

ITEM 13

MEMORANDUM

DATE: July 3, 2019

TO: Technical Review Board

FROM: Ty Phimmason, Associate Planner

RE: Regional Transportation Improvement Program (RTIP) Concept

SUMMARY

This staff report provides information on the Regional and State Transportation Improvement Programs (RTIP and STIP) process and sets the stage for MCAG's proposed programming of funds to the California Transportation Commission (CTC), who approves or rejects the proposal.

PAST ACTIONS TAKEN

November 16, 2017: Governing Board adopted the 2018 RTIP.

In the 2018 RTIP, MCAG proposed:

- \$5.5 million for State Route 99 Livingston Widening Northbound, partnering with a Caltrans proposal of about \$70 million from multiple funding sources, for both Northbound and Southbound Widening projects;
- \$495,000 for Planning, Programming and Monitoring;
- leaving an unprogrammed regional balance of \$26 million.

The CTC approved MCAG's 2018 RTIP in March 2018.

BACKGROUND

The STIP is a five-year transportation budget adopted by the CTC every two years. Every region, including MCAG, has a share of STIP funds and may propose projects for funding in their RTIP, which is then approved or rejected by the CTC. The 2020 RTIP is due to the CTC by December 15, 2019.

The STIP has two main components:

- Interregional Transportation Improvement Program (ITIP), proposed and managed by Caltrans; gets 25 percent of new STIP funding.
- Regional Transportation Improvement Programs (RTIPs), proposed and managed by Regional Transportation Planning Agencies (RTPAs), including MCAG; overall the regions get 75 percent of new STIP funding.

FUND ESTIMATE

The Fund Estimate identifies federal and state funds available for the STIP over a five-year period. The 2020 STIP covers state Fiscal Years (FY's) 2020/21 – 2024/25.

In the Draft 2020 STIP Fund Estimate released in late June 2019, the State projects somewhat less monies due to declining fuel consumption and the advancement of SB 1 projects from future years. This means there is no capacity in the first 3 years for new projects. This also means smaller amounts of new capacities in the later years for programming new projects.

2018 STIP (Prior) – Fiscal Years				
18/19	19/20	20/21	21/22	22/23

“Overlap” with carryover commitments

2020 STIP (New) – Fiscal Years				
20/21	21/22	22/23	23/24	24/25

New capacities

For the Merced Region, the Draft Fund Estimate includes:

- \$26.2 million of carryover balance.
- \$2.4 million of new capacity.
- A programming target of \$28.7 million.
- From this, \$615,000 is available for Planning, Programming and Monitoring (PPM).

REQUIREMENTS FOR STIP PROJECTS

Eligible Projects

RIP funds are for capital projects, which may include highway improvements, public transit, intercity rail, intermodal facilities, grade separations, pedestrian and bicycle facilities, local roads, and safety. Road maintenance activities are ineligible. Priorities for programming are safety improvements on non-highway facilities, capital improvements expand capacity and/or reduce congestion, and environmental enhancements and mitigations. Planning, Programming and Monitoring (PPM) funds can be used for staff time associated with regional transportation planning, program development (i.e. preparation of the RTP, RTIP and FTIP), and monitoring the implementation of STIP projects.

Must be in Regional Transportation Plan (RTP)

Proposed projects must be in the region’s current RTP. If not, they must be amended into the RTP. (Note that the RTP Amendment process can take 3 to 6 months to add a regionally-significant project).

Must have Project Study Report (PSR) or PSR-Equivalent

Per the STIP Guidelines, “a new project may not be included in the RTIP without a complete Project Study Report (PSR) or, for a project that is not on a State Highway, a PSR-equivalent.”

Programming Only Preconstruction Components (Environmental, Design, Right-of-Way)

“When proposing to program only preconstruction components for a project, the regional agency should demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.”

Must Program Entire Phase

“A project’s phase of implementation (Environmental, Design, Right of Way, Construction) must be fully funded before it could be programmed.”

Programming for Project Construction

“The CTC may program funding for construction only if it finds that the sponsor agency will complete the environmental process and can proceed to construction within the five-year period of the STIP.”

“The CTC may program construction only if it finds construction is fully funded, either from STIP funds or from other committed funds. The CTC will regard funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution.”

Programming Current Costs

“For each project component, the amount programmed shall be escalated to the year proposed for programming, based on the current cost estimate.”

The STIP Guidelines and other information on the STIP are available at the CTC website at <http://www.catc.ca.gov/programs/stip/>

PROPOSED SCHEDULE

Draft Fund Estimate	June 26, 2019 (done)
Concept Report	July agendas
CTC adopts Fund Estimate and Guidelines	August 14-15
MCAG Governing Board direction on Draft RTIP	August 15
Draft RTIP document – For Review and Comments	Mid September
Public Hearing	September 19
Board Adoption of 2020 RTIP	October 24, 2019
RTIPs due to CTC	By December 15, 2019
Caltrans submits final ITIP to CTC	By December 15, 2019
CTC STIP hearing (North)	January 30, 2020
CTC staff publishes recommendations	February 28, 2020
CTC adopts 2020 STIP	March 25-26, 2020

If you have any questions regarding this staff report, please contact Ty Phimmasone at 723.3153 x 123 or ty.phimmasone@mcagov.org.

FISCAL IMPACT

None.

REQUESTED ACTION

For information only.

ATTACHMENT

STIP Development Process Flowchart

STIP Development Process Flowchart

