

STAFF REPORT

SUBJECT: 2020 State Transportation Improvement
Program (STIP) Development Update

RECOMMENDED ACTION: Discussion Only

SUMMARY:

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects, funded with revenues from the State Highway Account and other funding sources. The California Transportation Commission (CTC) has adopted the 2020 STIP development schedule and fund estimate. The 2020 STIP will cover Fiscal Years 2020/21 through 2024/25, however, nearly all the funding capacity will be in Fiscal Years 2022/23 through 2024/25.

RECOMMENDATION:

Discussion Only.

FISCAL IMPACT:

None at this time.

BACKGROUND:

The CTC adopts a new STIP every two years. The STIP is a five-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. As part of the STIP development process, each region in California is required to develop a Regional Transportation Improvement Program (RTIP) which consists of the region's priorities for funding through the STIP. Concurrent with the RTIP development at the regional level, Caltrans works to put together the Interregional Transportation Improvement Program (ITIP), consisting of interregional priorities set by Caltrans in collaboration with the regions. Caltrans merges the region's RTIPs and Caltrans' ITIP into the statewide document, the STIP, and submits it to the CTC for approval.

The STIP is generally our region's largest source of capital funding besides the Measure K program. STIP funding may be used for highway/roadway widening, traffic operational improvements, and transit capital improvements. All project development phases from environmental through construction are eligible for funding. A new project must have a Project Study Report (PSR) or equivalent to support the programming of project costs.

2020 STIP Fund Estimate Programming Implications

The CTC released a draft 2020 STIP fund estimate at its June 26 meeting and has since circulated a fund estimate revision. The 2020 STIP fund estimate was then finalized at the CTC's August 14 meeting. The 2020 STIP will cover Fiscal Years 2020/21 through 2024/25, however, nearly all of the funding capacity will be in Fiscal Years 2022/23 through 2024/25.

Per the adopted 2020 STIP fund estimate, San Joaquin County will receive between \$2,275,000 (minimum) and \$13,619,000 (maximum) in new funds for projects. Please note that this range means that \$2,275,000 is new funds available to the program. The \$13,619,000 represents an option for regions to advance future year STIP funds and program them now. It will be the maximum amount CTC will allow for new programming. Carryover STIP programming from prior STIP cycles and programming for PPM (Project Planning, Programming) up to a limitation of five percent per year will also comprise the 2020 STIP per adopted STIP Policies and Procedures by the California Transportation Commission. These figures are therefore not reflected in the new programming capacity.

It should also be noted that in May, the SJCOG Board approved a recommendation to advance the PA&ED phase of the I-205 Managed Lanes Project using approximately \$12.359 million in other federal, state, and local funds. As such, the \$12,359,000 in STIP funds previously programmed for this project in Fiscal Year 2020/21 would be available for discussion. Those funds could be assigned to the PS&E phase of the I-205 Managed Lanes Project or could be applied to a different project.

2020 STIP Project Considerations

In developing 2020 STIP programming recommendations, SJCOG staff are considering the following priorities:

- Projects which have been identified as priorities by SJCOG Board through a previous commitment of "regional funds" for various project phases.
- Projects which are currently receiving STIP funding -- existing funds will "carryover" into the STIP and new cycle STIP funds are needed for unfunded phases.
- Project readiness – the ability of the project to move into the construction phase
- State and Regional significance – degree of impact to the region
- Identified as Measure K project
- Projects where the "regional share" of funds to the project has not been fully met and have a completed Project Study Report (PSR is a STIP mandated requirement).

As of the writing of this report, the following projects have a completed Project Study Report:

Caltrans – I-205 Managed Lanes	
Scope:	Add managed lanes to I-205, from the Alameda County Line to I-5. Explore the possibility of dedicated transit right-of-way as well.
Construction schedule:	2024/2025

Caltrans – SR 99/120 Connector Project, Phase 1B	
Scope:	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.
Construction schedule:	2021/22

Caltrans – I-5 Mossdale Widening	
Scope:	The project will consist of widening I-5 between I-205 and Louise Avenue to include HOV lanes and direct HOV connector ramps to I-205 and SR-120.
Construction schedule:	2024/25

Caltrans – SR 120 Widening	
Scope:	The project will consist of widening SR 120 from four lanes to six between I-5 and SR 99.
Construction schedule:	2026/27

City of Stockton – I-5 North Stockton Widening (Hammer Lane to Eight Mile Road)	
Scope:	The project would widen I-5 from six to eight lanes with HOV lanes, auxiliary lanes, reconstructed interchanges, and a new interchange at Otto Drive.
Construction schedule:	2030/31

City of Tracy – I-205 / I-580 / Mountain House Parkway Interchanges	
Scope:	The City of Tracy is seeking to reconstruct the I-205 / Mountain House Parkway and I-580 / International Parkway interchanges to accommodate growing traffic from the warehousing and industrial developments in the area.
Construction schedule:	2021/22

San Joaquin County – Grant Line Road Corridor Improvements	
Scope:	The project consists of realigning and widening Grant Line Road from two to four lanes between the Tracy city limits and Eleventh Street near the community of Banta.
Construction schedule:	2020/21

As noted, San Joaquin County will receive between \$2,275,000 (minimum) and \$13,619,000 (maximum) in new funds for projects. An additional \$12.359, 000 in STIP funds previously programmed for the I-205 Managed Lanes project in Fiscal Year 2020/21 needs to be

reprogrammed. The total funding need for the projects listed above is hundreds of millions of dollars more than what can be programmed.

2020 STIP Funding Discussion

As of the writing of this report, SJCOG staff sees the “I-205 Managed Lanes project” and the “SR 99/120 Connector Project, Phase 1B” as meeting each of the priorities outlined. Given that the amount of funding available is low relative to total project costs, SJCOG staff has prepared funding scenarios, for further discussion. Should the funds concentrate on these two projects:

- 1) Seek to complete pre-construction funding for I-205 Managed Lanes.
 - Reassign the previous \$12,359,000 STIP commitment to the PS&E phase.
 - Request a maximum of \$13,619,000 in new funding to complete the PS&E phase.
- 2) Prioritize pre-construction funding for I-205, and request funding for SR 99/120, Phase 1B.
 - Reassign the previous \$12,359,000 STIP commitment to the PS&E phase of the I-205 Managed Lanes project.
 - Request the minimum \$2,275,000 in new funding for the PS&E phase of the I-205 Managed Lanes project. Explore other funding options to complete the PS&E phase.
 - Request \$11,344,000 in new funding for the construction phase of the SR 99/120 Connector Project, Phase 1B (reaching the maximum STIP funding request).
- 3) Reassign STIP commitment to I-205 PS&E, request maximum funding for SR 99/120, Phase 1B.
 - Reassign the previous \$12,359,000 STIP commitment to the PS&E phase of the I-205 Managed Lanes project.
 - Request the maximum \$13,619,000 in new funding for the construction phase of the SR 99/120 Connector Project, Phase 1B.
- 4) Prioritize the construction phase of the SR 99/120 Connector Project, Phase 1B.
 - Reassign the previous \$12,359,000 STIP commitment to the construction phase of the SR 99/120 Connector Project, Phase 1B.
 - Request the maximum \$13,619,000 in new funding for the construction phase of the SR 99/120 Connector Project, Phase 1B.
- 5) Other funding strategies? Other projects?

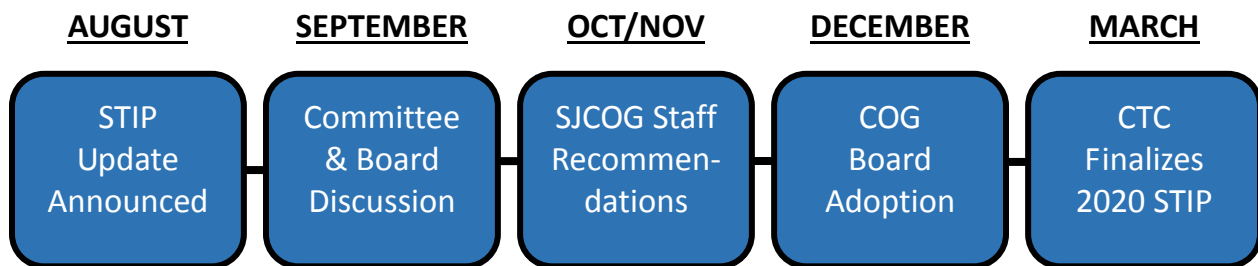
Committee Feedback

This staff report was circulated for discussion at technical committees in September. At the Technical Advisory Committee, City of Tracy staff expressed support for recommendations that advance the I-205 Managed Lanes Project, though they felt that the I-205 / Mountain House Parkway and I-580 / International Parkway interchanges should also be considered priority projects. Additional, San Joaquin County staff noted that though their Grant Line Road project may not be ready for programmed funds, they wanted to ensure that it would remain eligible for

funding in future cycles. County staff expressed concern that the bulleted priorities considered by SJCOG staff should not preclude projects such as Grant Line Road Corridor Improvements from securing STIP funds. The Management and Finance Committee echoed the Technical Advisory Committee comments. The Citizens Advisory Committee expressed support for recommendations that prioritize the I-205 Managed Lanes Project and SR 99/120 Connector Project, Phase 1B.

2020 STIP Schedule

The 2020 STIP final schedule and fund estimate are planned for adoption by the CTC at their August 14-15, 2019 meeting. SJCOG staff will be evaluating project candidates for the 2020 STIP shortly after the CTC adoption of the fund estimate. The intention is to have projects selected by October 2019, with SJCOG Board adoption of the 2020 RTIP in November 2019, and submission to the CTC by the December 2019 deadline. A tentative schedule of the 2020 STIP development process is shown below:



Milestone	Anticipated Date
CTC Adopts Fund Estimate	August 14, 2019
Development of SJCOG Staff Recommendations	August 15 - October 15, 2019
Preparation of Draft RTIP document	September - November 2019
30-Day Public Notice of Comment Period to Newspapers	October 9, 2019
30-Day Public Comment Period Begins	October 16, 2019
TAC Adoption of Draft RTIP	November 4, 2019
Public Hearing and SJCOG Board Adoption of Draft RTIP	November/December 2019
RTIPs and ITIPs due to Caltrans	December 13, 2019
CTC publishes staff recommendations	February 28, 2020
CTC adopts STIP	March 2020

ATTACHMENTS:

None.