

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.5
Information

From: SUSAN BRANSEN
Executive Director

Subject: **PRESENTATION OF THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) STAFF RECOMMENDATIONS**

ISSUE:

Based on the amended 2016 Fund Estimate, the STIP is over programmed in the first three years of the 2016 STIP period (fiscal years 2016-17 through 2018-19) by \$1.5 billion, and there is no capacity to add new projects. As a result, project funding carried forward from the 2014 STIP for fiscal years 2016-17 through 2018-19 totaling \$754 million must be deleted, and an additional \$755 million must be delayed to the last two years of the 2016 STIP (fiscal years 2019-20 and 2020-21).

The 2016 STIP Staff Recommendations, based on the amended 2016 Fund Estimate, include (1) no new projects, (2) project deletions and delays proposed by Regional Transportation Planning Agencies and the State Department of Transportation, and (3) additional project deletions and delays. The adopted 2016 STIP Guidelines included a one-time allowance for agencies to delay current year (fiscal year 2015-16) projects into the 2016 STIP period.

The 2016 STIP Staff Recommendations were released to Regional Transportation Planning Agencies and the State Department of Transportation on April 22, 2016. Several letters were received regarding project recommendations, and those letters are attached.

BACKGROUND:

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. The 2016 STIP will cover the five-year period from fiscal year 2016-17 through fiscal year 2020-21. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the amended fund estimate for the 2016 STIP on January 21, 2016, it scheduled the STIP adoption for May 18-19, 2016. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the Staff Recommendations for program adoption.

Adoption of the 2016 STIP is scheduled following this review and discussion at the May 18-19, 2016 Commission meeting.

Attachments

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

April 19, 2016

Chair Bob Alvarado
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Request for funding \$9.399 million in STIP funds for US 101 HOV/Express Lanes Project

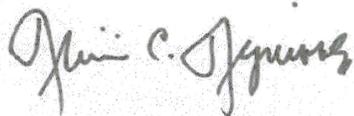
Dear Chair Alvarado:

We strongly urge the CTC to program \$9.399 million in STIP funding for the next phase of the “US 101 HOV/Express Lanes” project. The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County. In response to the CTC direction of a \$754 statewide reduction in programming, C/CAG cooperated with the Metropolitan Transportation Commission (MTC) in proposing a \$71 million postponement package from the Bay Area region. The MTC’s recommended \$71 million package included \$18 million from San Mateo County, which is much larger than San Mateo County’s fair share of the statewide reduction. We cooperated, with the understanding that the “US 101 HOV/Express Lanes” project will be programmed in the 2016 STIP

The “US 101 HOV/Express Lanes” project is the highest priority project in San Mateo County in that it has the largest countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and two bridges connecting to the East Bay in between. It is arguably the backbone corridor for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion. If it is not fixed in a timely manner, it will result in severe negative impacts to our local community as well as enormous negative regional and statewide economic impacts.

While this project may be considered a new project from STIP standpoint, C/CAG, the San Mateo County Transportation Authority, the Metropolitan Transportation Commission, and California Department of Transportation (Caltrans) have been collaborating on this project for several years to-date. Moreover, San Mateo county spent its own local funds to pay for the Project Initiation Document and the Environmental phases of this project. Thus far, a total of \$14 million has been spent and/or committed to the early phases of this project. This project also has garnered true public-private partnership.

We strongly urge you to program \$9.399 million in the 2016 STIP for this project.
Sincerely,



Alicia C. Aguirre, Chair of C/CAG

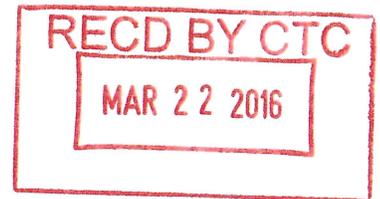
cc: Susan Bransen, Executive Director of CTC
Adrienne Tissier, MTC Commissioner
Steve Heminger, MTC
Bijan Sartipi, Caltrans
Jim Hartnett, San Mateo County Transportation Authority
Sandy Wong, Executive Director of C/CAG



OFFICE OF THE CITY MANAGER

CITY OF
**PALO
ALTO**

250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301
650.329.2392



March 22, 2016

Mr. Bob Alvarado, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Re: City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge – STIP Funding

Dear Mr. Alvarado:

In anticipation of the 2016 State Transportation Improvement Program (STIP) hearing this month, we humbly request that the allocation of \$4,350,000 in construction funding for the City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge be programmed in STIP Fiscal Year 17-18. This project is a model for effective state, local and private partnerships, as the \$4,350,000 in STIP funds will be used to match \$4,000,000 in previously authorized county funds and \$4,650,000 in city funds. Google Inc. has also been working very closely to support this project. To date, Google has partnered with the city in planning efforts for the project and committed to provide the needed right-of-way, and Google is considering additional efforts.

This project has already absorbed substantial cost increases, due to delays in preparing environmental studies and an extensive public involvement process. We cannot afford to postpone this project any longer. The City of Palo Alto has been working diligently to begin construction on this project in early 2018, and the current schedule is necessary for the following reasons:

- The \$4,000,000 in county funds may be reprogrammed if this project is not completed as currently scheduled.
- Several locally-funded bicycle boulevards and enhanced bikeways, which will link cyclists directly to the US-101/Adobe Creek Bicycle and Pedestrian Bridge, will be constructed in 2017.
- The seasonal undercrossing at this location already sees over 43,000 annual bicycle and pedestrian trips, and it is only open for about six months per year. This project will help the state, region and city meet their aggressive vehicle miles traveled and greenhouse gas emissions goals by increasing the active transportation mode share significantly.

The goal of this project is to provide year-round bicycle and pedestrian access between Palo Alto, Stanford University, San Francisco Bay Trail, Baylands recreational areas, and large job centers east of US 101. An existing bicycle and pedestrian overcrossing at Oregon Expressway is approximately 1.4 miles north and is inconvenient for active transportation users who live in south Palo Alto and commuters to the Google and Facebook campuses.



CityOfPaloAlto.org

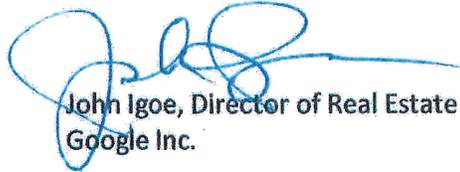
Printed with soy-based inks on 100% recycled paper processed without chlorine.

We support the continued funding of this project through the STIP, and request that the construction funding be programmed in STIP Fiscal Year 17-18.

Sincerely,



James Keene, City Manager
City of Palo Alto

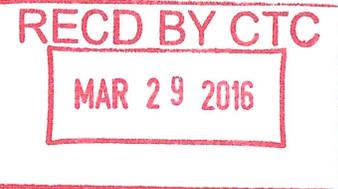


John Igoe, Director of Real Estate
Google Inc.

cc: Carl Guardino, California Transportation Commission
John Ristow, Santa Clara Valley Transportation Authority
Members of the California Transportation Commission
Members of the local legislative delegation
Members of the Palo Alto City Council

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814



March 21, 2016

California Transportation Commission
Attention: Chair Bob Alvarado
1120 N Street, MS-52
Sacramento, CA 95814

SUBJECT: Support for Calaveras Council of Governments (CCOG) Regional Transportation Improvement Program (RTIP) and State Route 4 (Wagon Trail) Project.

Dear Chair Alvarado and Commissioners:

We are writing to express our support for fully funding the regionally significant project in Calaveras County on State Route 4, identified in the Calaveras Council of Governments' Regional Transportation Improvement Program (RTIP).

We understand there is a statewide funding crisis which necessitates cuts to the State Transportation Improvement Program (STIP) due to lower forecasted state gas tax revenues and the Commission will be funding only those STIP projects which meet prioritized criteria, which leaves only hard decisions when defunding STIP projects statewide. We believe that in considering the potential deletion of \$754 million in statewide funding, it is important to make the distinction that a reduction in state transportation funding will disproportionately impact rural areas versus urban areas because of limited, alternative financial resources in rural regions.

We strongly believe the State Route 4 (Wagon Trail) project meets several of the top criteria identified by the Commission staff as funding priorities, in fact, four of the criteria at the top of CTC's list, apply to the SR 4 project. However, the CTC has directed CCOG to delete \$1.5 million from the Regional Improvement Program (RIP) and any deletion of these funds eliminates the chance of constructing a meaningful project on SR 4.

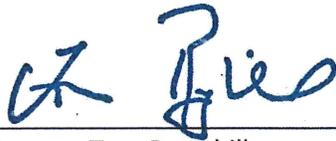
Calaveras Council of Governments, Caltrans District 10, Calaveras County, and City of Angels Camp has worked collaboratively on this project for many years. SR 4 is a 150 year old wagon trail whose very alignment was the result of terrain suitable for horse drawn wagons and does not meet today's transportation engineering standards for motorized vehicles. The "Wagon Trail" on SR 4 earned its name when this stretch of state highway was merely paved over with asphalt to accommodate vehicles. Its ongoing deteriorating roadway conditions, sight distance, sharp curves, and lack of shoulders are merely some of the many challenges on a state highway that serves as an artery for commerce and recreation.

After decades of community planning and input, project partners and residents have been able to craft a design option that results in constructible segments offering safety and operational improvements to this major state highway. What makes the project even more unique is the fact that the State Transportation Improvement Program funding on the project leverages \$10.3 million from the competitive State Highway Operation and Protection Program (SHOPP). CTC will be considering approval of these competitive funds as part of the 2018 SHOPP.

Finally, we cannot emphasize enough how rural regions rely on STIP funding—arguably even more than urban areas. In many urban regions, reductions in STIP revenue means fewer projects for the urban area are completed, or backfilling from local sales tax measures keeps projects moving. Rural Calaveras County does not have this option. A reduction in STIP revenue to SR 4 Wagon Trail will decimate the region's only RTIP project and nullifies the region's ability to make any meaningful improvements.

Again, we urge the California Transportation Commission to approve the full amount of STIP funding identified in CCOG's RTIP. We stand ready to work with the CTC and the Calaveras Council of Governments in their efforts to complete this project. If there are additional questions, we will be happy to discuss these issues in more detail.

Sincerely,

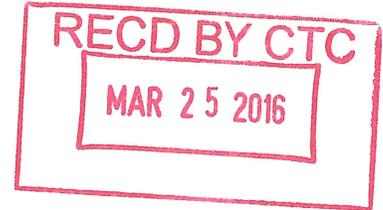


Senator Tom Berryhill
8th Senate District



Assembly member Frank Bigelow
5th Assembly District

Cc: Mr. Brian Kelly, Secretary, California State Transportation Agency
Mr. Will Kempton, Executive Director, California Transportation Commission
Mr. Malcom Dougherty, Director, California Department of Transportation
Mr. Bill Higgins, Executive Director, California Council of Governments
Mr. Paul Smith, Senior Policy Advisor, Rural County Representative of California
Ms. Melissa Eads, Executive Director, Calaveras Council of Governments



March 15, 2016

Chair Lucy Dunn
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for funding \$31M in STIP funds for Highway 101 in the Marin/Sonoma Narrows

Dear Chair Dunn:

In anticipation of the 2016 State Transportation Improvement Program (STIP) hearing this month we request the CTC consider keeping the next phase of the Highway 101 Marin/Sonoma Narrows project – MSN B2, Phase 2 – in the 2016 STIP as proposed by the Sonoma County Transportation Authority (SCTA) and the Metropolitan Transportation Commission (MTC).

As you may know, SCTA has used local funds to complete the design package for this project that will add 2 HOV lane miles in the Narrows. While a short segment, it will enable Caltrans to open 9 HOV lane miles to the travelling public – providing congestion relief and improved safety across the county line. The SCTA and CTC have partnered to get the Narrows project this far with local tax dollars and State bond funds but it still needs support from the STIP. The need for construction is \$31M and the project can start construction as early as FY16/17 should the funds be available.

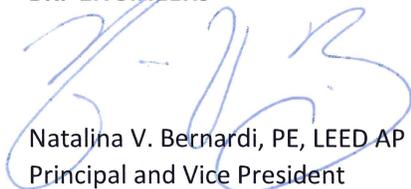
The Highway 101 projects are coupled with new rail service that is slated to start in the same north/south corridor in late 2016. This corridor approach addressing car, bus and rail components has long been the vision of local and regional transportation planning – which my organization supports. If the Narrows project and passenger rail service can open in parallel there will be significant congestion relief, improvement to the movement of goods and people, benefit to air quality and true options for travel in the corridor.

We are well aware of the difficulties the CTC must face in cutting projects in the 2016 STIP and we do not envy that position. However, with the funding you do have available in the 2016 STIP we feel strongly the Highway 101 project sponsored by SCTA is the highest and best use of a portion of the funds available to the Bay Area.

At the same time, we commit that we will inform our Legislative delegation how critical it is to act as part of the Special Session or as part of the FY16/17 budget process to approve a reliable funding proposal that will keep California moving.

Thank you for your consideration.

Sincerely,
BKF ENGINEERS


Natalina V. Bernardi, PE, LEED AP
Principal and Vice President


Gordon Sweet, PE
Vice President

Cc: **Will Kempton, Executive Director, CTC**
Bijan Sartipi, Caltrans District 4, Director
Senator Lois Wolk
Senator Mike McGuire
Assembly Member Marc Levine
Assembly Member Jim Wood
Assembly Member Bill Dodd

March 7, 2016

Chair Lucy Dunn
Company
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for funding \$31M in STIP funds for Highway 101 in the Marin/Sonoma Narrows

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Thank you for your consideration.

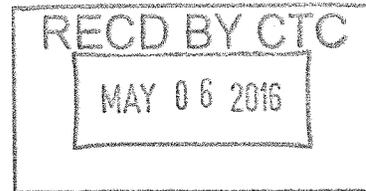
Sincerely,



Jasper Lewis-Gehring, P.E.

Principal

Cc: Will Kempton, Executive Director, CTC
Bijan Sartipi, Caltrans District 4, Director
Senator Lois Wolk
Senator Mike McGuire
Assembly Member Marc Levine
Assembly Member Jim Wood
Assembly Member Bill Dodd



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Emeritus Advisor to the Chair
- Paul Shepherd
Cargill
Emeritus Advisor to the Chair

May 3, 2016

Chair Bob Alvarado
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

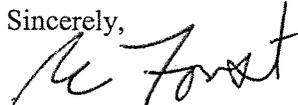
RE: Request for \$9.399 million in 2016 STIP funds for US 101 HOV/Express Lanes Project

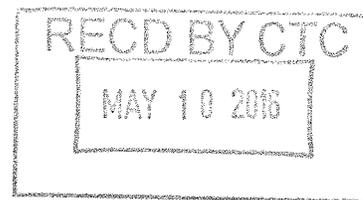
Dear Chair Alvarado:

The San Mateo County Economic Development Association (SAMCEDA) represents a contingent of leading Bay Area businesses, institutions, organizations and entrepreneurs. We are recognized for our experienced, impact-driven approach as a business advocacy organization. SAMCEDA strongly urges the California Transportation Commission (CTC), at its upcoming May meeting, to program \$9.399 million in STIP funding for the next phase of the "US 101 HOV/Express Lanes" project. The "US 101 HOV/Express Lanes" project is the highest priority project in San Mateo County in that it has the significant countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and the East Bay (via connecting bridges). This corridor serves as the backbone for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion due to an influx of jobs to the area. If congestion on the corridor is not addressed in a timely manner, it will result in further negative impacts to the residents and employers along the corridor, as well as increase the potential for adverse regional and statewide economic impacts.

In response to the CTC's direction to reduce \$754 in programming statewide, San Mateo County worked with the Metropolitan Transportation Commission (MTC) in proposing a \$71 million project postponement package from the Bay Area. MTC's recommended \$71 million package includes \$18 million in projects from San Mateo County, which is much larger than San Mateo County's fair share of the total statewide reduction. Thus far, a total of \$14 million has been spent and/or committed to the early phases of this project so it is important that work proceed as planned.

This project has laid the groundwork and shows the potential for a true public-private partnership. A number of companies, such as ours, have expressed an interest in the project in exchange for near-term improvements in the corridor resulting in shorter travel times for our workforce. Therefore, SAMCEDA strongly urges you to program \$9.399 million in the 2016 STIP for additional planning for this project. If you have any questions, please contact Rosanne Foust at 650-413-5600.

Sincerely,

Rosanne Foust
President & CEO



May 3, 2016

Bob Alvarado, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: STIP Funding Regarding City of American Canyon's Devlin Road Project and Programming Change for Eucalyptus Drive Extension

Dear Chair Alvarado,

At the January 21 Meeting, the CTC approved a revised Fund Estimate for the 2016 State Transportation Improvement Program (STIP) that has called for the deletion of approximately \$750 million in funds for critical transportation improvements throughout California. This proposal would result in a disproportionately cut to Napa County's funding of over 60% or \$4.8 million of its 2016 STIP - well over the revised CTC reduction target for Napa County of \$2.4 million. Because of regional policy decisions, Napa County receives very little federal highway funding – Napa is a small county with few transportation funding resources in general. Consequently, the STIP is integral to the improvement of Napa County's aging transportation infrastructure, which is heavily used by residents, workers and the millions of annual visitors from around the state.

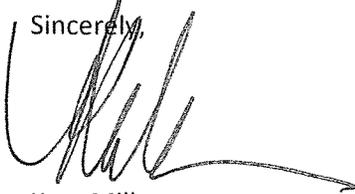
In August 2015, the City of American Canyon requested to consolidate funding from the Devlin Road-Vine Trail Extension project (NAP130006) to Eucalyptus Drive Extension (NAP110029) in the 2016 STIP. The City of American Canyon made this request not because the Devlin Road project was a lesser priority but because the City needed to accelerate that project and had other funds that allowed the project to be delivered well before the STIP funding would have been available in FY 17/18. The proposed STIP amendment would have reprogrammed these funds to the Eucalyptus Drive Extension which was already partially funded in the STIP. The Eucalyptus Drive Extension is a critical highway project that would consolidate two intersections on Highway 29 – a severely congested portion of the only north/south-bound highway in Napa County. Moreover, this project is a priority because it will set in motion a series of improvements that would significantly reduce congestion and make multi-modal improvements greatly improving the community. This project would further utilize a significant award arising out of a lawsuit between Caltrans and the City to reduce congestion along the corridor.

The Metropolitan Transportation Commission approved this fund consolidation request in December 2015 and forwarded it on to the CTC for approval at their January 2016 meeting. This request is still pending since the CTC did not take action due to the looming funding shortfall. Unfortunately, American Canyon's request to consolidate the \$1.665 million onto the Eucalyptus Drive Extension from Devlin Road is being viewed by CTC staff "as new programming" and the staff is consequently recommending that the amendment not be considered and that the funding pushed back until FY 20/21. The City of America Canyon is effectively being penalized because of timing – not because their project fits into one the categories deemed lower state priorities. Had we anticipated that a STIP amendment would have been caught up in this funding crisis, we would have postponed it until a future date.

We empathize with the CTC and its staff on the challenges that the STIP funding crisis has created and the difficult decisions that will need to be made but we urge you to reconsider the CTC staff proposal and approve the requested amendment to include the Devlin Road funding on the Eucalyptus Drive Extension.

Thank you in advance for your consideration of this request. Please contact me or Danielle Schmitz (dschmitz@nvta.ca.gov or 707-259-5968), NVTA Planning and Programming Manager, should you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kate Miller', with a long horizontal flourish extending to the right.

Kate Miller
Executive Director

Cc: Susan Branson, CTC Executive Director
Mayor Leon Garcia, City of American Canyon
Napa Valley Transportation Authority Board Members
Dana Shigley, City of American Canyon Manager
Alix Bockelman, Metropolitan Transportation Commission
Assembly Member Bill Dodd
Assembly Member Jim Frazier

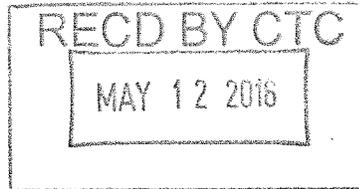
CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



May 6, 2016

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



RE: 2016 STIP CTC Staff Recommendations

Dear Ms. Bransen,

The Watsonville City Council formally requests that the California Transportation Commission reconsider and amend its recommendation to delay or revoke State Transportation Improvement Program (STIP) funding for three City projects. These projects and current CTC recommendations include the following:

Airport Blvd Improvements (PPNO 2555)

– Delay \$1,195,000 in construction funds from FY16/17 to FY17/18

Monterey Bay Sanctuary Scenic Trail Segment 18 (PPNO 2552)

– Delay \$950,000 in construction from FY16/17 to FY17/18

Route 1 Harkins Slough Road Improvements (PPNO 413)

– Delete \$6,878,000 in construction funds from the 2016 STIP.

Of particular concern to the City is the deletion of all construction funding for the Route 1 Harkins Slough Road Improvements (PPNO 413). This project has involved significant collaboration between Caltrans District 5, the City and the community and would provide long awaited safety and operational benefits to many users nearby including a high school, a commercial area and a highway interchange. *If construction funding cannot be restored to the 2016 STIP, the City requests that the project be included in and given priority in the 2018 STIP.*

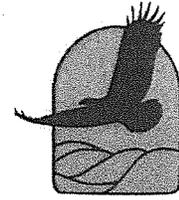
Watsonville is classified by the State as an Economically Disadvantaged Community, and has a per capital income of less than half of the State average. As such, Watsonville relies even more heavily than most communities upon STIP funds to construct major projects such as these. Delaying project funding has significant consequences to poor communities, as other funding sources are extremely limited. We hope you will take this into consideration in making your funding decisions.

Further, delaying projects is disruptive the City's capital improvement program as it requires shifting projects, reallocating funds and other resources and places them at risk. These projects address very real and immediate needs of our community and as they get pushed out, the public faith in the process becomes compromised.

Thank you for your consideration to not delay or delete these important community projects.

CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



Sincerely,

Mayor Felipe Hernandez and the Watsonville City Council

Kasina Cervantes Alejo
Vice-Mayor

Nancy Bilicich
DISTRICT 7

Traci Colman-Gomez
District 6.

Jimmy Dentre
District 4, RTC Commissioner for City of Watsonville

Rebecca Garcia
District 5

- Council member Dist
RTC Alternate from Watsonville
Former Mayor.

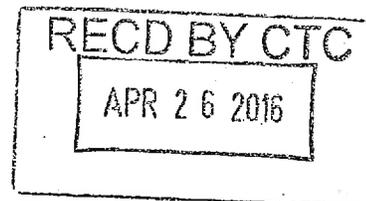


INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



Clint Quilter
Executive Director



April 22, 2016

Attention: Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Inyo County Local Transportation Commission (LTC) Comments on 2016 State Transportation Improvement Program (STIP)

Dear Ms. Bransen:

This comment letter is in response to the draft staff recommendations for the 2016 STIP. Please distribute this letter to the California Transportation Commission at their meeting on May 18 and 19, 2016. It is understood that some projects need to be pushed out and we accept how two MOU projects programmed in the Inyo County Regional Transportation Improvement Program have been pushed out. We understand that share deletion targets were set forth for each agency. The Inyo County LTC far exceeded its deletion targets. The deletion of the MOU project the Inyo LTC is involved with further freed up \$50.9 million in IIP funds or 26% of the total amount reduced statewide. We understand that this is a difficult time statewide and we are willing to do our part.

What we do not understand is the deletion of our \$1.5 million Federal Lands Access Program project – South Lake Road. If the Inyo County LTC meets and exceeds its STIP share deletion targets, how is it relevant that this is a new project and therefore can't be programmed?

Our understanding of SB 45 is that the local agencies have some discretion as to the projects programmed in their area. Is this true? Those agencies that meet or exceed their deletion targets should be able to program new projects if that is their will.

Please keep the \$1.5 million programmed for the South Lake Road project. The total match cost of \$1.5 million will leverage almost \$11 million in federal funding that is not part of the STIP. Inyo County will not be able to proceed with this project if it did not receive the matching funds through the STIP.

If you have any questions or concerns regarding this request, please don't hesitate to contact Inyo County LTC Executive Director Clint Quilter at (760) 878-0201.

Sincerely,


Doug Thompson
Vice Chairperson

Inyo County Local Transportation Commission

South Lake Road Reconstruction Project



Please Include South Lake Road Reconstruction Project in the 2016 STIP

The Inyo County LTC primary concern is the deletion of programming for a \$1.5 million project, the South Lake Road Reconstruction project. The project leverages almost \$11 million in federal funding and the County has already entered into an agreement programming the Federal funds so it is not exactly a new project. The “No New Project” policy should be waved in this instance since Inyo has easily exceeded its STIP share deletion target. This was a competitive grant. Inyo County would not be able to fund the match. This project only required \$112,000 for Design in FY 2016-2017 and \$1,369,000 for construction in FY 2017-2018. Your Commission is requested to please approve the programming for the South Lake Road FLAP match project.

Inyo County has done more than its share

The Inyo RTIP has exceeded its STIP Share Deletion Target.

- The Deletion Target for Inyo is \$5.407 million.
- The revised RTIP proposes to delete \$17.759 in RIP funding.
- This exceeds the deletion target by \$12.352 million.

In addition, ITIP funds totaling \$35.4 million for a project in Inyo County was deleted, which is 19% of the total ITIP deletion target. Our Commission also followed the wishes of Caltrans and programmed far more of our share on the Freeman Gulch MOU project on SR 14.

The Numbers

	Inyo STIP Shares (\$Millions)
US 395 Olancho - Cartago	-35.4
SR 14 Freeman Gulch Segment 1	+20.377
SR 14 Freeman Gulch Segment 2	-2.898
US 395 Widening (San Bernardino)	-1.319
South Lake Road Reconstruction Project	+1.481
Total	-17.759
STIP Deletion Target	-5.407
Exceeded Target By	-12.352

South Lake Road Reconstruction Project

This project will pulverize and repave 6.9 miles of South Lake Road from the intersection with SR 168 to South Lake. It includes minor widening (along the first 2.1 miles) to accommodate a Class III bike lane in addition to grading, pulverization of existing pavement, replacement of minor drainage structures, spot repairs to major drainage structures, slope stabilization, rock scaling, placement of crushed aggregate base and asphalt pavement, signing, striping, and other safety-related features.

South Lake Road Reconstruction Project Proposed STIP Programming						
County of Inyo	Prior	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
PS & E		\$112,000				
CON				\$1,369,000		
						Total \$1,481,000

South Lake Road provides one of the best access points to some of the most beautiful parts of the High Sierra in the John Muir Wilderness and King Canyon National Park





CITY OF MANTECA

MANTECA CITY COUNCIL

STEPHEN DeBRUM, MAYOR
VINCE HERNANDEZ, COUNCILMAN
DEBBY MOORHEAD, COUNCILWOMAN
MIKE MOROWIT, COUNCILMAN
RICHARD SILVERMAN, COUNCILMAN

May 17, 2016

The Honorable Bob Alvarado
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Reduction/Delay of STIP-Funded Project PPNO#: 3046
McKinley Avenue/State Route 120 Interchange

Dear Chairperson Alvarado:

On January 20, 2016, I wrote to you on behalf of the Manteca City Council, seeking the support of the California Transportation Commission (CTC) to consider continuing the proposed State Transportation Improvement Program (STIP) funding amount and schedule for the McKinley Avenue/State Route 120 Interchange project. A copy of the Project Programming Request is attached for your reference.

I am re-sending this letter to you, recognizing the CTC will again be discussing the issue of limited STIP funding when you meet in Stockton this week. We appreciate the staff recommendation that funding for Manteca's project be retained, even if it is delayed one year.

The City of Manteca recognizes the difficult dilemma facing the Commission, and the need to rethink and rebalance funding and projects throughout the State. Reductions in revenues at the state and local levels have forced all of us to make similar difficult decisions. However, I would like to once again provide some additional information about one of the projects proposed for delay and/or reduction.

Project No. PPNO #3046 is a regional project that has been in process for many years. Former Congressman Richard Pombo was able to secure a \$3 million earmark toward this project when he was serving in the House of Representatives. The \$46 million project was included in the Federal SAFETEA-LU bill as a High-Priority Program Project No. 1775, and received

this Federal earmark to help fund the planning and design. Right-of-way acquisition and construction will be funded by a combination of local, regional and State funds.

The addition of the McKinley/120 interchange is of regional significance to the cities of Manteca and Lathrop, San Joaquin County, and the San Joaquin Rail Commission. This interchange would provide improved access to the busiest and largest ACE Rail station in the system, which provides much-needed commuter rail service to the San Francisco Bay Area and, more specifically, the Silicon Valley, thereby reducing increasing congestion along several Northern California State and Federal highways.

In addition to improving this regional service, the interchange will provide a critical expansion of jobs, in an area that already has the highest unemployment rate in California. San Joaquin County's unemployment rate is among the highest in the State at 8.6%, and this additional interchange will directly result in an influx of both construction and permanent full-time jobs. In October 2015, the Manteca City Council certified an Environmental Impact Report (EIR) for the proposed Family Entertainment Zone (FEZ) project that abuts this important interchange. That project covers 210 acres of City-owned land, which is proposed to be developed as a convention/hotel/waterpark as Phase 1, and another 175 acres of recreational, commercial and retail space.

Phase 1 alone would generate 600 full-time jobs, not including some 1,400 jobs that would be needed to construct the McKinley/120 interchange. However, in order to complete the development of Phase 1 of the project, as desired by the proposed operator, as well as additional development of the remainder of the FEZ, the EIR requires the completion of the McKinley/120 interchange as a mitigation measure. San Joaquin County also included support for the Manteca Conference Center/Hotel project as one of the primary recommendations of the recently adopted 2014 Countywide Hotel and Conference Center Study.

The City has already spent more than \$1 million on this project, and is scheduled this week to award a contract for more than \$10 million for the construction of utility improvements to the site, utilizing proceeds from a former Redevelopment bond issue in 2004 – proceeds that must be spent on certain qualified projects. These bond proceeds have been approved for expenditure by the California Department of Finance, to be used specifically for this interchange and related improvements. As these are older bond proceeds, we are required to expend them in a timely manner. These funds were earmarked for infrastructure improvements, including shared funding in the McKinley/120 interchange. They have been used as leverage with the

STIP funds, as well as local Measure K sales tax funds, to stimulate economic development opportunities in a region of the State desperate for such development.

Funding for the McKinley/120 interchange is critical to the development of this project, and the generation of jobs and revenues to the local economy, as well as the State's.

I appreciate your attention, and respectfully request you not delay or reduce in funding the McKinley/120 Interchange (Project No. PPNO #3046) project.

Sincerely,



Stephen F. DeBrum
Mayor

Enclosures

c: Ms. Susan Bransen, Executive Director, CTC
Manteca City Council
San Joaquin Council of Government Board of Directors



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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101 Eighth Street
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TTY/TDD 510.817.5769
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EMAIL info@mtc.ca.gov
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May 13, 2016

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Toni Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sami Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schuyf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tassier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Anny Rein Worts
Cities of Contra Costa County

Steve Heminger
Executive Director

Alis Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. Bob Alvarado
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 2016 STIP Staff Recommendations – Additional Cuts

Dear Chair Alvarado,

The Metropolitan Transportation Commission (MTC) is writing in response to the California Transportation Commission's (CTC's) staff recommendations for the 2016 State Transportation Improvement Program (STIP). In January, CTC adopted a revised STIP Fund Estimate that called for a reduction in programming due to a projected \$754 million revenue shortfall.

Following the adoption of the revised Fund Estimate, CTC requested regions to "volunteer" project cuts in proportion to their share of the STIP. MTC responded to this request in good faith, identifying over \$71 million in potential project deferrals amounting to a 30% reduction of our region's proposed 2016 Regional Transportation Improvement Plan (RTIP). Despite MTC's good faith efforts, CTC's staff recommendations call for an additional cut of \$44 million in the Bay Area, which amounts to a total of \$115 million in project deferrals (or 48% of our RTIP).

CTC staff's current recommendations dictate that the nine counties of the Bay Area shoulder the most deletions above its target of any region – more than even Caltrans's Interregional Transportation Improvement Program (ITIP). The MTC region's new deletion amount of \$115 million exceeds our original target for deletion by \$19 million. By comparison, the ITIP – which represents 25% of the STIP – will exceed its deletion target by \$11 million.

Among the large MPOs, the Southern California Association of Governments (SCAG) region, led by Los Angeles, fell short of its target by almost \$33 million. Similarly, smaller counties outside of the large MPOs as a whole missed their target by \$14 million.

We firmly believe that no region of the state should be asked to shoulder more than its fair share of the STIP shortfall. No project sponsor ever wants to see its most important projects cut or delayed for any reason, but in the face of this present revenue crisis the burden must be shared equitably.

To preserve fairness in the process and honor regional choice, MTC recommends that 2016 RTIP projects submitted by the regional agencies to the CTC but not accepted in the 2016 STIP due to reduced STIP capacity be prioritized for future STIP funding. In the Bay Area's case, MTC submitted new RTIP projects replacing existing STIP projects, yet they were rejected by CTC for inclusion in the 2016. This resulted in MTC's deleted STIP share far exceeding the deletion target for the region. These projects should have priority for future STIP funding capacity if they are proposed in the next RTIP.

We continue to stand ready to work with you to adjust the proposal in a fair and reasonable manner. Furthermore, we reiterate our previous point that the STIP revenue crisis could be averted entirely with prompt legislative action.

If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 510-817-5722.

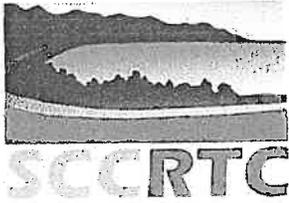
Sincerely,



Steve Heminger
Executive Director

cc: Bay Area Legislative Delegation
The Honorable Brian Kelly, Secretary, California State Transportation Agency
CTC Commissioners

SH:makk



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@scrcrtc.org

May 12, 2016

Bob Alvarado, Chair
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

RE: 2016 State Transportation Improvement Program (STIP)

Honorable California Transportation Commissioners:

At its May 5, 2016 meeting the Santa Cruz County Regional Transportation Commission (RTC) reviewed the California Transportation Commission (CTC) staff recommendations for the *2016 State Transportation Improvement Program (STIP)* and is **extremely concerned about the CTC's proposal for Santa Cruz County projects. The RTC board requests that the CTC not delete all the funds programmed for construction of the Highway 1/Harkins Slough Road Interchange project** and is very concerned about pushing projects in our region far into the future. In recognition that the California Transportation Commission (CTC) is facing unprecedented challenges during this fiscal crisis the RTC's *2016 Regional Transportation Improvement Program* (approved December 2015 and revised February 2016) proposed to delay over 80% of the STIP funds programmed in Santa Cruz County to later years – and shifted more than half of the region's projects (*\$12.4 million*) to the outer years of the STIP.

The RTC board is concerned additional delays and the deletion proposed by CTC staff is disproportionately falling on projects in Santa Cruz County, especially the economically disadvantaged farm community of Watsonville. The CTC staff recommendations would bring Santa Cruz County's total unprogrammed balance to \$9.4 million; more than double what might be our reasonable (as defined by your staff) share of 2016 STIP programming capacity (negative \$4 million).

As you finalize the 2016 STIP, we urge the CTC to ensure that there is county-level equity in the programming process by considering County Share balances and advances. State law establishes regional and interregional shares for STIP funds and we urge the CTC to consider shares when deciding which projects to delete or delay in the STIP. Santa Cruz County's SB45 county share is only 0.53% of the statewide total. However, the CTC staff recommendations would bring Santa Cruz County's total unprogrammed balance to \$9.4 million; more than double what might be our reasonable share of programming capacity (-\$4 million). The City of Watsonville has offered to increase its local share of the Highway 1/Harkins Slough Road projects cost by \$1.5 million, so that the region's total unprogrammed balance would be \$4 million.

The Highway 1/Harkins Slough Road overcrossing provides access to Pajaro Valley High School, Santa Cruz Land Trust property, several farms, the Westridge Business Park (where both

Driscoll Berries and West Marine have their headquarters), and South Green Valley commercial area. The existing bridge over Highway 1 is grossly inadequate, especially for bike and pedestrian safety. While resources are always short and needs are many, losing any allocation that supports Watsonville's economic health should be avoided. We spend a lot of time, effort, and resources identifying and planning projects, getting shovel ready, waiting in line, and then the funding gets reallocated, disappears, or delayed indefinitely. While hopes and dreams do come and go, many real needs of the community remain unmet and public faith in the process becomes eroded and compromised.

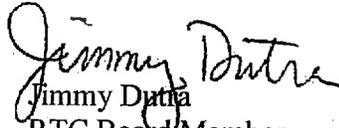
The RTC board recognizes that the drop in revenues is painful for everyone and is committed to work with the California Transportation Commission (CTC), its staff, our state legislators and our local community to raise the funds needed to operate and maintain our transportation system. RTC board members and our staff have met several times with Assemblymember Alejo, Assemblymember Stone, Senator Monning, and other state leaders to communicate our disappointment with shifting state priorities, insufficient gas taxes, and lack of action to resolve gas tax reductions. We also recognize that state revenues are unpredictable and unreliable and are working diligently with the community to place a local half-cent sales tax measure on the November 2016 ballot so that we are less dependent on state revenues to address our diverse transportation needs.

On behalf of the entire RTC board, thank you for your consideration.

Sincerely,



Don Lane
RTC Chair
City of Santa Cruz Councilmember



Jimmy Dutta
RTC Board Member
City of Watsonville Councilmember

cc: City of Watsonville
Senator Monning, Assemblymember Alejo, Assemblymember Stone

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DISTRICT OFFICE
1528 S. EL CAMINO REAL, SUITE 302
SAN MATEO, CA 94402
(650) 349-2200
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Assembly California Legislature



KEVIN MULLIN
SPEAKER PRO TEMPORE
ASSEMBLYMEMBER, TWENTY-SECOND DISTRICT

COMMITTEES
BUDGET
BUSINESS AND PROFESSIONS
ELECTIONS AND REDISTRICTING
HOUSING AND COMMUNITY
DEVELOPMENT
REVENUE AND TAXATION
RULES

SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 4 ON
STATE ADMINISTRATION

SELECT COMMITTEES
CHAIR: BIOTECHNOLOGY
WORKFORCE DEVELOPMENT BOARD

May 10, 2016

Chair Bob Alvarado
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Request for \$9.399 million in 2016 STIP funds for US 101 HOV/Express Lanes Project

Dear Chair Alvarado:

We are writing today to strongly urge the California Transportation Commission (CTC), at its upcoming May meeting, to program \$9.399 million in STIP funding for the next phase of the "US 101 HOV/Express Lanes" project in San Mateo County. In response to the CTC's direction to reduce \$754 in programming statewide, San Mateo's Congestion Management Agency - the City/County Association of Governments (C/CAG) - worked with the Metropolitan Transportation Commission (MTC) and the San Mateo County Transportation Authority in proposing a \$71 million postponement package from the Bay Area. MTC's recommended \$71 million package includes \$18 million in projects from San Mateo County, which is much larger than San Mateo County's fair share of the statewide reduction. San Mateo County delayed \$18 million in projects with the hope of seeing the next phase of the "US 101 HOV/Express Lanes" project programmed in the 2016 STIP.

The "US 101 HOV/Express Lanes" project is the highest priority project in San Mateo County in that it has substantial countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and the East Bay (via connecting bridges). Arguably, this corridor serves as the backbone for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion due to an influx of jobs to the region. If congestion on the corridor is not addressed in a timely manner, it will result in further negative impacts to the residents of San Mateo County, as well as increase the potential for adverse regional and statewide economic impacts.

While this project may be considered a new project from a STIP standpoint, C/CAG, the San Mateo County Transportation Authority, MTC, and the California Department of Transportation (Caltrans) have been collaborating on this project for several years. Moreover, San Mateo County spent local funds to pay for the Project Initiation Document and the environmental review phase of this project. Thus far, a total of \$14 million has been

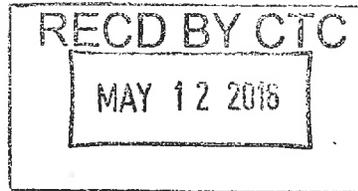
CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



May 6, 2016

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814



RE: 2016 STIP CTC Staff Recommendations

Dear Ms. Bransen,

The Watsonville City Council formally requests that the California Transportation Commission reconsider and amend its recommendation to delay or revoke State Transportation Improvement Program (STIP) funding for three City projects. These projects and current CTC recommendations include the following:

Airport Blvd Improvements (PPNO 2555)

– Delay \$1,195,000 in construction funds from FY16/17 to FY17/18

Monterey Bay Sanctuary Scenic Trail Segment 18 (PPNO 2552)

– Delay \$950,000 in construction from FY16/17 to FY17/18

Route 1 Harkins Slough Road Improvements (PPNO 413)

– Delete \$6,878,000 in construction funds from the 2016 STIP.

Of particular concern to the City is the deletion of all construction funding for the Route 1 Harkins Slough Road Improvements (PPNO 413). This project has involved significant collaboration between Caltrans District 5, the City and the community and would provide long awaited safety and operational benefits to many users nearby including a high school, a commercial area and a highway interchange. *If construction funding cannot be restored to the 2016 STIP, the City requests that the project be included in and given priority in the 2018 STIP.*

Watsonville is classified by the State as an Economically Disadvantaged Community, and has a per capital income of less than half of the State average. As such, Watsonville relies even more heavily than most communities upon STIP funds to construct major projects such as these. Delaying project funding has significant consequences to poor communities, as other funding sources are extremely limited. We hope you will take this into consideration in making your funding decisions.

Further, delaying projects is disruptive the City's capital improvement program as it requires shifting projects, reallocating funds and other resources and places them at risk. These projects address very real and immediate needs of our community and as they get pushed out, the public faith in the process becomes compromised.

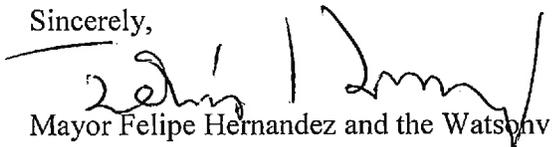
Thank you for your consideration to not delay or delete these important community projects.

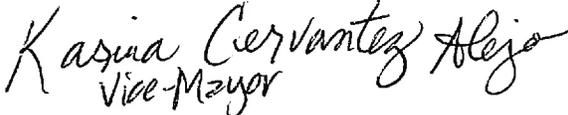
CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



Sincerely,

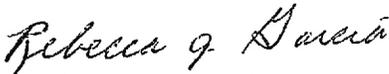

Mayor Felipe Hernandez and the Watsonville City Council

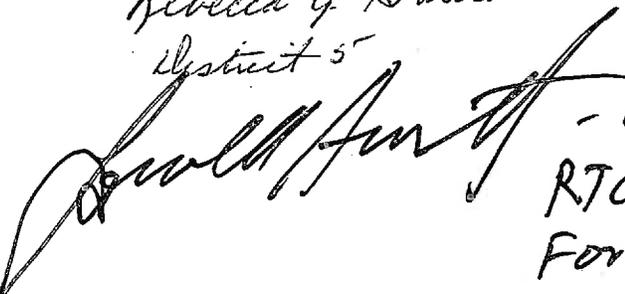

Kasnia Cervantes Alejo
Vice-Mayor

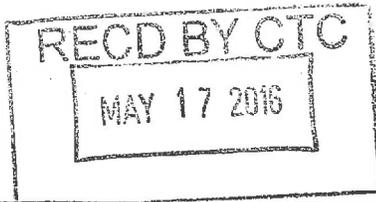

Nancy Bilicich
DISTRICT 7


Trini Colman-Gomez
District 6.


Jimmy Dutra
District 4, RTC Commissioner for City of Watsonville


Rebecca Garcia
District 5


- Councilmember Dist
RTC Alternate from Watsonville
Former Mayor.



55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: www.tamcmonterey.org

May 10, 2016

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

SUBJECT: 2016 State Transportation Improvement Program

Susan
Dear Ms. Bransen:

The Transportation Agency for Monterey County is alarmed by the \$16.1 million in proposed cuts to Monterey County's 2016 Regional Transportation Improvement Program. This amount, \$9.1 million less than the revised funding target for our county, is in addition to three projects that are also being proposed for extended delays – two of which that will be ready for construction next fiscal year. This additional round of cuts to our program comes after our Board of Directors voluntarily deleted \$7 million from our program based on the revised fund estimate approved by the California Transportation Commission in January 2016.

Our Agency understands the difficult decisions before the Commission due to the ongoing transportation funding crisis and shortfall in revenues. However, these additional cuts are deeply troubling considering our Agency's efforts to work collaboratively with the Commission on this issue. These efforts include the aforementioned willingness to make up our share of the \$754 million shortfall, while other agencies made no cuts at all or kept unprogrammed balances, as well as meetings and letters to our State legislative delegation urging them to pass a funding solution.

In light of the unequitable nature of these cuts, our Agency would appreciate the Commission's consideration of the following:

- **Approval of Monterey County's AB 3090 Request:** The Transportation Agency will submit an AB 3090 reimbursement request in the amount of \$3.0 million for the Highway 1 Operational Improvements project. Our Agency will advance this project using our own Regional Surface Transportation Program funds, and will seek to be reimbursed with future STIP funding. Considering that this action will help the Commission by freeing up funding in 2017/18, our Agency requests that the reimbursement be programmed as early as possible in this STIP cycle.

- **Restoration of funding to Monterey County in the 2018 STIP:** Our Agency strongly recommends that a process be formalized with the adoption of the 2016 STIP that restores funding cuts with the next STIP cycle for agencies that made voluntary cuts to their Regional Transportation Improvement Program. For Monterey County, that would be \$11.1 million to the Highway 156 Improvement project and \$5.0 million to the US-101 South County Freeway Conversion project.
- **Provide funding for delay-related construction cost increases:** The Highway 68 Corral de Tierra project was programmed for construction at \$1.7 million in 2016/17, and has now been proposed for delay to 2017/18. The extended delay will likely result in additional construction costs to the project. Our Agency requests that any delay-related construction cost increases be funded by the Commission.

The Transportation Agency values our partnership with the Commission to deliver needed safety and congestion relief projects to Monterey County, and looks forward to continuing to work with the Commission to address issues from the ongoing transportation funding crisis. Thank you for consideration of the points put forward in this letter, and please contact Michael Zeller of my staff at (831) 775-4416 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be 'DLH', written over the word 'Sincerely,'.

Debra L. Hale
Executive Director



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

May 17, 2016

Chair Bob Alvarado
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 2016 STIP Recommendations for San Bernardino County

Dear Chair Alvarado:

San Bernardino Associated Governments (SANBAG) is the county transportation commission for San Bernardino County and the transportation authority responsible for administering and implementing the programs of the countywide half-cent sales tax, with a Board consisting of 29 local elected officials representing the County's 24 cities and the County of San Bernardino. SANBAG strongly urges the California Transportation Commission (CTC) to reconsider the recommendation to reduce proposed programming for the I-10 Express Lanes Phase II project and approve the full amount of STIP funding in the SANBAG proposal.

When the CTC adopted the revised fund estimate in January that resulted in the need to reduce STIP programming statewide by \$754 million, SANBAG made great effort to be a responsive partner in this difficult exercise. After reviewing our Board-adopted project priorities, we submitted a revised proposal for the 2016 STIP that not only met our target reduction of \$37 million, but also removed \$100 million in programming from the first three years of the STIP, which are the most constrained years of the STIP cycle. These project priorities identified by our Board for STIP funding are projects that have long been under development locally, but not previously proposed for STIP funding. Unfortunately not all regions were able to develop similarly responsive proposals and CTC staff was required to develop criteria for eliminating \$239 million in proposed STIP programming, with the first criterion being that no new projects would be allowed for programming. This essentially eliminated our entire STIP proposal.

Although we were disappointed to learn that we would not be allowed to select our priority projects for programming in the STIP, we were grateful for the opportunity to resubmit our STIP proposal to include currently programmed projects. Our current proposal again meets our deprogramming target of \$37 million and removes \$103 million of programming capacity from the first three years of the STIP. With approval of the CTC staff recommendation, our total deprogramming would be almost \$64 million, well over our share of the deprogramming target and almost 50% of our current programming, while others have been required to give far less. While we appreciate the difficult nature of the development of statewide STIP programming recommendations and the efforts of CTC staff to develop an objective recommendation methodology, the results are not equitable.

We urge the CTC to return to managing the STIP at the county share-level rather than the individual project-level. The project-level criteria that were used in development of the recommendations require agencies to delay projects in order to receive their share of the STIP funding and to find other sources of funds to pay for these delays. Local agencies were not given the opportunity to leverage other funding available, evaluate non-STIP project schedules in developing programming proposals, or even determine if the currently programmed STIP projects continue to be a local priority. As a result of this, the effects of these recommendations not only delay the STIP projects in question but also impact the other program priorities local agencies are responsible for managing, making for a less efficient use of taxpayer revenue.

We are pleased to see the adoption resolution recognize that new projects could receive recognition in future STIP cycles, assuming the programming priorities cited in item 2.9 of the resolution are in no particular order. We understand the difficult position in which CTC staff has been placed in development of the 2016 STIP recommendations and appreciate the opportunities we have been given to maximize our proposal. We urge you to consider the efforts SANBAG has undertaken to respond to the needs of the CTC and approve the proposed programming as submitted by SANBAG.

Sincerely,



Dr. Raymond Wolfe, P.E.
Executive Director

cc: Susan Bransen, Executive Director, CTC

Dobler Ranches, L.P.
P.O. Box 1660
Watsonville, CA 95077

Timus Taylor Family Limited Partnership
150 Third Avenue South, Suite 2800
Nashville, TN 37201

May 18, 2016

Bob Alvarado
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: The 2016 State Transportation Improvement Program (STIP) Funding
Recommendations – San Benito Route 156 Improvement Project**

Dear Chair Alvarado:

Dobler Ranches, L.P. and Timus Taylor Family Limited Partnership (collectively, "Partnerships") respectfully submit this letter in strong support of the delay in funding of the San Benito Route 156 Improvement Project (the "Project") for at least three (3) years as incorporated in the 2016 State Transportation Improvement Program ("STIP") Funding Recommendations. We believe this recommended delay of at least three (3) years will provide critically needed time to address (1) serious traffic safety concerns, (2) unresolved environmental issues and (3) compliance with federal and state statutes that protect and prevent excessive conversion of unique, prime farmland. In our view, the current Project design is fundamentally flawed and must be revised prior to the Commission's consideration of any recommendation to authorize STIP Funding.

Our Partnerships have been conducting farming operations on our prime, agriculturally productive properties in San Benito County since the 1970s. Our properties are contiguous to the southern border of the entire section of Route 156 impacted by the Project, such that under the current Project design, we would collectively suffer the highly detrimental loss of 109 total acres of our unique, prime farmland. The unique, prime farmland at issue is subject to both the California Land Conservation Act of 1965 ("Williamson Act") and the federal Farmland Protection Policy Act ("FPPA"). As you are aware, the Williamson Act's stated purpose is to preserve agricultural lands in California by discouraging unnecessary conversion, and the FPPA was enacted by Congress to minimize the impact of federal programs on unnecessary and irreversible conversion of prime and unique farmland to nonagricultural uses. We have proposed modest design changes that could save at least 26 acres of this unique, prime farmland, and we respectfully submit that the Commission's approval of the STIP Funding Recommendations, including the three (3) year delay of the Project, will provide essential time to ensure the California Department of Transportation ("CalTrans") complies with the state and federal statutory requirements set forth in Williamson Act and the FPPA.

Bob Alvarado
May 18, 2016
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Similarly, the Project's current design has been the subject of ongoing concerns about its environmental impact. As you know, the Project must be assessed for compliance under both the California Environmental Quality Act ("CEQA") and the federal National Environmental Policy Act ("NEPA"). We understand the potentially detrimental environmental impact can be alleviated by Project design changes that would coincide with the above-stated objectives to ensure compliance with Williamson Act and the FPPA. Accordingly, the Commission's approval of the STIP Funding Recommendations, including the three (3) year delay of the Project, will provide time to complete the environmental impact study process so as to ensure compliance with the CEQA and NEPA.

Finally, and of utmost importance, the Project's number one stated objective was to "improve safety" by widening Route 156 from a 2-lane highway to a 4-lane facility. We are extremely concerned that thus far the Project does not provide for a traffic light at the Route 156 intersection with Bixby Road. Under the current limited access design, this intersection will be the primary access point for our properties to Route 156. A traffic light is absolutely essential to allow our employees and our large, slow-moving trucks, heavily laden with produce, to safely enter and exit Route 156. Simply stated, failure to incorporate a traffic light at Bixby Road as part of the final Project design will result in Route 156 being less safe than currently and inevitably cause serious injuries and possibly fatalities at the intersection. We are confident the Commission agrees such a result would be a travesty and is wholly unacceptable. As such, the Commission's approval of the STIP Funding Recommendations, including the three (3) year delay of the Project, will provide time to ensure the final Project design includes a traffic light at Bixby Road and makes other necessary changes to improve traffic safety on Route 156, which we strongly support.

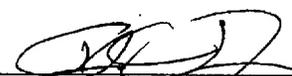
In summary, we encourage the Commission's approval of the delay in funding of the Project as part of the STIP Funding Recommendations. The additional three (3) years will provide essential time to study the critical issues referenced above. Our Partnerships are committed to working in good faith with Caltrans to develop a final Project design solution that improves traffic safety, protects the environment, minimizes the taking of unique, prime farmland, and ensures compliance with applicable California and federal laws and regulations.

Thank you for your consideration and assistance in this matter.

Sincerely,



Steven Dobler, Limited Partner
Dobler Ranches, L.P.



T. Stephen C. Taylor, General Partner
Timus Taylor Family Limited Partnership