



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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AGENDA ITEM 8c
TAC Meeting
August 3, 2017

DATE: July 27, 2017
TO: Technical Advisory Committee (TAC)
FROM: Marcella Clem, Executive Director
SUBJECT: **Draft STIP Fund Estimate and Guidelines**

STAFF REPORT

Contents:

- Staff's Recommended Action
- Staff Summary
- 2018 STIP County and Interregional Share Estimates
- Draft STIP Guidelines

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and direct staff as applicable.

Staff Summary:

The STIP is a biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of state transportation funds for road and transit improvements. Each new STIP adds two new years to the prior programming commitments. The STIP is composed of two sub elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Each Regional Transportation Planning Agency is required to submit an RTIP to the CTC by December 15 every odd numbered year for inclusion in the STIP. Caltrans is required to submit an ITIP by the same deadline.

The following schedule lists the major milestones for the development and adoption of the 2018 STIP:

Caltrans presents draft Fund Estimate	June 28, 2017
STIP Guidelines & Fund Estimate Workshop	July 17, 2017

CTC adopts Fund Estimate & Guidelines	August 16-17, 2017
Caltrans identifies State highway needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP hearing, North	October 19, 2017
CTC ITIP hearing, South	October 24, 2017
Regions submit RTIPs	December 15, 2017
Caltrans submits final ITIP	December 15, 2017
CTC STIP hearing, South	January 25, 2018
CTC STIP hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC adopts STIP	March 21-22, 2018

Table 2 of the 2018 STIP fund estimate indicates that Humboldt’s draft estimate for the Total Target is \$6,954,000 for program capacity available through 2022-2023. Of this, \$320,000 is the limit HCAOG can program for Planning, Programming and Monitoring funds for the last three years of the STIP (2020-21, 2021-22, and 2022-23), leaving **\$6,634,000** available for programming. The CTC also provides every region a maximum target for new programming capacity through the end of the county share period in 2023-24. For Humboldt this estimate is **\$10,307,000** (\$10,627,000 - \$320,000). This represents a maximum amount that the CTC may program in a county, other than advancing future shares. Section 61 of the Draft STIP Guidelines, provides further guidance on the selection criteria the CTC will consider in funding projects beyond the total target. Not since 2002 has a fund estimate identified funding for an Advance Project Development Element (APDE). This, **\$1,802,000**, is available for environmental and permits and plans, specifications and estimates. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county shares.

For the 2018 STIP, the CTC expects to give first priority to the reprogramming of projects from the 2016 STIP, as amended, followed by:

1. Project Cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP.
2. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
3. New projects

There were two City of Eureka projects programmed in the 2014 STIP that were deleted without prejudice in the 2016 STIP. They were both rehab projects for \$400,000 each. In addition, the City of Eureka reduced an allocation in 2015 in the amount of \$617,000 for the G to J project. Humboldt’s over programmed balance was reduced by this amount.

As discussed at a previous TAC meeting, Caltrans has indicated a severe shortfall of funding for the 101 Corridor Improvement project. HCAOG staff was recently told that the total funding shortfall is \$24,732,000. Only \$2,222,000 is due to cost escalation when the project was delayed from 2018-19 through 2020-21. The remainder was due to Caltrans not fully programming the mitigation aspect of the project and not escalation the costs when the state provided ITIP funds to program the full interchange in 2018-19. Staff and District 1 are in negotiations with headquarters to determine a dedication of ITIP funds to cover a fair share of the increase.