

Metropolitan Transportation Commission Programming and Allocations Committee

July 9, 2014

Item Number 5

California Transportation Commission Update

Subject: Update on the June 2014 California Transportation Commission Meeting

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, 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 (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Chair Carl Guardino.

June CTC Meeting (June 25, Sacramento, California)

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

STIP Allocation for San Francisco Central Subway

CTC approved allocation of \$12.5 million in STIP funds for the signaling system of the Central Subway project in San Francisco. SFMTA anticipates awarding the signaling contract in July, so the allocation of these funds helps ensure the project stays on schedule.

STIP Supplemental Funds for Jameson Canyon Widening

CTC approved a supplemental STIP fund request for \$4 million to the SR-12 Jameson Canyon Widening project in Napa and Solano Counties. The cost increase is due to design inconsistencies between expected and actual site conditions, construction conflict with a 42 inch waterline in the project area, and increased project support.

2014 SHOPP Fund Estimate Update

The CTC approved a 2014 SHOPP Fund Estimate revision to add in \$277 million from proposed loan repayments, approved in the adopted FY 2014-15 Budget. These additional funds are expected to be used for bridge preservation and mobility projects.

Allocation Capacity and Highway Trust Fund Insolvency

With the potential insolvency of the federal Highway Trust Fund before the end of the federal fiscal year in September, Caltrans reported that it has enough cash to cover only a couple of months of anticipated expenditures without federal reimbursement. Should insolvency occur, Caltrans anticipates the Federal Highway Administration will delay or send proportional payments to the States. Caltrans may, in turn, only pay out a smaller proportion of requested reimbursement. Proportional reimbursements will extend the time until Caltrans runs out of cash reserves to December.

Issues: None.

Recommendation: Information. No action required.

Attachments: None