Bernardino for Route 15 Gateway Enhancements (175N), move construction ($1,446) and construction support ($400) from 2011-12 to 2012-13.
  In San Bernardino for Aesthetic corridor master plan, urban, District 8 (76F), move E&P ($440) from prior to 2010-11.

ATTACHMENT B
2010 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
(All costs listed in $1,000's)

- Alameda: For Livermore, Bus operating facility, phase 2 buildings (2009K), move $4,000 for construction from 2010-11 to 2011-12.
- Alameda (TE): Add Coliseum BART station pedestrian improvements (new), $685 for construction in 2010-11.
- Butte (TE): Add TE reserve (3124), $507 in 2013-14 and $506 in 2014-15.
- Imperial: Close Route 98: Route 111 to Rood Rd. (42A). Delete $2,192 for PS&E and reduce E&P from $3,503 to $288 to reflect expenditures.
- Imperial (TE): Delete El Centro bus transfer clock tower (588A), $44, which was delivered with ARRA funds.
- Lake: For Route 29, Widen to 4 lanes, Diener Dr. to Route 175 (122C), delete PS&E increase of $583 and R/W support increase of $2,387. These increases will be funded with non-STIP federal funds.
- Los Angeles (TE): Decrease TE reserve from $9,868 in 2012-13 through 2014-15 to $2,552 in 2014-15. Increase Exposition Blvd bike path, westside extension (3184) construction from $3,912 to $11,228.
- Merced: For Route 59 in Merced, widen to 4 lanes (6688), correct project scope to Bear Creek to Cooper Ave (formerly 16th St. to Olive Ave., segment 1).
- Modoc: For CR 87A, replace Bridge 3C117, Ash Creek (3267), increase PS&E to $14, decrease R/W to $2 and move to 2012-13, and increase construction to $148 and move to 2012-13.
  For CR 87A, replace Bridge 3C123, Ash Creek (3268), increase PS&E to $14, decrease R/W to $2 and move to 2012-13, and increase construction to $148 and move to 2012-13.
  For CR 61, replace Bridge 3C036, Westside Canal (2413) decrease PS&E of $2 and move to 2010-11, decrease R/W to $2 and move to 2010-11, and increase construction to $158 and move to 2011-12.
  For CR 61, replace Bridge 3C037, Middle Canal (2414) decrease PS&E of $2 and move to 2010-11, decrease R/W to $2 and move to 2010-11, and increase construction to $158 and move to 2011-12.
  For Transportation Center (2449) move PS&E to 2013-14 and move R/W to 2014-15.
- Monterey: For Route 68 Corral de Tierra intersection (1813A), move construction ($1,700) from 2010-11 to 2011-12.
- Riverside: For Route 91/71 interchange and connectors (77G), delete from the STIP. For Route 15 French Valley Parkway interchange (21K), add $12,729 for construction support in 2014-15.
  For Route 215 Scott Rd. to Nueva mixed flow lane (9991G), delete $21,560 for construction in 2012-13 and add $3,754 for R/W in 2012-13 and $9,689 for PS&E in 2012-13.
- Riverside (TE): Increase TE reserve in 2010-11 to $3,257.
- San Diego (TE): For Bay Shore Bikeway Segments 7 & 8A (1017) increase construction from $1,611 to $2,445.
- San Mateo (TE): Change County TE reserve to $300 in 2010-11, $1,000 in 2011-12, $1,000 in 2012-13, $745 in 2013-14, and $745 in 2014-15.
- Siskiyou (TE): For Tauhindauli River Park bike trail (2478) PS&E increased to $28 (was $23).

- Sonoma (TE): Increase County TE reserve in 2014-15 from $108 to $152.
- Interregional Program: In San Bernardino for Route 58 4-lane expressway near Hinkley (217F) increase E&P from $6,643 to $7,143, and decrease PS&E from $7,350 to $6,850.

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

County	PPNO	Project
Alameda	2100J	TE reserve (County share)
El Dorado	3120	TE Reserve
Glenn	1318	Gateway Monument Signs - Ph 2
Glenn	3121	TE reserve
Imperial	588	TE reserve
Imperial	7200	Planning, programming, and monitoring
Marin	2127S	TE reserve (County Share)
Mendocino	4489	Fort Bragg, Simpson Lane Intersection Roundabout
Mendocino	4516	Blosser Ln, Rt 20-city limits, school ped imprvmts
Mendocino	4517	Laytonville, Branscomb Rd, multi-use bridge
Mendocino	4518	Ukiah, State St by Grace Hudson, ped imprvmts
Napa	2130J	TE Reserve (County Share)
Orange	9525	Anaheim Cnyn metrolink station imprvmnts & double track
Orange	9528	Laguna Nigel station improvements
Orange	9529	Orange Station parking structure
San Mateo	2140L	TE reserve (County Share)
Santa Clara	2174B	Capitol LRT ext to Eastridge Transit Ctr & Bus Improv.
Santa Clara	2174C	Eastridge Transit Ctr Pedestrian Access Improv.
Santa Clara	2255E	TE reserve (County Share)
Solano	5152K	TE reserve (County Share)
Solano	5156J	Downtown Vallejo Square pedestrian enhancements
Solano	6045K	Capitol Corridor rail station, Fairfield, TE elements
Sonoma	5156I	TE reserve (County Share)