

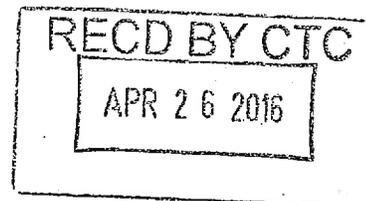


# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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**

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

### 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		
						<b>Total \$1,481,000</b>

**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**

Joseph P. Burt MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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TTY/TDD 510.817.5769  
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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

*Alix 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.

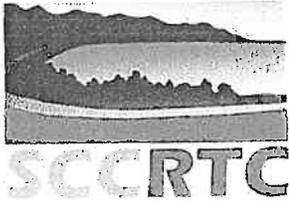
Sincerely,



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@sccrtc.org](mailto:info@sccrtc.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.

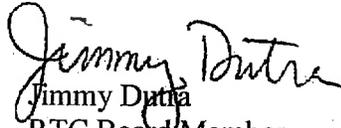
The RTC board recognizes that the drop in revenues is painful for everyone and is committed to work with the California Transportation Commission (CTC), its staff, our state legislators and our local community to raise the funds needed to operate and maintain our transportation system. RTC board members 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

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0022  
(916) 319-2022  
FAX (916) 319-2122

DISTRICT OFFICE  
1528 S. EL CAMINO REAL, SUITE 302  
SAN MATEO, CA 94402  
(650) 349-2200  
FAX (650) 341-4676

# 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

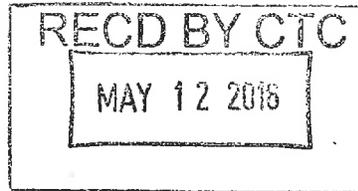
# CITY OF WATSONVILLE

"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.

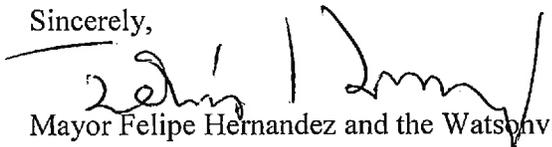
Thank you for your consideration to not delay or delete these important community projects.

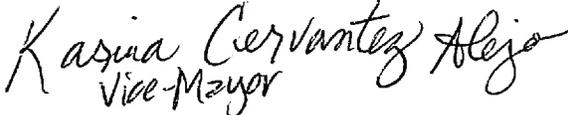
# CITY OF WATSONVILLE

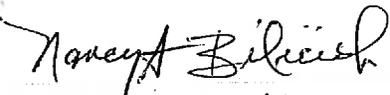
"Opportunity through diversity; unity through cooperation"



Sincerely,

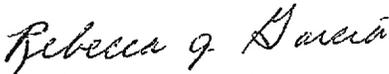
  
Mayor Felipe Hernandez and the Watsonville City Council

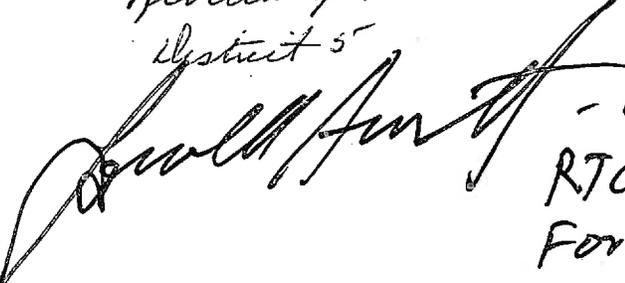
  
Kasnia Cervantes Alejo  
Vice-Mayor

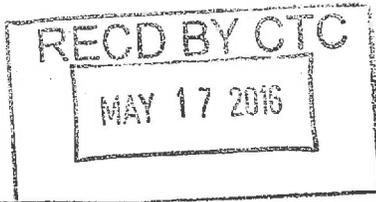
  
Nancy Bilicich  
DISTRICT 7

  
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.

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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.

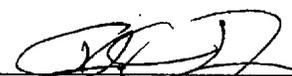
Finally, and of utmost importance, the Project's number one stated objective was to "improve safety" by widening Route 156 from a 2-lane highway to a 4-lane facility. We are extremely concerned that thus far the Project does not provide for a traffic light at the Route 156 intersection with Bixby Road. 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