

Metropolitan Transportation Commission Programming and Allocations Committee

September 11, 2013

Item Number 5

California Transportation Commission Update

Subject: Update on the August 2013 California Transportation Commission (CTC) Meeting

Background: The California Transportation Commission is responsible for programming and allocating state funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

August CTC Meeting (August 6, San Diego, California)

The Commission discussed the following issues of significance to the Bay Area:

2014 STIP Guidelines and Fund Estimate

The CTC approved the 2014 State Transportation Improvement Program (STIP) Guidelines and Fund Estimate. The 2014 STIP provides about \$123 million in new programming capacity for the Bay Area. MTC is scheduled to adopt the 2014 Regional Transportation Improvement Program (which is part of the 2014 STIP) in December 2013.

Temporary Reprieve for Buy America Requirements and Allocations

The Federal Highway Administration issued a temporary reprieve for Buy America requirements until the end of 2013. The revised Buy America provision in the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation halted many projects due to utility companies' inability to certify American steel components. The reprieve allowed two major projects to be allocated – the I-880 Reconstruction project in Oakland, Alameda County, and the I-80 Westbound to SR-12 Westbound Connector in Solano County.

Supplemental Funds for the SR-24 Caldecott Tunnel Project

CTC allocated about \$3 million in funds from the American Recovery and Reinvestment Act of 2009 (ARRA), and transferred funding from construction capital to construction support to cover higher-than-anticipated construction support costs on the Caldecott Tunnel Fourth Bore project. The increase is due to delays in the tunnel support systems, and additional training to use emergency equipment.

Issues: None.

Recommendation: Information. No action required.

Attachments: None