



Memorandum

DATE: May 02, 2013

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Stewart Ng, Deputy Director, Programming and Projects
Matt Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of 2014 State Transportation Improvement Program (STIP) Principles

Recommendation

It is recommended that the Commission approve the 2014 STIP Principles for the development of the 2014 STIP project list.

Summary

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional

priorities for the RTIP. The MTC approves the region's RTIP and submits it to the California Transportation Commission (CTC) for inclusion in the STIP.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP. Alameda CTC will work with Caltrans District 4 and the MTC to identify potential projects to be included in the ITIP.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The Alameda County shares for the last two STIP cycles have ranged from \$10 to \$30 million (see Attachment A).

The 2014 STIP Fund Estimate will establish the basis by which the Alameda County Share for the 2014 STIP is determined. The Alameda County share represents the amount of new programming capacity that will be available for Alameda County projects in the 2014 STIP cycle. The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2014 STIP Fund Estimate in May 2013, the draft Fund Estimate in June 2013 and a final Fund Estimate in August 2013.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to the MTC in late October 2013. The 2014 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board approving Alameda County's 2014 RTIP in October 2013.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies. The CTC schedule calls for adoption of the 2014 STIP in April 2014.

Staff is requesting Commission approval of principles by which the Alameda County share of the 2014 STIP will be programmed (see Attachment C). The proposed principles for developing the 2014 RTIP Project List include consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments include Resolution 3434 projects and funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 Million of state funded projects.

Some of the previous STIP commitments have been fulfilled, and some remain for consideration in the upcoming 2014 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

The proposed principles for the development of the 2014 STIP are intended to be consistent with the draft “Policy Framework for Planning, Programming and Monitoring” being developed by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County. While the policy framework being developed may not be available in its final form to be employed during the 2014 STIP programming, the goals and objectives stemming from the Countywide Transportation Plan efforts will serve as the basis for the criteria to be used to evaluate candidates for the 2014 STIP RTIP programming. The criteria is intended to provide a measure of the degree to which a proposed project, or other activity intended to be funded by funding programmed by the Alameda CTC, achieves or advances the goals and objectives described in the Countywide Transportation Plan.

During the 2012 STIP development process, the following policies were prioritized and it is proposed that they be applied to the development of the 2014 STIP:

- The Region’s CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region’s CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

Fiscal Impact

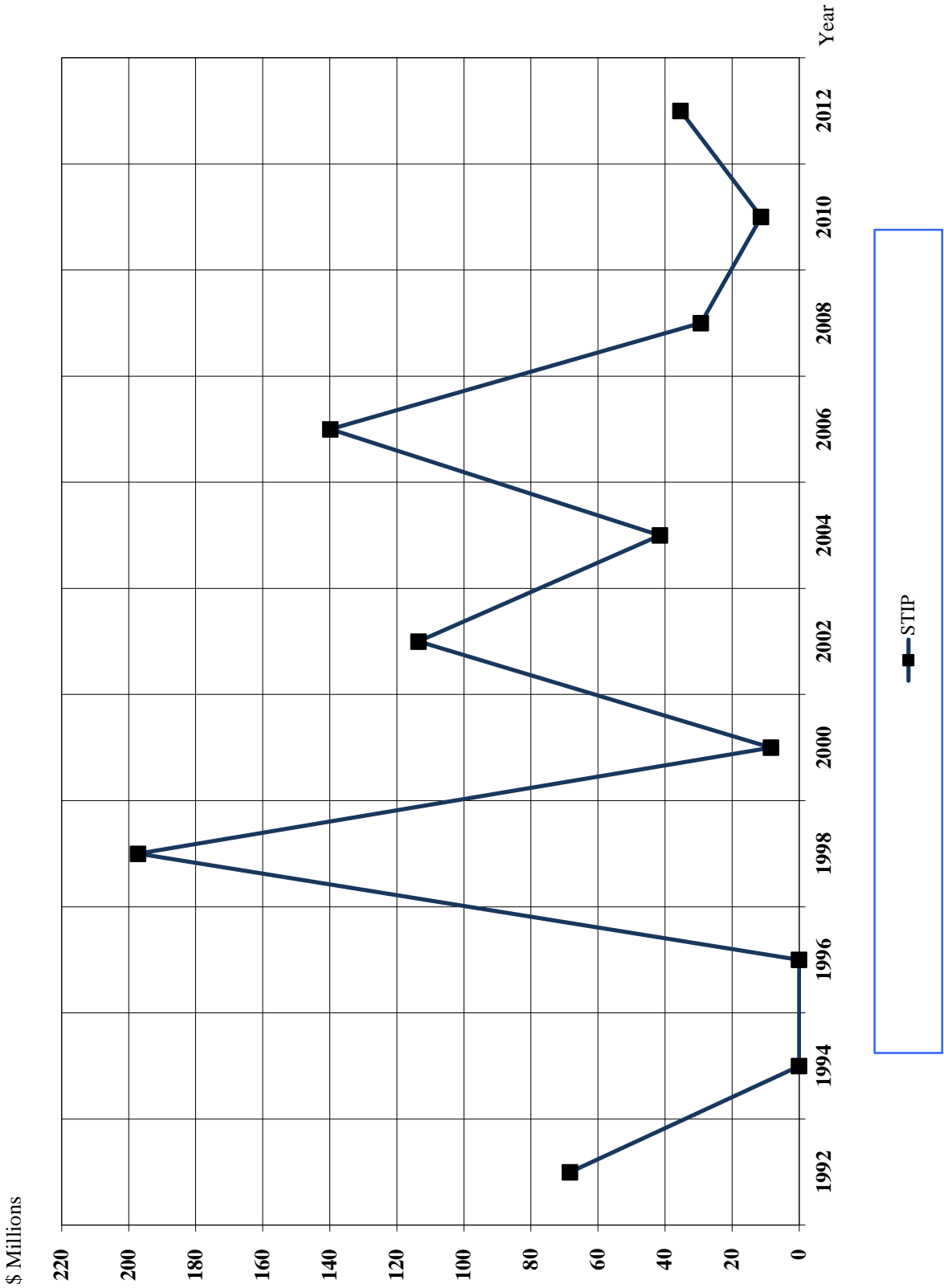
There is no fiscal impact at this time.

Attachments

- Attachment A: Alameda CTC STIP Programming Levels
Attachment B: 2014 STIP Development Schedule
Attachment C: Draft Principles for the Development of the 2014 STIP Project List

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ALAMEDA CTC STIP PROGRAMMING LEVELS



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2014 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2014 STIP Schedule 	April 2013	
<ul style="list-style-type: none"> • Alameda CTC Approve 2014 STIP Principles 	May 2013	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2013	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 11th) • CTC Releases Draft STIP Guidelines
	July 2013	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2013	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Commission 	September 2013	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Commission 	October 2013	
	November 2013	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2013	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2014	<ul style="list-style-type: none"> • CTC Adopts 2014 STIP

1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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Draft Principles for the Development of the 2014 STIP Project List

- All current sponsors will be required to provide updated project definition, status, schedule, cost and funding information for currently programmed projects.
- Previous commitments for STIP programming, included in the attached list, will be considered during the development of the 2014 STIP project list.
- It is anticipated that any new funding programmed in the 2014 STIP will be made available in FY's 2017/18 and 2018/19.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and satisfy all requirements for programming into the STIP.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- Consideration of the following are proposed for the prioritization required for the development of the 2014 STIP project list:
 - ◆ The principles and objectives set forth in the draft "Policy Framework for Planning, Programming and Monitoring" being developed by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County;
 - ◆ Previous commitments for STIP programming approved by the Alameda CTC (as described in the attached summary);
 - ◆ The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - ◆ Maintaining a balance of projects in various phases of project delivery with viable project implementation strategies based on project-specific information provided by applicants related to the following aspects of project delivery:
 - The current phase of project delivery, i.e. planning/scoping, preliminary engineering/environmental, design, right of way, or construction;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Attachment(s):

Table A: Summary of Previously Approved Alameda County STIP-RIP Commitments

Table A: Summary of Previously Adopted Alameda County STIP-RIP Commitments

Project	Commitment Amount (\$ x 1,000)	Notes
Alameda County I-Bond Projects	\$ 8,000	<ul style="list-style-type: none"> • \$8M approved by Alameda CTC July 2012. • Prioritized programming included in previous ACCMA Board actions • See Note 1
Route 24 Corridor	\$ 4,000	
Dumbarton Rail Project	\$ 91,000	<ul style="list-style-type: none"> • \$91M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • See Note 2 and Note 3
BART Warm Springs Extension	\$ 69,000	<ul style="list-style-type: none"> • \$69M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) • See Note 2 and Note 3
AC Transit Bus Rapid Transit Project	\$ 40,000	<ul style="list-style-type: none"> • \$40M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) • \$1.5M fulfilled with Lifeline/MB Express Bus funding • See Note 2 and Note 3
I-880 Broadway/Jackson Interchange	\$ 3,000	
I-880 Corridor Project	\$ 1,900	

Table A: Summary of Previously Adopted Alameda County STIP-RIP Commitments

Notes:

1. Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming without specifying an amount for the commitment to the Infrastructure Bond Projects.
2. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met.
3. The standing of the Reso 3434 Projects in the Region’s transportation planning and funding arena is currently under review in the context of the draft Regional Transportation Plan (RTP), or “Plan Bay Area,” which is being developed by the MTC. For example: 1)The Dumbarton Rail Corridor Project (DRC) is included in the Draft Plan Bay Area as “environmental only,” which indicates that no priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources, 2)The capital phase of the Bus Rapid Transit Project (BRT) is partially funded by a priority for future funding in the Plan Bay Area, and 3) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources.

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