




**September 7, 2017**

**To:** Regional Planning and Highways Committee  
**From:** Darrell Johnson, Chief Executive Officer   
**Subject:** 2018 State Transportation Improvement Program

### **Overview**

Every two years, the Orange County Transportation Authority prepares a program of projects for state funding through the State Transportation Improvement Program. Program recommendations are presented for the Board of Directors' consideration and approval. These recommendations are consistent with programming policies approved by the Board of Directors.

### **Recommendations**

- A. Approve the 2018 State Transportation Improvement Program submittal to program \$267.873 million to seven projects, from fiscal year 2018-19 through fiscal year 2022-23.
- B. Approve the use of up to \$97.418 million in Surface Transportation Block Grant Program funds for the 2018 State Transportation Improvement Program projects.
- C. Approve the use of up to \$23.355 million in Congestion Mitigation and Air Quality funds for the 2018 State Transportation Improvement Program projects.
- D. Approve the use of up to \$178.338 million in Measure M2 funds for the 2018 State Transportation Improvement Program projects.
- E. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

***Background***

The State Transportation Improvement Program (STIP) is a major source of funding for transportation improvements throughout the State of California. Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period.

The Orange County Transportation Authority (OCTA) is responsible for the development and programming of the STIP, which is submitted to the California Transportation Commission (CTC) for approval and adoption. OCTA dedicates STIP funds for use on projects of countywide significance, consistent with the Board of Directors' (Board) adoption of the Capital Programming Policies (CPP).

To prepare the proposed program of projects, staff also considered prior 2016 STIP projects, prior Board-approved funding commitments, project readiness, statewide goals for transportation, emission reduction (per SB 375 {Chapter 728, Statutes of 2008} and AB 32 {Chapter 488, Statutes of 2006}), freight mobility, consistency with STIP Guidelines, and performance measures. Staff further collaborated with the California Department of Transportation (Caltrans) and local agencies.

***Discussion***

On August 16-17, 2017, the CTC approved the final 2018 STIP Guidelines and Fund Estimate (FE). The 2018 STIP FE provides for Orange County programming capacity of \$119.247 million in new funding. The funding levels are higher than earlier estimates due to passage and availability of SB-1 (Chapter 5, Statutes of 2017 {the Road Repair and Accountability Act of 2017}) funds. There is also an additional \$28.949 million available from the Interstate 5 (I-5) high-occupancy vehicle lane from State Route 55 (SR-55) to State Route 57 (SR-57) Project, which was approved to use Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds in place of STIP funds. Existing funding already programmed to projects is \$88.511 million. The total funding available through the 2018 STIP is \$236.706 million. Additionally, OCTA is requesting \$7.117 million over the target, which totals \$243.823 million.

The 2018 STIP FE identifies funding for a new Advance Project Development Element (APDE). This will provide funding for preconstruction, which includes environmental documents and permits, 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.

The following projects are recommended for STIP funding:

Proposed 2018 STIP	CPP Priority	Included in Prior 2016 STIP	STIP (in Millions)
I-5 widening (State Route 73 {SR-73} to Oso Parkway) (Segment 1)	✓	✓	\$90.735
SR-55 Widening (Interstate 405 {I-405} to I-5)	✓		\$80.000
I-5 from Alicia Parkway to El Toro Road (Segment 3)	✓		\$58.911
Truck Climbing Lane Phase 1 - SR-57/ Lambert Road Interchange Improvements	✓	✓	\$9.000
Planning, Programming, and Monitoring (PPM)	✓	✓	\$5.177
Total Modified and New Projects for 2018 STIP			\$243.823

APDE	CPP Priority	Included in Prior 2016 STIP	In Millions
I-5 from I-405 to SR-55	✓		\$20.000
SR-57 Truck Climbing Lane	✓	✓	\$4.050
Total 2018 STIP Submittal			\$267.873

A map which includes the 2018 STIP is provided in Attachment A. Attachment B provides a brief description of each of the projects that has been proposed for funding in the 2018 STIP.

In order to fully fund project phases, OCTA is also requesting Board approval for:

- I-5 (SR-73 to Oso Parkway) (Segment 1) – Requesting approval for \$34.992 million in Measure M2 (M2) funds to supplement the additional STIP funds. This is Project C in the Next 10 Delivery Plan.
- SR-55 from I-405 to I-5 – Requesting approval for \$23.355 million in CMAQ funds, \$66.65 million in Surface Transportation Block Grant (STBG) funds, and \$98.797 million in M2 funds to fully fund the right-of-way (ROW) and construction phases. This is Project F in the Next 10 Delivery Plan.

- I-5 from Alicia Parkway to El Toro Road (Segment 3) – Requesting approval for \$30.768 million in STBG funds and \$39.299 million in M2 funds to fully fund the ROW and construction phases. This is Project C in the Next 10 Delivery Plan.
- I-5 Widening I-405 to SR-55 – Requesting approval for \$5 million in M2 funds to fully fund the final design phase. This is Project B in the Next 10 Delivery Plan.
- SR-57 Truck Climbing Lane – Requesting approval for \$0.25 million in M2 funds to fully fund the environmental phase. This is part of Project G in the Next 10 Delivery Plan.

The use of federal CMAQ and STBG funds for these projects is consistent with the CPP, which prioritizes federal funds to fulfill commitments to Next 10 projects first. Additionally, the use of M2 funds is consistent with the CPP regarding the use of M2 funds for Next 10 projects. It is possible that the CTC staff may request changes due to revised funding capacity or timing constraints related to the state and federal funding. Adjustments to the recommended program may be necessary, and staff will continue to work with the CTC, Caltrans, and other appropriate agencies to ensure the projects continue to move toward the 2018 STIP adoption by spring 2018. Staff will keep the Board apprised if material changes are necessary.

Staff will return to the Board with proposals for pending SB 1 programs when the guidelines are completed in the fall 2017/winter 2018. Staff is considering recommending \$17.166 million in SB 1 Local Partnership Program funds for the I-5 widening from SR-73 to Oso Parkway Project, \$75 million in SB 1 Solutions for Congestion Corridors Program funds for the SR-55 widening from I-405 to I-5 Project, and \$20 million in SB 1 Trade Corridors Enhancement Program funds for the SR-57 Truck Climbing Lane Phase 1 – Lambert Road Interchange Improvement Project, and will return later when more information is available on these programs. It should be noted that these considerations are part of the 2018 STIP plan. Attachment C provides the proposed funding plan for each of the projects being considered for STIP funds.

Attachment D provides the updated Capital Funding Plan, which includes recommended changes pending approval by the Board on September 11, 2017, and also by the CTC, which is anticipated in March 2018.

**Next Steps**

With Board approval, staff will finalize and submit the 2018 STIP to the Southern California Association of Governments by September 29, 2017, and then to the CTC by December 15, 2017. The CTC will hold public hearings on the proposed 2018 STIP on January 25, 2018, in Southern California, and on February 1, 2018, in Northern California. The CTC is expected to adopt the program on March 21-22, 2018. A 2018 STIP development schedule is included as Attachment E.

**Summary**

OCTA is responsible for the development and programming of the STIP for Orange County. OCTA is proposing to submit seven projects for \$267.873 million in STIP for fiscal year (FY) 2018-19 through FY 2022-23. The use of STIP funds for these projects supplements the local M2 Program and will provide a range of benefits to all of Orange County.

**Attachments**

- A. OCTA 2018 State Transportation Improvement Program, Proposed Projects
- B. Orange County Transportation Authority, Regional Transportation Improvement Program for the 2018 State Transportation Improvement Program Project Descriptions
- C. Funding Plan for 2018 STIP Recommended Projects
- D. Capital Funding Program
- E. 2018 STIP Development Schedule

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