

TTAC STAFF REPORT

SUBJECT: Final 2018 Regional Transportation Improvement Program Programming Proposal

MEETING DATE: November 2, 2017 **AGENDA ITEM:** 5

STAFF CONTACT: Sarkes Khachek

RECOMMENDATION: Recommend adoption of 2018 Regional Transportation Improvement Program (RTIP) programming proposal for submittal to the California Transportation Commission (CTC).

SUMMARY:

SBCAG must submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) for the 2018 State Transportation Improvement Program (STIP) cycle using the adopted 2018 STIP fund estimate. The 2018 STIP period covers five fiscal years (FYs) or FYs 2018/19 to 2022/23. The adopted fund estimate provides SBCAG with \$20.628M in revenues to program in the 2018 RTIP.

SBCAG staff presented the Draft 2018 RTIP to TTAC on October 5 and the SBCAG Board on October 19. The final RTIP is returning to TTAC in November and is scheduled for approval by the SBCAG Board on November 16. The Final RTIP will be then be submitted to the CTC by December 15 for inclusion in the 2018 STIP. The 2018 STIP will be approved by the CTC in March 2018.

DISCUSSION:

SBCAG must submit a Regional Transportation Improvement Program (RTIP) for the 2018 STIP cycle to the California Transportation Commission by December 15, 2017. The RTIP is updated biennially. The RTIP identifies projects selected by SBCAG that are to be funded with our county share of STIP funds over a five-year period. The 5-year period for the 2018 cycle is Fiscal Years 2018/19 to 2022/23. The RTIP is submitted to the CTC for approval and incorporation into the new STIP which is scheduled for adoption in March 2018.

2018 STIP Fund Estimate

The CTC adopts a Fund Estimate for the STIP in August of every odd year. The 2018 STIP Fund Estimate adopted by the CTC shows \$16.950M in new revenues for the Santa Barbara region plus a prior share balance of \$3.678M for a total of \$20.628M available in new capacity to program in SBCAG's 2018 RTIP. Senate Bill 1, signed by the Governor in April, stabilized the price based excise tax and will provide regional agencies and Caltrans with a stable fund source for the STIP and the SHOPP. This is great news for the State as the STIP is now stable and will generate revenues for critical regional and interregional projects. This follows the 2016 STIP crisis in which the STIP experienced \$754 million in deletions and an additional \$750 million in delays to projects funded in the STIP.

Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

2018 SBCAG Regional Share

The following table summarizes the available funding available for programming in the 2018 RTIP for Santa Barbara County.

SBCAG Share Balance entering 2018 STIP	\$3.678M
SBCAG 2018 Regional Share Target	\$16.950M
Total available for programming in 2018 RTIP	\$20.628M
Subtract for commitments for PPM for FYs 20/21 to 22/23 and deletions from 2016 STIP for City of Goleta's Ekwil/Fowler project	\$2.940M
Total New Available Programming	\$17.688M

2018 SBCAG RTIP Submittal

The following is SBCAG's programming proposal for the 2018 Regional Transportation Improvement Program which identifies the projects recommended for the available \$20.628M in STIP capacity. Please see **Attachment A** for reference.

SBCAG Planning, Programming and Monitoring (PPM)

SBCAG is also allowed by statute to program a percentage share of STIP capacity to STIP project and program management (referred to as Planning, Programming, and Monitoring) which is the effort of SBCAG staff to oversee, monitor and manage projects that are funded in the STIP. By statute, SBCAG is permitted to program \$1.074M for this purpose over the five years in the 2018 STIP with \$840K in new funding available for programming in FYs 20/21 to 22/23. This funding is proposed to be programmed as follows:

FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
\$117K	\$117K	\$280K	\$280K	\$280K	\$1.074M

City of Goleta's Ekwil/Fowler Project

The City's Ekwil/Fowler project is scheduled for delivery in FY 19/20 in conjunction with the Hollister Avenue Bridge project. The Ekwil/Fowler project experienced a deletion of \$2.1M per the 2016 STIP. SBCAG staff recommends that the \$2.1M be reprogrammed as a result of available revenues in the 2018 STIP. The funds will be programmed in FY 19/20 for construction along with the previously programmed \$9.272M in STIP funding for a total of \$11.372 million.

U.S. 101 HOV Phase IV: Carpinteria to Santa Barbara

SBCAG staff recommends that \$2.037M currently programmed funding for the U.S. 101 HOV project remain programmed and that an additional \$17.688M in new capacity be programmed. The funds will be programmed in Fiscal Year 2018/19 for completion of design, right of way and to fund construction support.

Highway 166 Reserve Funding (Western Segment from Guadalupe to Santa Maria)

Per Board direction in 2012, \$1.251 million in funding previously identified for improvements on Highway 166 is reserved for projects in the Highway 166 corridor to match Measure A Highway 166 Safety project funding. These were funds that had previously lapsed in the STIP. It was the Board's direction that when the funds were re-programmed that they would be assigned to projects on the western segment of the corridor (between Santa Maria and Guadalupe) since that is where the lapsed funds originated. As part of the 2018 RTIP, SBCAG staff recommends

that the \$1.251 million continue to be reserved for a future STIP cycle, but not yet programmed to match Measure A funding for a project on the western end of Highway 166.

Table 1 (Attachment B) summarizes proposed STIP programming for the 2018 RTIP.

San Joaquin COG Programming Capacity

Per the approved Proposition 1B exchange agreement with the San Joaquin Council Governments, \$8.853 million in funds were programmed for the U.S. 101 HOV Widening project in SJCOG's RTIP as part of the 2012 STIP. Subsequently, as a result of the 2016 STIP crisis, the funds were deleted by the CTC. Due to the available revenues in the 2018 STIP, the funds will be reprogrammed by SJCOG staff in their 2018 RTIP. The funds will be programmed in FY 19/20 for the Right of Way Capital Phase. (Attachment C – SJCOG 2018 Programming).

Interregional STIP Funding

Caltrans receives a share of STIP of funds for use on interregional projects in the State. Previously, \$5 million was programmed to U.S. 101 HOV Phase 4, however, as a result of the 2016 STIP crisis, \$3 million was deleted. Due to the new capacity available in the 2018, SBCAG is requesting that the \$3 million be reprogrammed and that any additional revenues be made available to U.S. 101 HOV. Caltrans will notify of SBCAG of any additional capacity by mid-October.

2018 RTIP Development Schedule

Here is the schedule that SBCAG staff is following for the 2018 STIP cycle.

October 5, 2017	Draft 2018 RTIP presented to TTAC
October 19	Draft 2018 RTIP presented to SBCAG Board
November 2	TTAC recommends 2018 RTIP to Board for approval
November 16	SBCAG Board approval of 2018 RTIP
December 15	Deadline to submit RTIP to CTC
March 2018	CTC Adopts 2018 STIP

Questions about the RTIP development process should be directed to Sarkes Khachek, Programming Division Manager at 805-961-8913 or skhachek@sbcag.org.

OCTOBER TTAC MEETING:

The Draft 2018 RTIP was presented to TTAC on October 5 and no comments were provided.

OCTOBER SBCAG BOARD MEETING:

The Draft 2018 RTIP was presented to the SBCAG Board on October 19. At the meeting, Director Schneider asked for clarification on the recommended programming of SJCOG RTIP funding to U.S. 101 HOV and the relationship of the funding to prior rail projects. The following is background on the programming of the funds.

In 2011, SBCAG staff requested from the CTC that Proposition 1B Corridor Mobility Improvement Account (CMIA) cost savings from the U.S. 101 HOV Phase 2 project be reallocated to Phases 3 and 4. The request was based on the fact that the Phase 2 project had experienced cost savings under CMIA and those CMIA savings from the project should be redirected to the corridor. This was not supported by CTC staff. The reasons being that the Phase 3 Linden & Casitas Interchange Project and Phase 4 HOV project were not ready for the December 31, 2012 CMIA construction start deadline and thus, ineligible for CMIA funding.

SBCAG staff then requested that \$7.5m in CMIA cost savings from Phase 2 be allocated to commuter rail to assist with negotiations with UPRR. However, Phase 2 was already under construction and rail was not included in the Traffic Management Plan. CTC staff did not support this request as the Phase 2 was under construction and there was no mention of rail in the Traffic Management Plan and rail was not eligible as a stand alone project for CMIA funding.

The CTC was still supportive of assisting SBCAG's efforts to address congestion in the U.S. 101 corridor. Instead of directly funding the Linden & Casitas Pass Interchange Project (which subsequently received an advance of STIP shares to be fully funded), the CTC offered CMIA funding for construction of the Union Valley Parkway (UVP) project, which was ready for construction. This funding allocation then allowed SBCAG to replace previously committed State & Local Partnership Program formula funds from the UVP Project to the capital-funding package proposed to Union Pacific Railroad to obtain track rights for a pilot commuter rail program.

Unfortunately, negotiations with Union Pacific Railroad were not successful and agreement was never reached to operate a commuter rail service on UPRR tracks. In Fall 2012, the statutory deadline for use of SLPP formula funds was approaching and to avoid lapsing these funds SBCAG staff negotiated a funding exchange with the San Joaquin Council of Governments (SJCOG) offering SJCOG use of the SLPP formula funds in exchange for an equivalent amount of future STIP funds. The CTC required the SJCOG funds be programmed on an existing STIP project and since the U.S. 101 HOV project was a project listed with the CTC in STIP it was identified in SJCOG's STIP for future funding. The funds were programmed in SJCOG's RTIP as part of the 2014 STIP. As part of the 2016 STIP crisis, however, the funds were deleted by the CTC.

With the new capacity available in the 2018 STIP per the passage of SB1, SJCOG has agreed to program the \$8.853M to the U.S. 101 HOV in their RTIP again. There are no capital rail projects that are shovel ready at this time and the U.S. 101 HOV project is ready for construction and has a funding shortfall. SBCAG staff is recommending that the \$8.853m in SJCOG RTIP funds be programmed to U.S. 101 HOV in the 2018 STIP.

Implementation of peak hour rail service from Ventura County to Santa Barbara County is currently being planned and will be implemented in the near future.

Attachment:

- A. 2018 STIP Programming
- B. SBCAG RTIP Summary
- C. SJCOG RTIP Summary

Attachment A. 2018 STIP Programming by Fiscal Year and Component (STIP Period covers FYs 18/19 to 22/23)

(x \$1,000)

SBCAG RTIP

SBCAG RTIP target available for programming in 2018 STIP is \$20.628M

Agency	Route	PPNO	Project	Total	NEW NEW						Project Totals by Component							
					Prior	18/19	19/20	20/21	21/22	22/23	Total	R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup	Total
Highway Projects																		
Caltrans	101	7101	Phase IV - South Coast HOV Lanes, Bailard Ave-Sycamore Creek	41,760	22,035	0	19,725	0	0	0	19,725	5,877	0	0	4,500	1,090	8,258	19,725
Caltrans	246	6400	SR 246 Passing Lanes E of Lompoc, Purisima-Domingos, widen	1,779	1,779	0	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans	246	6400Y	SR 246 Passing Lanes E of Lompoc, Landscaping	870	870	0	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans	166	620	SR 166 Safety and Operational Improvements - Reserve for future RTIP - \$1.251M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Goleta	local	4611	Fowler and Ekwil St extensions	11,372	0	0	11,372	0	0	0	11,372	0	11,372	0	0	0	0	11,372
SBCAG	PPM	1914	Planning, Programming & Monitoring	1,179	105	117	117	280	280	280	1,074	0	1,074	0	0	0	0	1,074
TOTAL				56,960	24,789	117	31,214	280	280	280	32,171	5,877	12,446	0	4,500	1,090	8,258	32,171

SJCOG RTIP

Regional Improvement Program funding available for programming in SJCOG's 2018 RTIP

Agency	Route	PPNO	Project	Total	NEW NEW						Project Totals by Component							
					Prior	18/19	19/20	20/21	21/22	22/23	Total	R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup	Total
SBCAG	101	7101	Phase IV - South Coast HOV Lanes, Bailard Ave-Sycamore Creek	8,853	0	0	8,853	0	0	0	8,853	8,853	0	0	0	0	0	8,853

CALTRANS ITIP

Agency	Route	PPNO	Project	Total	NEW NEW						Project Totals by Component							
					Prior	18/19	19/20	20/21	21/22	22/23	Total	R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup	Total
Caltrans	101	7101	Phase IV - South Coast HOV Lanes, Bailard Ave-Sycamore Creek	7,000	2,000	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	5,000

**Attachment B.
Table 1
SBCAG 2018 RTIP Programming**

Project/Proposed Change	Proposed Programming/Amendment	Comments
U.S. 101 South Coast HOV Project Lead Agency: Caltrans	\$2.037M remain programmed in FY 18/19 and an additional \$17.688M programmed in FY 18/19 for a new total of \$19.725M.	Per SBCAG Board policy, STIP funds will be programmed to the U.S. 101 HOV widening project. The 2018 STIP Fund Estimate provides \$17.688M in new capacity for programming for the U.S. 101 HOV Phase 4 project.
Goleta – Ekwill/Fowler Project	\$11.372M programmed in FY 19/20. \$2.1M in RTIP reprogrammed previously deleted from the 2016 STIP.	\$2.1M was deleted as part of the 2016 STIP Crisis. These funds are being reprogrammed as a result of the positive 2018 STIP fund estimate.
Planning, Programming and Monitoring SBCAG Operating Funds	\$1.074M of STIP capacity will be programmed for PPM in the five year period.	This funding covers the costs of preparing the RTIP, managing STIP/STIP-TE projects, processing amendments, providing CTC/SB region coordination and holding quarterly local assistance meetings. For FYs 18/19 to 22/23, SBCAG's maximum programming amount by statute is \$1.074 million.

**Attachment C.
Table 2
SJCOG 2018 RTIP Programming**

Project/Proposed Change	Proposed Programming/Amendment	Comments
U.S. 101 South Coast HOV Project Lead Agency: Caltrans	\$8.853M reprogrammed to ROW Capital in FY 19/20.	The \$8.853 funds previously programmed for U.S. 101 HOV were deleted as a result of the 2016 STIP Crisis. Due to available revenues in the 2018 STIP, SJCOG staff will be reprogramming the funds to U.S. 101 HOV in their 2018 RTIP submittal to the CTC. The funds will be programmed for the Right of Way Capital Phase.