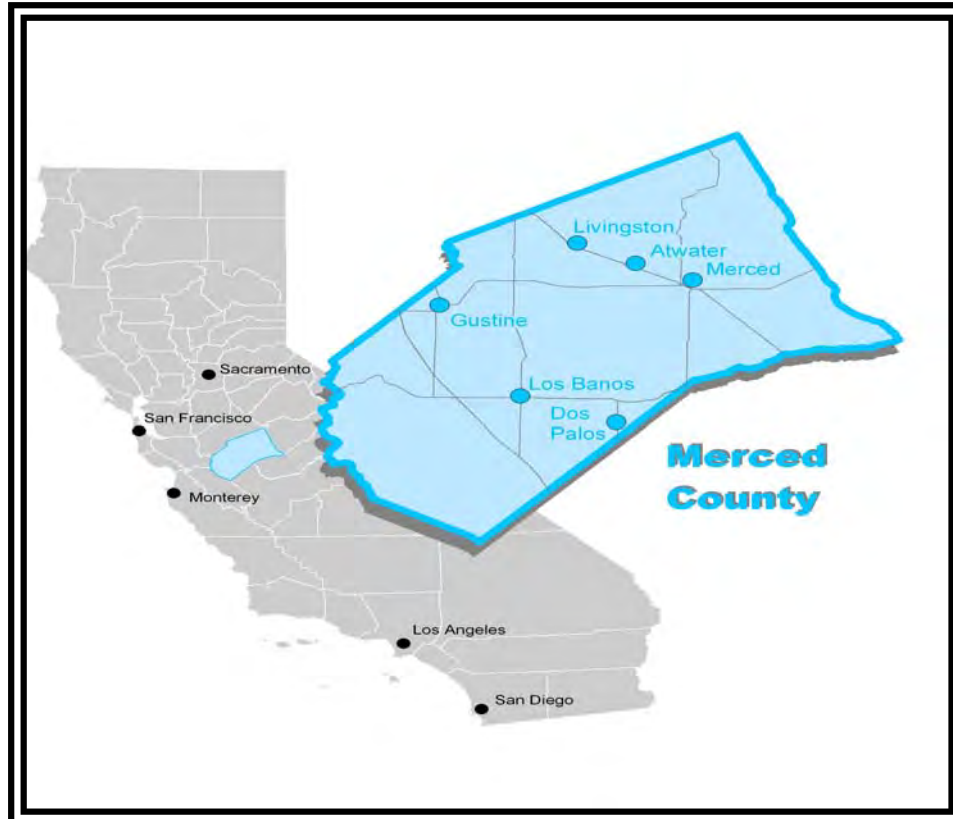


2012 Regional Transportation Improvement Program

Adopted – November 17, 2011



Prepared by

Merced County Association of Governments
369 West 18th Street
Merced, CA 95340
209-723-3153
www.mcagov.org



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EXECUTIVE SUMMARY

Merced County Association of Governments (MCAG), on behalf of its member jurisdictions as the Metropolitan Planning Organization (MPO) for Merced County, proposes the 2012 Regional Transportation Improvement Program (RTIP) that programs local Merced County Regional Improvement Program (RIP) fund shares to transportation projects in Merced County for the 2012 STIP period covering State fiscal years 2012-13 through 2016-17.

Merced County's RIP fund shares are published in the California Transportation Commission's 2012 State Transportation Improvement Program (STIP) Fund Estimate (FE) that was adopted August 10, 2011.

The 2012 STIP Fund Estimate reflects the poor state of the U.S. economy and the continuation of the California State budget crisis. Due to many economic factors and variables, the 2012 STIP fund estimate does not include any available STIP programming capacity in the first 2 years (fiscal years 12/13, and 13/14) of the current 5-year STIP period. As the result, some STIP (RIP funded) projects, which were programmed in FY 10/12, will have to be pushed out (delayed) into the last three fiscal years (14/15, 15/16 and 16/17) of the 2012 STIP period. New programming will also be expected in the outer years.

2012 STIP FE								
STIP Program Capacity								
(\$ in millions)								
	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE Target Capacity	\$925	\$761	\$633	\$683	\$733	\$733	\$3,544	\$4,468
2010 STIP Program	925	931	506	625	0	0	2,061	2,986
Net Difference	\$0	(\$170)	\$127	\$59	\$733	\$733	\$1,483	\$1,483
Cumulative Difference	\$0	(\$170)	(\$42)	\$17	\$750	\$1,483		

With the additional RIP capacity, MCAG proposes to program RIP funds to the Los Banos Bypass, Segment 1, project for Right-of-Way and to Planning, Programming, and Monitoring.

As shown in the Project Programming Request (PPR), MCAG is proposing to program the Los Banos Bypass, Segment 1, project with \$12,678,000 of RIP funds in FY16/17 to replace the previously-programmed Los Banos City funds and to cover the expected cost for Right-of-Way.

MCAG also proposes to program the available \$877,000 RIP funds set aside for Planning, Programming, and Monitoring (PPM). In the 2010 STIP, \$383,000 was programmed in FY 12/13, and will remain programmed in the 2012 STIP. To program to the PPM cap limits, MCAG proposes to program \$244,000 in FY 13/14, and \$250,000 in FY 16/17.

This RTIP / RIP programming proposal is included in the following table.

Merced County - 2012 RTIP													
				Project Totals by Fiscal Year						Project Totals by Component			
Agency	Rte	PPNO	Project	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Con	R/W Sup	Con Sup
MCAG	loc	5264A	Atwater-Merced Expwy Ph 1A	11,882						11,882			
Caltrans	152	5707A	Los Banos Bypass, Segment 1						12,678	12,678			
MCAG		5960	Planning, Programming, and Monitoring		383	244			250		877		
Subtotal				11,882	383	244	0	0	12,928	24,560	877	0	0

INTRODUCTION

Why do we have an RTIP document?

State Transportation Improvement Program (STIP)

Every two years, the California Transportation Commission (CTC) adopts a State Transportation Improvement Program (STIP) document that programs anticipated federal and state revenues, which will be available to construct transportation projects throughout California, for the next 5-year period. The STIP document is a compilation of CTC-approved programming from the regions' Regional Transportation Improvement Program (RTIP) documents and Caltrans' Interregional Transportation Improvement Program (ITIP) document.

The 2012 STIP period covers State fiscal years 2012-13 through 2016-17.

State Transportation Improvement Program Fund Estimate (STIP FE)

Prior to the STIP document, the CTC and Caltrans (California Department of Transportation) develop a STIP Fund Estimate (FE) document, which specifically describes current revenue assumptions that are based on the state budget, the economy, the Federal Surface Transportation Bill, and other factors and variables having impacts on the transportation revenue sources. Within the legislative requirements of current law, the STIP FE identifies the apportioned Regional Improvement Program (RIP) County Share estimate for each county in California.

The purpose of the Fund Estimate is to estimate all federal and State funds reasonably expected to be available for programming in the subsequent STIP, and to provide the basis for development of a statewide plan to fund projects and programs over the subsequent five years.

Each new STIP will include projects carried forward from the previous STIP plus new projects and RIP county share reserves from among those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

State highway project figures in the STIP include all Caltrans' project support costs (R/W sup and CON Sup) and all project listings will specify costs for each of the following four components:

- (1) Completion of all permits and environmental studies (PA&ED);
- (2) Preparation of plans, specifications, and estimates (PS&E)
- (3) Acquisition of Right-of-way (R/W); and
- (4) Construction and construction management and engineering (Const), including surveys and inspection.

Regional Transportation Improvement Program (RTIP)

Once the CTC adopts the biennial STIP FE, each of California's Regional Transportation Planning Agencies (RTPA) and/or Metropolitan Planning Organizations (MPO) are required to submit the Regional Transportation Improvement Program (RTIP) that identifies local STIP/RIP programming priorities for their local RIP County Share funds estimate in the STIP FE. For rural counties, which don't have the population (>50,000) to be designated as the RTPA/MPO, Caltrans is responsible for processing their RTIP documents.

The MPO's Governing Board is required to take formal action on its programming prioritization of the region's RIP County Share to transportation projects over the next 5- fiscal year period of the STIP.

State Transportation Improvement Program (STIP) Schedule

The following is the 2012 STIP Schedule:

- | | |
|---|--------------------------|
| • CTC adopts 2012 STIP Fund Estimate (FE) | August 10, 2011 |
| • Regions submit RTIPs ; Caltrans submits ITIP | December 15, 2011 |
| • CTC STIP Hearings: South & North | February 1 & 8, 2012 |
| • Release CTC Staff Recommendations | March 8, 2012 |
| • CTC adopts 2012 STIP | March 28, 2012 |

Federal Transportation Improvement Program (FTIP)

Following the adoption of the biennial local RTIP and state STIP programming documents, the Federal Transportation Improvement Program (FTIP) document is updated to identify 100% of federal funds and required local matching funds ((if any) to transportation projects within the jurisdiction of the MPO. The RTIP (STIP/RIP) programming is consistent with funds programmed in the FTIP document.

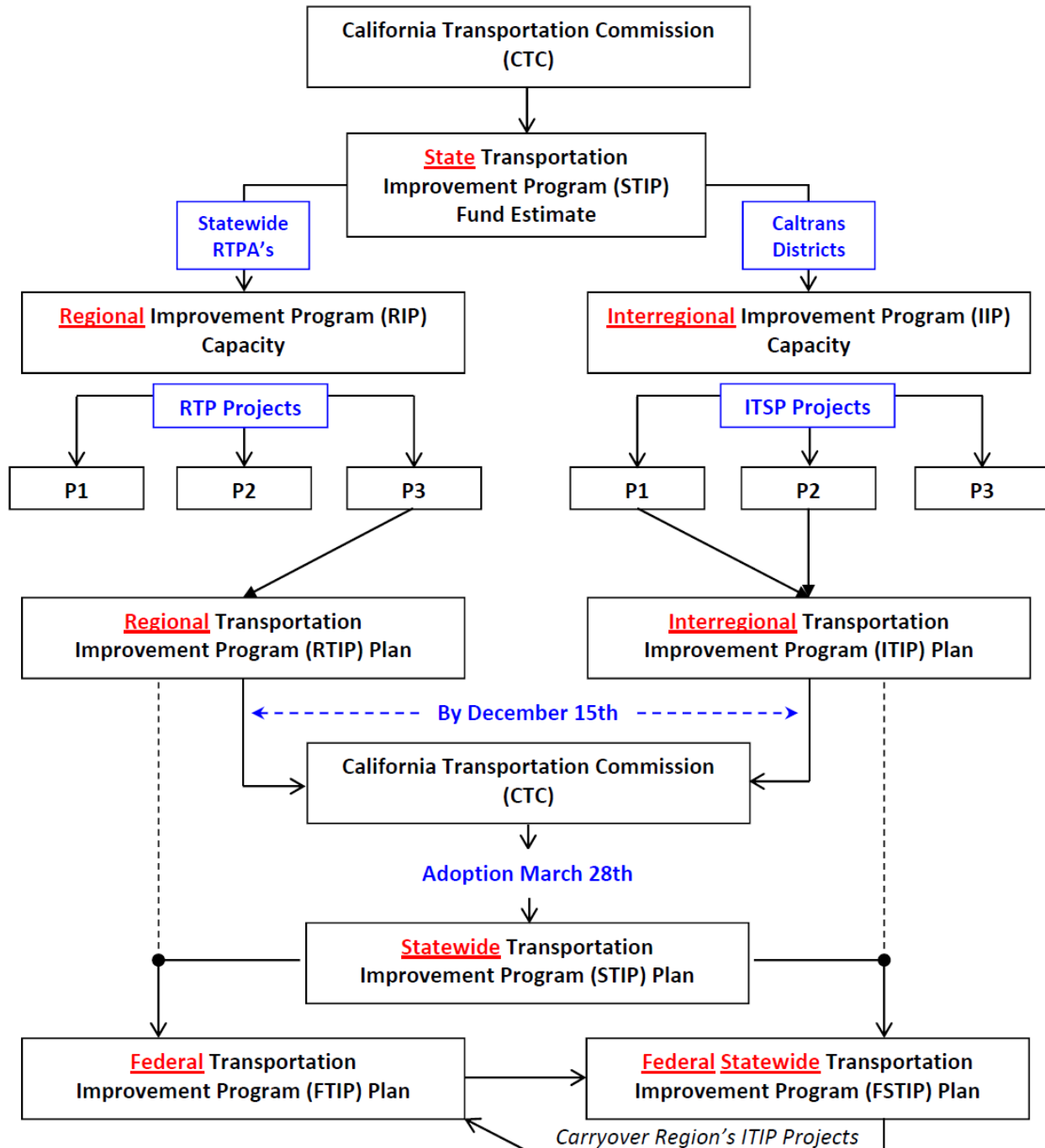
Project sponsors cannot get authorization to proceed with a phase on a federal-aid project or access awarded federal funds unless the federal funds are programmed in the FTIP document. State and Federal approval is required on the MPO's FTIP document

Federal State Transportation Improvement Program (FSTIP)

MPO's are required to submit local FTIP documents to Caltrans by August 1 biennially. Caltrans combines local FTIPs into a single State FTIP document (FSTIP). Federal approval is required on the FSTIP document.

Development Flowchart

The following Development Flowchart illustrates the sequence of programming steps.



2012 STIP Fund Estimate

The development of the 2012 STIP began this year with the California Transportation Commission's (CTC) adoption of the 2010 STIP Fund Estimate Methodologies & Assumptions on May 11, 2011. On August 10, 2011, the California Transportation Commission (Commission) adopted the 2012 State Transportation Improvement Program (STIP) Fund Estimate (FE).

The STIP FE is a biennial estimate of all resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and State Highway Operation and Protection Program (SHOPP). The focus of this RTIP document is on the STIP FE for the Merced County Share. The 2012 STIP FE period covers State fiscal years 2012-13 through 2016-17.

2012 STIP Fund Estimate Merced County Share Tables

The following 2012 STIP FE Tables show the County and Interregional Shares.

For the Merced County region, the additional Regional Improvement Program (RIP) programming capacity, which includes the return of \$5,977,000 from the Bradley Overhead Bridge Project bid savings, is shown below.

	RIP Target from 2012 STIP FE (Through 2016/17)	RIP for Planning, Programming, and Monitoring (PPM)	RIP Balance for Transportation Projects
Merced County	\$13,172,000	\$494,000*	\$12,678,000
		New capacity within cap limit (\$877,000 - \$383,000)	

*Note: As shown in the following 2012 STIP Fund Estimate Table 6, Planning, Programming, and Monitoring (PPM) is capped at \$627,000 for the FY 2012/13 - FY15/16 period. Since this cap includes the previously programmed \$383,000, from the prior 2010 STIP, new PPM programming for this period is limited to \$494,000.



2012 STIP Fund Estimate
County and Interregional Shares
 Table 2. Summary of Targets and Shares
 (\$ in thousands)

County	2012 STIP Programming			
	Base	Total Target	Maximum	IE Target
	Share	Target	Estimated Share	Target
	Through 2015-16	through 2016-17	through 2019-20	through 2016-17
Alameda	15,024	35,372	94,150	4,358
Alpine - Amador - Calaveras	6,605	10,212	20,630	771
Butte	11,448	15,479	27,123	863
Colusa	1,721	2,802	5,923	232
Contra Costa	63,047	76,928	117,028	2,973
Del Norte	0	0	0	216
El Dorado LTC	0	0	6,197	601
Fresno	36,987	52,353	96,741	3,290
Glenn	3,465	4,597	7,867	241
Humboldt	8,542	12,608	24,353	871
Imperial	5,010	12,228	33,078	1,546
Inyo	12,370	17,987	34,213	1,204
Kern	2,808	23,306	83,299	4,433
Kings	0	0	0	649
Lake	4,761	6,530	11,640	378
Lassen	9,167	11,752	19,220	555
Los Angeles	51,242	173,970	528,501	26,281
Madera	11,485	14,295	22,410	600
Marin	0	0	0	813
Mariposa	1,728	2,786	5,840	225
Mendocino	1,283	5,082	16,058	815
Merced	8,168	13,172	27,627	1,073
Modoc	0	1,367	5,350	294
Mono	15,915	20,095	32,170	895
Monterey	39,630	46,857	67,734	1,548
Napa	2,205	4,702	11,914	534
Nevada	6,646	8,792	14,990	459
Orange	27,687	65,658	175,349	8,132
Placer TPA	0	0	0	1,101
Plumas	3,198	4,740	9,193	330
Riverside	57,558	90,928	187,325	7,145
Sacramento	15,418	34,645	90,187	4,116
San Benito	0	0	0	285
San Bernardino	62,080	100,416	211,159	8,208
San Diego	10,873	53,999	178,579	9,233
San Francisco	2,831	13,114	42,822	2,202
San Joaquin	16,137	26,544	56,608	2,230
San Luis Obispo	4,166	11,895	34,220	1,654
San Mateo	12,060	22,677	53,345	2,274
Santa Barbara	1,475	10,119	35,092	1,851
Santa Clara	0	0	61,927	5,164
Santa Cruz	4,775	8,939	20,969	890
Shasta	7,670	12,106	24,920	950
Sierra	0	632	2,746	157
Siskiyou	3,814	6,850	15,622	651
Solano	3,815	10,092	28,225	1,345
Sonoma	0	0	13,118	1,675
Stanislaus	17,609	25,327	47,622	1,652
Sutter	435	2,210	7,336	381
Tahoe RPA	3,307	4,249	6,969	201
Tehama	6,144	8,413	14,968	486
Trinity	184	1,779	6,388	341
Tulare	4,874	14,405	41,937	2,040
Tuolumne	5,713	7,493	12,635	381
Ventura	12,815	25,682	62,849	2,756
Yolo	6,064	9,755	20,419	791
Yuba	10,331	11,688	15,607	291
Statewide Regional	620,290	1,157,827	2,792,192	125,631
Interregional	129,682	325,245	890,180	41,876
TOTAL	749,972	1,483,072	3,682,372	167,507
		New Capacity		
Statewide Flexible Capacity		1,913,572		
Statewide PTA Capacity		(597,207)		
Statewide IE Capacity		166,707		
Total STIP Capacity		1,483,072		



2012 STIP Fund Estimate County and Interregional Shares

Table 6 – Planning, Programming, and Monitoring (PPM) Limitations
(\$ thousands)

County	Base					5% PPM Limitation	
	2008 STIP 12/13	2010 STIP 12/13 - 14/15	2012 STIP 12/13-15/16	Total 12/13-15/16	FY 2016/17	FY 2012/13 - FY 2015/16	FY 2016/17
Alameda	43,877	3,068	8,910	55,855	20,348	2,793	1,017
Alpine/Amador/Calaveras	7,412	519	1,579	9,510	3,607	475	180
Butte	8,400	586	1,765	10,751	4,031	538	202
Colusa	2,207	154	473	2,834	1,081	142	54
Contra Costa	28,427	1,988	6,079	36,494	13,881	1,825	694
Del Norte	2,125	149	443	2,717	1,011	136	51
El Dorado LTC	5,368	375	1,228	6,971	2,806	349	140
Fresno	30,409	2,120	6,729	39,258	15,366	1,963	768
Glenn	2,356	165	496	3,017	1,132	151	57
Humboldt	8,493	594	1,780	10,867	4,066	543	203
Imperial	14,207	1,009	3,161	18,377	7,218	919	361
Inyo	11,505	810	2,460	14,775	5,617	739	281
Kern	39,831	2,796	9,064	51,691	20,698	2,585	1,035
Kings	5,943	418	1,329	7,690	3,035	384	152
Lake	3,657	254	775	4,686	1,769	234	88
Lassen	5,384	377	1,132	6,893	2,585	345	129
Los Angeles	268,621	18,770	53,745	341,136	122,728	17,057	6,136
Madera	5,386	377	1,230	6,993	2,810	350	141
Mam	8,309	581	1,661	10,551	3,792	528	190
Mariposa	2,193	153	463	2,809	1,058	140	53
Mendocino	7,997	560	1,664	10,221	3,799	511	190
Merced	9,677	677	2,191	12,545	5,004	627	250
Modoc	2,859	200	604	3,663	1,379	183	69
Mono	8,526	601	1,831	10,958	4,180	548	209
Monterey	15,563	1,089	3,165	19,817	7,227	991	361
Napa	5,154	360	1,093	6,607	2,497	330	125
Nevada	4,545	313	940	5,798	2,146	290	107
Orange	81,023	5,672	16,629	103,324	37,971	5,166	1,899
Placer TPA	8,539	597	2,251	11,387	5,140	569	257
Plumas	3,250	227	675	4,152	1,542	208	77
Riverside	58,047	4,019	14,613	76,679	33,370	3,834	1,669
Sacramento	37,682	2,636	8,420	48,738	19,227	2,437	961
San Benito	2,818	197	582	3,597	1,328	180	66
San Bernardino	75,436	5,270	16,788	97,494	38,336	4,875	1,917
San Diego	88,798	6,215	18,886	113,899	43,126	5,695	2,156
San Francisco	22,448	1,568	4,504	28,520	10,283	1,426	514
San Joaquin	19,724	1,380	4,558	25,662	10,407	1,283	520
San Luis Obispo	15,852	1,115	3,384	20,351	7,729	1,018	386
San Mateo	23,296	1,635	4,649	29,580	10,617	1,479	531
Santa Barbara	18,037	1,270	3,786	23,093	8,644	1,155	432
Santa Clara	51,388	3,594	10,560	65,542	24,115	3,277	1,206
Santa Cruz	8,954	633	1,824	11,411	4,164	571	208
Shasta	9,193	643	1,943	11,779	4,436	589	222
Sierra	1,525	107	320	1,952	732	98	37
Siskiyou	6,349	444	1,330	8,123	3,036	406	152
Solano	13,454	940	2,749	17,143	6,277	857	314
Sonoma	16,387	1,162	3,424	20,973	7,819	1,049	391
Stanislaus	15,283	1,070	3,380	19,733	7,718	987	386
Sutter	3,451	241	777	4,469	1,775	223	89
Tahoe RPA	2,255	156	412	2,823	942	141	47
Tehama	4,626	324	994	5,944	2,269	297	113
Trinity	3,300	231	699	4,230	1,595	211	80
Tulare	18,693	1,311	4,174	24,178	9,531	1,209	477
Tuolumne	3,736	262	780	4,778	1,780	239	89
Ventura	26,543	1,862	5,634	34,039	12,867	1,702	643
Yolo	7,373	505	1,617	9,495	3,691	475	185
Yuba	2,641	185	594	3,420	1,357	171	68
Statewide	1,208,532	84,534	256,925	1,549,991	586,696	77,500	29,335

Note: Limitation amounts include amounts already programmed.

STIP Guidelines & Highlights Specific to 2012

On the same day, August 10, 2011, the California Transportation Commission (Commission) adopted the 2012 State Transportation Improvement Program (STIP) Fund Estimate (FE), the CTC also approved the 2012 STIP Guidelines. The 2012 STIP Guidelines include items specific to the 2012 STIP process and permanent changes to future STIP Guidelines. This section addresses the key highlights of the 2012 STIP Guidelines that are pertinent to MCAG.

Guidelines Specific to the 2012 STIP

- **“Statewide fund estimate:** The Development of the 2012 STIP will consist primarily of programming projects into the two years added to the STIP, 2015-16 and 2016-17. **The STIP is overprogrammed (underfunded) by approximately \$100 million through 2012-13. This may require some projects programmed in 2012-13 to be delayed (reprogrammed) to 2013-14.”**

This means that there is no STIP capacity in FY 12/13 and FY 13/14, and limited STIP capacity in FY 14/15. Therefore, the California Transportation Commission (CTC) expects new programming in the outer years (FY 15/16 & FY 16/17) of this STIP cycle. The following STIP Fund Estimate Table also illustrates this.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE Target Capacity	\$925	\$761	\$633	\$683	\$733	\$733	\$3,544	\$4,468
2010 STIP Program	925	931	506	625	0	0	2,061	2,986
Net Difference	\$0	(\$170)	\$127	\$59	\$733	\$733	\$1,483	\$1,483
Cumulative Difference	\$0	(\$170)	(\$42)	\$17	\$750	\$1,483		

- **“Commission expectations and priorities:** The Commission expects to give first priority to the reprogramming of projects from the 2010 STIP.”

Priority is given to the reprogramming of previously programmed projects (from the 2010 STIP).

Amendments to Permanent STIP Guidelines

- “Project Planning, Programming, and Monitoring: Regions may use PPM funds to reimburse Caltrans for project study reports (PSR).”

The State Budget has trimmed Caltrans resources for Project Initiation Documents, such as project study reports (PSR). If a local agency would like Caltrans to prepare a PSR or to review a locally prepared PSR, the local agency will need to check if Caltrans has available staff resources, and if so, will need to reimburse Caltrans for those resources. This amendment clarifies that regions could use RIP PPM funds to reimburse Caltrans for PSR work.

- “Cost Estimates for Project Components: Requires that updated right-of-way and construction cost estimates be submitted in the STIP cycle following completion of the environmental process.”

The environmental process will update the cost estimates for right-of-way and construction to more accurately reflect actual work for these project components. If the project progressed with older figures, it might result in underprogramming (cost overruns that would delay project delivery) or overprogramming (not fully utilizing funding capacity to deliver projects, especially if the CTC has committed available capacity).

Merced County RIP Proposal

The MCAG Governing Board, at the May 2011 meeting, slated the RIP cost savings from the Bradley Overhead project and prioritized the use of currently-available and future Regional Transportation Impact Fee (RTIF) and future RIP funds for the right-of-way acquisitions of Segments 1 and 2 of the Los Banos Bypass. Abiding by Board policy, the 2012 RTIP will program the \$12,678,000 of RIP capacity to the Los Banos Bypass in FY 16/17 for Right-of-Way.

MCAG also proposes to program the available \$877,000 RIP funds set aside for Planning, Programming, and Monitoring (PPM). In the 2010 STIP, \$383,000 was programmed in FY 12/13, and will remain programmed in the 2012 STIP. To program to the PPM cap limits, MCAG proposes to program \$244,000 in FY 13/14, and \$250,000 in FY 16/17.

This RTIP / RIP programming proposal is shown in the following table.

Merced County - 2012 RTIP													
				Project Totals by Fiscal Year						Project Totals by Component			
Agency	Rte	PPNO	Project	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Con	R/W Sup	Con Sup
MCAG	loc	5264A	Atwater-Merced Expwy Ph 1A	11,882						11,882			
Caltrans	152	5707A	Los Banos Bypass, Segment 1						12,678	12,678			
MCAG		5960	Planning, Programming, and Monitoring		383	244			250		877		
Subtotal				11,882	383	244	0	0	12,928	24,560	877	0	0

San Joaquin Valley 2012 RTIP

Programming Coordination

The coordinated programming of the 2012 Regional Transportation Improvement Program (RTIP) follows the coordination effort accomplished by the San Joaquin Valley (SJV) Regional Transportation Planning Agencies (RTPAs) for the 2010 RTIP. The SJV RTPAs Coordinated 2010 State Transportation Improvement Program (STIP) effort was in response to the significant reprogramming required by the state budget limitations on the 2010 Fund Estimate and the STIP Guidelines. This requirement called for 30% of the funding programmed for the early years of the STIP cycle (FYs 09/10 to 12/13) to be reprogrammed to later years (FYs 13/14 and 14/15). The SJV RTPAs coordination was also an effort to assist the California Transportation Commission (CTC) Staff in their statewide programming decisions. These efforts resulted in the accomplishment of the SJV RTPAs moving more than 35% of the programming, from the early years to the later years, which exceeded the target set by the CTC.

The 2012 RTIPs for the SJV Region have been developed in collaboration with the eight SJV RTPAs and Caltrans Districts 6 and 10. The 2012 RTIP programming collectively balances capacity and project delivery needs for the eight individual RTPAs and the two Caltrans Districts. The programming is consistent with the CTC adopted 2012 Fund Estimate (FE), and the CTC adopted 2011-12 Allocation Plan for both RIP and IIP flexible funding shares.

The San Joaquin Valley RTPAs and Caltrans have collectively programmed projects based upon regional priorities, project deliverability, and prior CTC identified project priorities. The intent of the San Joaquin Valley RTPAs and the associated Caltrans Districts is to again present a comprehensive and collective annual programming recommendation for San Joaquin Valley projects; rather than having CTC staff try to make these decisions based upon individual RTPA project priorities while at the same time trying to balance the state's limited resources.

The 2012 RTIP programming supports maintaining the open-to-traffic dates of regionally significant projects that will need to be modeled in the 2011 and 2013 Regional Transportation Plans (RTP) and programmed in the appropriate Federal Transportation Improvement Program (FTIP) of each San Joaquin Valley RTPAs.

The SJV RTPAs have also developed some basic guidelines for amendments to the STIP programming among the regions. The emphasis of these guidelines being that participation in any of the coordination efforts is voluntary for each regional agency, and that it is important that any potential unprogrammed shares within the valley be available to the other valley regions prior to becoming part of the statewide programming capacity.

2012 Coordinated San Joaquin Valley STIP Proposal - RIP

(\$1,000)

	12-13	13-14	14-15	2012 Programming		Total Shares	Total Programming	Share Advance/Delay
				15-16	16-17			
Fresno	\$316	\$322	\$0	\$35,329	\$13,734	\$49,701	\$57,348	\$7,647
New/Revised	\$482	\$2,822	\$322	\$4,022	\$49,700			
Kern	\$28,224	\$8,410	\$10,090	\$574	\$18,499	\$65,797	\$70,354	\$4,557
New/Revised	\$27,978	\$8,165	\$9,845	\$24,366	\$0			
Kings	\$0	\$17,770	\$0	\$0	\$0	\$17,770	\$17,920	\$150
New/Revised	\$75	\$17,770	\$75	\$0	\$0			
Madera	\$88	\$88	\$87	\$11,134	\$3,186	\$14,583	\$14,583	\$0
New/Revised	\$88	\$88	\$87	\$11,134	\$3,186			
Merced	\$300	\$83	\$0	\$8,168	\$5,004	\$13,555	\$13,555	\$0
New/Revised	\$383	\$244	\$0	\$0	\$12,928			
San Joaquin	\$38,188	\$2,030	\$0	\$15,013	\$9,301	\$64,532	\$64,282	-\$250
New/Revised	\$32,689	\$5,699	\$4,394	\$9,200	\$12,300			
Stanislaus	\$764	\$4,090	\$0	\$16,961	\$6,898	\$28,713	\$28,713	\$0
New/Revised	\$4,365	\$275	\$275	\$23,524	\$274			
Tulare	\$4,258	\$7,792	\$7,113	\$4,874	\$9,531	\$33,568	\$35,520	\$1,952
New/Revised	\$5,783	\$6,492	\$1,925	\$19,763	\$1,557			
SJ Valley Total =	\$72,138	\$40,585	\$17,290	\$92,053	\$66,153	\$288,219	\$302,275	\$14,056
New/Revised	\$71,843	\$41,555	\$16,923	\$92,009	\$79,945			
Difference =	\$295	-\$970	\$367	\$44	-\$13,792		-\$14,056	

Tier 1 Requests For Share Advances From Future STIP Shares:

Fresno	\$7,647
Kern	\$4,557
Tulare	\$1,952
Kings	\$150
Total =	\$14,306

Tier 2 Additional Request for Share Advance From Future STIP Shares:

Kern	\$49,000
Total =	\$49,000

Appendix A

Part B: STIP Performance Measures

Part B: RTP Performance Measures

All projects programmed in the Merced County 2012 RTIP are contained in the 2011 Regional Transportation Plan (RTP) and consistent with its goals and objectives. The table below lists the performance measures adopted for the 2011 RTP and the results of the analysis. (page 35, 2011 RTP). These performance measures were done on the system as a whole and reported on a scenario basis. The projected impact of implementing all projects in the 2011 RTP is shown below. To do so requires numerous funding sources, including stable and continued RTIP funding.

Criteria	Performance Measure	Description of Measurement	Baseline (2030 no build)	Projected (2030 with projects)
Mobility	Delay	% of travel that is delay	27%	16%
	Level of Service	congested lane miles	740	443
Access	Time to Destinations	avg. access time to major destinations	27.8	24.7
	Time to Transportation System	avg. access time to hwy, bus, rail, air, bike	6.2	5.8
Connectivity	Mode Choice	increased investment in alt. modes	0	\$6,000,000
Safety	Accident History	# of accidents reduced	642	2,452
	Unsafe conditions	# of safety deficiencies corrected	1,223	2,582
System Preservation	Pavement Condition	avg. pavement condition (0-100)	6	45
Efficiency	Roadway Utilization	% of travel at 50-90% of capacity	43%	50%
	Transit Utilization	% of transit capacity used	37%	51%
Protection	Agriculture	acres of ag lands directly impacted	600	2,092
	Habitat and Species	acres of habitat directly impacted	600	2,487
	Total Land Consumption	acres converted to urban uses, cumulative	17,251	16,967
	Air Quality	tons/day of regulated pollutants	27.12	26.54
	Water Quality	acres of floodplain potentially	300	871
	Energy	million VMT	10.39	10.82
Equity	Minorities, Low-Income	# people potentially impacted by projects	1,022	1,954
Economic Vitality	Access to employment centers	avg. time to hwy from major employment	2.2	1.9

Appendix B

Los Banos Bypass, Segment 1 Project

Los Banos Bypass, Segment 1

Project Description

The Los Banos Bypass project consists of the phased (segmented) construction of a new four-lane expressway, which will be on the six-lane, raised right-of-way on the northern end of the City of Los Banos.

Segment 1 includes constructing the eastern portion, from Highway 152 to Highway 165 with signalization at these locations, of the bypass. Segment 2 includes constructing the western portion of the bypass with traffic signal installation on Highway 152. Segment 3 includes replacing the traffic signals with interchanges.

The purpose of the project is to relieve inner-city congestion, enhance interregional goods-movement traffic flow with the bypass, and improve safety by reducing accidents within the City (due to many at-grade crossings with vehicular, pedestrian, and bicycle traffic).

Funding Programs

This project's Right-of-Way Phase is to be additionally funded with Merced County's RIP share, local Regional Transportation Impact Fee (RTIF) monies, and a Federal High Priority Projects Earmark. RIP and IIP funds have already been programmed in prior years for Design (PS&E) and Right-of-Way (R/W) Phases.

Programming Proposal of 2012 RIP Funding

2012 RTIP Proposal

MCAG proposes to program the region's RIP capacity of \$12,678,000 to the Los Banos Bypass, Segment 1, for R/W acquisition in the 2012 RTIP. This RIP programming is to shore up the R/W funding shortfall from the non-realization of the City of Los Banos' funding contribution, which was due to the economic downturn in housing and other developments.

Historical Programming of STIP Funding

2008 STIP Amendment 08S-009 Approved by CTC – February 19, 2009

A Program Change Request (PCR) was prepared by Caltrans to phase the Los Banos Bypass Project into three segments. With the Los Banos Bypass being segmented, MCAG split previously programmed RIP funds for PS&E of the entire project to PS&E, R/W support, and R/W capital for Segment 1. The remaining funds for Segment 1 R/W will come from the City of Los Banos, the Regional Transportation Impact Fee (RTIF), and the Federal High Priority Projects Earmark.

2006 RTIP Augmentation Approved by CTC – June 7, 2007

With the voters' approval of Proposition 1B in November 2006, the state was authorized to sell \$19.25 billion in General Obligation bonds, with \$2 billion of these revenues dedicated to a 2006 STIP Augmentation. The CTC chose to do a special 2006 STIP Augmentation cycle to program the additional STIP funding capacity.

Merced County received an additional RIP County Share for programming of \$33,140,000 due to the 2006 STIP Augmentation cycle. The MCAG Governing Board adopted a 2006 RTIP Augmentation Programming Proposal prioritizing RIP funding to three existing STIP projects:

- Bradley Overhead Replacement: RW (\$4,388,000) and Const (\$17,894,000);
- Existing Highway 59: PS&E (\$2,874,000); and
- Los Banos Bypass: PS&E (\$4,500,000).

Project Status

The Project Approval & Environmental Document (Environmental PA&ED) for the entire Los Banos Bypass Project was completed on June 25, 2007. The 2008 STIP Amendment, to split the project into three segments, was approved by the California Transportation Commission on February 19, 2009. The Record of Decision (ROD) for Segments 1 and 2 was approved on August 27, 2009. The Supplemental Project Report, to address ROD financing changes, was completed on September 21, 2009.

Design work is currently in progress. Caltrans and MCAG share in the costs for PA&ED, Design (PS&E), and a portion of Right-of-Way.

Until proposed RIP programming for Right-of-Way in FY 16/17 is realized, MCAG is the lead agency for the Right-of-Way Phase. Currently, with local RTIF monies, MCAG has brought in a consultant to begin appraisals and acquisitions of Segment 1 parcels.

Future Funding Needed

The construction phase of this project needs will be funded with future RIP dollars and with local RTIF funds.

Los Banos Bypass, Segment 1	
Phase	Cost
Construction Capital	\$35.3 M
Construction Support	\$5.3 M
Total	\$40.6 M

Appendix C

Project Programming Request (PPR)

Los Banos Bypass, Segment 1 Project

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date:	10/21/11
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
10	41911	5707A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
MER	152	R22.3	R25.8	Caltrans	
				MPO	Element
				MCAG	CO
Project Mgr/Contact		Phone		E-mail Address	
Peter Jemerigbe		209-948-7008		peter_e_jemerigbe@dot.ca.gov	
Project Title					
Los Banos Bypass, Segment 1					
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Los Banos, on Route 152 from Route 152 East to Route 165. Construct 4-lane expressway with signalization at both ends.					
Component	Implementing Agency				Reimbursements
PA&ED	Caltrans				
PS&E	Caltrans				
Right of Way	Caltrans				
Construction	Caltrans				
Legislative Districts					
Assembly:	17		Senate:	12	
Congressional:	18				
Purpose and Need					
The project will relieve inner-city congestion, enhance interregional goods-movement traffic flow with the bypass, and improve safety by reducing accidents within the City (due to many at-grade crossings/intersections with vehicular, pedestrian, and bicycle traffic).					
Expansion of existing SR-152 through Los Banos is unrealistic due to extensive commercial and business developments on both sides of highway.					
Project Benefits					
* Reducing amount of interregional, recreational, and commuter traffic congestion through central Los Banos;					
* Improving route east-west continuity of SR-152 (High Emphasis and Focus Route of Interregional Road System) with Merced County;					
* Reducing accident rates at 18 city intersections (twice state average).					
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document		Document Type	EIR/EIS		
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					06/25/07
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 10/21/11

County	CT District	PPNO	TCRP Project No.	EA
MER	10	5707A		41911
Project Title: Los Banos Bypass, Segment 1				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E	6,086							6,086	
R/W SUP (CT)	540						613	1,153	
CON SUP (CT)									
R/W	3,500						13,828	17,328	
CON									
TOTAL	10,126						14,441	24,567	

Fund No. 1:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding									Funding Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E	2,540							2,540	
R/W SUP (CT)	270							270	
CON SUP (CT)									
R/W	1,750							1,750	
CON									
TOTAL	4,560							4,560	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									Funding Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									Merced County Assoc of Govts
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E	2,540							2,540	RIP "Target" capacity will be programmed in FY 16/17 to pay for R/W capital. (FY 16/17 RIP Target \$13.172 - 0.494 PPM = \$12.678 M)
R/W SUP (CT)	270							270	
CON SUP (CT)									
R/W	1,750						12,678	14,428	
CON									
TOTAL	4,560						12,678	17,238	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date:

County	CT District	PPNO	TCRP Project No.	EA
MER	10	5707A		41911
Project Title: Los Banos Bypass, Segment 1				

Fund No. 3:	Local - Regional Transportation Impact Fee (RTIF)								Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Merced County Assoc of Govts
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									\$1.15 mil of RTIF is currently being used to locally begin R/W work. An additional \$123,000 RTIF will be required to locally match the \$490,000 Federal HPP Earmark.
PS&E	116							116	
R/W SUP (CT)							123	123	
CON SUP (CT)									
R/W							1,150	1,150	
CON									
TOTAL	116						1,273	1,389	

Fund No. 4:	Federal Discretionary - Transp. Community & System Preserv. (TCSP)								Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E	890							890	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	890							890	

Fund No. 5:	Federal Discretionary - High Priority Projects (HPP)								Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									This HPP Earmark requires a 20% local match, which will come from RTIF.
PS&E									
R/W SUP (CT)							490	490	
CON SUP (CT)									
R/W									
CON									
TOTAL							490	490	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Complete this page for amendments only

Date: 10/21/11

District	Co	Route	EA	PPNO	TCRP No.
10	MER	152	41911	5707A	

SECTION 1 - All Projects

Project Background

The Project Approval & Environmental Document (Environmental PA&ED) for the entire Los Banos Bypass Project was completed on June 25, 2007. The 2008 STIP Amendment, to split the project into three segments, was approved by the California Transportation Commission on February 19, 2009. The Record of Decision (ROD) for Segments 1 and 2 was approved on August 27, 2009. The Supplemental Project Report, to address ROD financing changes, was completed on September 21, 2009.

Design work is currently in progress. Caltrans and MCAG share in the costs for PA&ED, Design (PS&E), and a portion of Right-of-Way. Acquiring Segment 1 R/W is focus, and is currently underway with local RTIF monies.

Programming Change Requested

MCAG proposes to program the region's RIP capacity of \$12.678 million in FY 2016/17 to the Los Banos Bypass, Segment 1, for R/W acquisition in the 2012 RTIP.

Reason for Proposed Change

This RIP programming is to shore up the R/W funding shortfall from the non-realization of the City of Los Banos' funding contribution, which was due to the economic downturn in housing and other developments.

MCAG is currently using local RTIF monies to begin acquiring Segment 1 R/W. The programmed FY 2016/17 RIP will be used to acquire remaining R/W.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

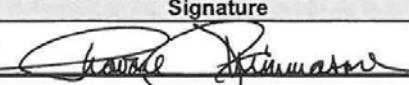
SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Ty Phimmason		MCAG Transportation Planner	10/25/2011

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Merced County Association of Governments

Appendix D

MCAG Governing Board Action

**BEFORE THE
MERCED COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO. 2011/11-17-01**

**RESOLUTION OF THE MERCED COUNTY ASSOCIATION OF GOVERNMENTS
ADOPTING THE 2012 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

WHEREAS, the Merced County Association of Governments (MCAG)) is a designated Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, Government Code Sections 14524 and 14525 requires the Department of Transportation (Caltrans) to present and the California Transportation Commission (CTC) to adopt a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE) to include and estimate all State and federal Funds reasonably expected to be available for the biennial STIP, including the amount that may be programmed in each county as a regional improvement program (RIP) share for their local Regional Transportation Improvement Program (RTIP); and

WHEREAS, MCAG is required to develop, prepare, and biennially adopt a Regional Transportation Improvement Program (RTIP) that is based on the California Transportation Commission (CTC) biennial State Transportation Improvement Program (STIP) Fund Estimate (FE); and

WHEREAS, on May 11, 2011, the CTC approved the 2012 STIP Fund Estimate Assumptions; and

WHEREAS, on June 22, 2011, the Department presented the Draft 2012 STIP Fund Estimate; and

WHEREAS, on August 10, 2011, the CTC adopted the 2012 STIP Guidelines and the 2012 STIP Fund Estimate, which includes the estimates of County (RIP) and Interregional (IIP) Shares and Annual Programming Targets; and

WHEREAS, the 2012 STIP period covers State fiscal years 2012-13 through 2016-17; and

WHEREAS, the MCAG Governing Board identified programming priorities of \$13,172,000 (Los Banos Bypass, Segment 1: \$12,678,000 for Right-of-Way in FY16/17; Planning, Programming and Monitoring (PPM): \$383,000 in FY 12/13, \$244,000 in FY 13/14, and \$250,000 in FY16/17) against the RIP County Share Target of \$13,172,000 in the 2010 Draft RTIP for submission to the CTC no later than December 15, 2011; and

NOW THEREFORE BE IT RESOLVED that Merced County Association of Governments Governing Board does hereby adopt the 2012 RTIP document and RIP programming priorities of \$13,172,000 against the RIP County Share Target.

The foregoing resolution was approved by the Merced County Association of Governments Governing Board on November 17, 2011 by Director O'Banion who moved its adoption, which motion was duly seconded by Director Pedrozo and which was adopted by the following vote:

AYES: Directors Davis, Walsh, Pedrozo, O'Banion, Oliveira, Villalta, Spriggs

NOES: None

ABSENT: Directors Kelsey, Espinoza, Faul, Mays

ATTEST: None

I hereby certify that the foregoing is a true copy of a resolution of the Merced County Association of Governments duly adopted at a regular meeting thereof held on the 17th day of November, 2011.

Signed:



Jesse Brown, Executive Director,
Merced County Association of Governments

Signed:



Hubert Hub Walsh, Governing Board Chairman,
Merced County Association of Governments