Original to Robert

Governments SANBAG Working Together

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

TRANSPORTATION MEASURE I

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

March 1, 2010

RECD BY CTC
MAR 11 2010

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2200
Sacramento, CA 95812

Dear Ms. Rhinehart:

The San Bernardino Associated Governments (SANBAG) as one of the five member agencies of the Southern California Regional Rail Authority (SCRRA) Joint Powers Authority that operates Metrolink commuter rail service is pleased to provide our support for the program of projects submitted by Southern California Regional Rail Authority for the SCRRA share of Proposition 1A High-Speed Passenger Train Bond (HSPTB) Program.

The program includes $66 million for Positive Train Control (PTC) which is our highest priority project. SCRRA is developing PTC to allow for higher speeds up to 110 mph. The increased speed will allow for safer and timelier connections to the High Speed Train System at many joint stations including: LAUS, Norwalk, Anaheim, Glendale, Burbank, and Santa Clarita. Further, the Rail Safety Improvement Act of 2008 mandates that passenger railroads will not be able to operate after December 31, 2015 if PTC is not in place. PTC is a complex project and it is essential we secure funding now to ensure Metrolink service is available to provide the essential connections to the High Speed Train System.

The program also includes $31.7 million for Rehabilitation/Renovation which is our second highest priority project. Railroad infrastructure deteriorates due to time, weather, and wear. At the minimum, a Rehabilitation and Renovation program is required to overcome this deterioration and maintain a steady state of serviceability to ensure a reliable connection to the High Speed Train System.

The program also includes $26 million for Sidings/Double Track /Station Reconfigurations for Connectivity as our third highest priority. These improvements will provide increased capacity to enhance the connections provided by Metrolink service to the High Speed Train System.

If you have any questions, please contact me at 909-884-8276 x117.

Thank you,

Deborah Robinson Barmack

Deborah Robinson Barmack
Executive Director

cc: Joanna Capelle, SCRRA

BR100301.maa

OCTA

RECD BY CTC
MAR 16 2010

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Governor's
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Will Kempton
Chief Executive Officer

March 11, 2010

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2200
Sacramento, CA 95812

Dear Ms. Rhinehart:

The Orange County Transportation Authority (OCTA) is pleased to support the Southern California Regional Rail Authority's (SCRRA) proposed program of projects for the SCRRA share of the Proposition 1A High-Speed Passenger Train Bond Program.

As a member agency of SCRRA, the five-county joint powers authority that operates Metrolink commuter rail service, OCTA is committed to improving passenger rail service throughout Orange County. OCTA currently has several projects underway to enhance the safety and efficiency of the Metrolink system in Orange County while also planning for future connections to the California high-speed rail system at the Anaheim Regional Transportation Intermodal Center.

SCRRA's proposed 1A program includes three key projects:

- Positive train control (PTC)
- Rehabilitation and renovation on existing rail infrastructure
- Siding/double track and station reconfigurations

PTC is SCRRA's highest priority project. SCRRA is currently developing an interoperable PTC system to enhance safety while also allowing higher train speeds. The implementation of PTC will also provide for safer and more efficient connections to the high-speed train system at joint stations, including Los Angeles Union Station, Norwalk, Anaheim, Glendale, Burbank, and Santa Clarita once the service begins. PTC is a complex project, and it is imperative that SCRRA secure funding now to ensure Metrolink service will continue to operate consistent with the Rail Safety Improvement Act of 2008, which mandates that passenger railroads be equipped with PTC technology by December 31, 2015.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

The program also includes rehabilitation and renovation, which is SCRRA's second highest priority project. Railroad infrastructure deteriorates due to time, weather, and wear. At the minimum, a rehabilitation and renovation program is required to overcome this deterioration and maintain a state of good repair to ensure reliable connections to the high-speed train system.

The final element of the program is sidings/double track and station reconfigurations for connectivity as SCRRA's third highest priority. These improvements will provide increased capacity to enhance the connections provided by Metrolink service to the future statewide high-speed train network.

If you have any questions or need further information, please contact Darrell Johnson, Executive Director, Rail Programs, at (714) 560-5343.

Sincerely,

Will Kempton
Chief Executive Officer

WK:jb

c: Joanna Capelle, SCRRA

Original to Robert

RCTC
Riverside County Transportation Commission

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

RECD BY
MAR 18 2010

March 15, 2010

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2200
Sacramento, CA 95812

Dear Ms. Rhinehart:

The Riverside County Transportation Commission (RCTC), as one of the five member agencies of the Southern California Regional Rail Authority (SCRRA) Joint Powers Authority that operates Metrolink commuter rail service, is pleased to provide its support for the program of projects submitted by SCRRA for its share of the Proposition 1A High-Speed Passenger Train Bond Act.

The program includes $45 million for Positive Train Control (PTC), Metrolink's highest priority project. SCRRA is developing PTC for enhanced safety on Metrolink's shared passenger rail corridors in Southern California. Further, the Rail Safety Improvement Act of 2008 mandates that passenger railroads will not be able to operate after December 31, 2015, if PTC is not in place. PTC is a complex project and it is essential that funding is secured now to ensure Metrolink service is available to provide the essential connections to the state's planned high-speed rail system.

The program also includes $52.7 million for rehabilitation and renovation and $26 million for sidings/double track/station reconfigurations for better connectivity to the high-speed rail system. These improvements will provide increased capacity and ensure system efficiency between Metrolink and the state's future high-speed rail developments.

Please contact me at (951) 787-7907 if you have any questions.

Sincerely,

Anne Mayer
Executive Director

cc: Joanna Capelle, SCRRA

METROLINK

Southern California Regional Rail Authority

April 29, 2010

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2227 MS-52
Sacramento, CA 95814

Dear Ms. Rhinehart:

As you know, the Southern California Regional Rail Authority (SCRRA) and its five Member Agencies have identified a full funding strategy for the development and implementation of positive train control (PTC) for the Metrolink system. Thank you for the opportunity to present this funding plan to the Commission at your April meeting, and for the Commission's assistance on exploring funding alternatives for this vital safety project.

Two key elements to the PTC funding plan are coming before the Commission at the May 19-20th meeting. The CTC will consider the following actions: the programming of $46.5 million in Proposition 1A funds requested by the California Department of Transportation, the programming of $35 million in Proposition 1A funds requested by SCRRA, and the programming and allocation of up to $32.7 million in Proposition 116 funds requested by the Orange County Transportation Authority (OCTA). These funding actions total $114.2 million and will comprise over half of the total $202 million project funding and are essential to ensure the project can continue on schedule. We deeply appreciate this significant funding commitment from the State.

The SCRRA, Member Agencies and the California Department of Transportation are pursuing a number of federal funding opportunities to complete the program funding picture. A copy of the full funding strategy is attached for your review and information. The SCRRA looks forward to working with you on early allocations of the bond funds in support of the PTC implementation plan. If you have any question or concerns, please contact me at (213) 452-0245.

Sincerely,

John E. Fenton

John E. Fenton
Chief Executive Officer

c:
Will Kempton, Orange County Transportation Authority
Art Leahy, Los Angeles County Metropolitan Transportation Authority
Anne Mayer, Riverside County Transportation Commission
Deborah Barmack, San Bernardino Associated Governments
Darren Kettle, Ventura County Transportation Commission
Bill Bronte, Caltrans Division of Rail

SCRRA PTC Funding Strategy (estimate $201.6 million)	Amount
Secured Funding	**$29,299,933**
Local	$3,310,587
Federal formula Funds/Local Match	$789,120
State STIP	$125,293
ARRA Formula	$17,825,530
Prop 1B TSGP (Safety/Security) (SCRRA)	$7,049,735
Prop 1B PTMISEA (SCRRA)	$199,668
Programmed Funding	**$63,159,730**
Prop 1B PTMISEA pending SANBAG MOU	$3,309,525
OCTA Prop 116 programming approved Dec '09 CTC, allocation May '10*	$15,215,778
OCTA Local (to be approved by OCTA Board)	$4,147,427
Federal Rail Research and Development Funds (SCRRA)	$487,000
FY 10/11 Prop 1B SLPP+ MTA Local (LACMTA)	$20,000,000
FY 11/12 Prop 1B SLPP+ MTA Local (LACMTA)	$20,000,000
Total Secured and Programmed/Identified	**$92,459,663**
SHORTFALL	**$109,140,337**

Funding Requests for Shortfall	**$155,269,049**
FRA Technology Grants	$25,000,000
FRA High Speed Intercity Passenger Rail (HSIPR) via Caltrans	$13,500,000
2011 Federal Appropriations Request	$10,000,000
OCTA Prop 116 (programming and allocation May '10 CTC meeting)*	$17,500,000
Prop 1A Intercity (Caltrans) (May '10 CTC meeting)*	$46,550,000
Prop 1A SCRRA (May '10 CTC meeting)*	$35,000,000
FY 09-10 Prop 1B TSGP (SCRRA)	$3,356,923
FY 09-10 Prop 1B PTMISEA (SCRRA)	$4,362,126

*May 2010 CTC Action Items

RECD BY CTC
MAY - 6 2010

April 30, 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing substandard "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Lou Martin

April 30, 2010

RECD BY CTC
MAY - 6 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing **substandard** "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project **at no cost to MCAG or the state**.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide **18,000-20,000 permanent jobs** and over **500 construction jobs** for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, **which is ready to go**, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Gail Ferrari-Martin

Gail Ferrari-Martin

RECD BY CTC
MAY - 6 2010

April 30, 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing **substandard** "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project **at no cost to MCAG or the state.**

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide **18,000-20,000 permanent jobs** and over **500 construction jobs** for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, **which is ready to go**, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

John Ferrari

RECD BY CTC
MAY - 6 2010

April 30, 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing **substandard** "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project **at no cost to MCAG or the state**.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide **18,000-20,000 permanent jobs** and over **500 construction jobs** for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, **which is ready to go**, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

JoAnn DiGiovanni

JoAnn DiGiovanni

April 30, 2010

RECD BY CTC
MAY 10 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing substandard "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Michelle DiGiovanni

Michelle DiGiovanni

April 30, 2010

RECD BY CTC
MAY 10 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing substandard "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Darrell DiGiovanni

RECD BY CTC
MAY 10 2010

April 30, 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing substandard "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Vic DiGiovanni

Vic DiGiovanni

MAY 11 2010

April 30, 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing substandard "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Dr. Michael Martin

April 30, 2010

MAY - 6 2010

Ms. Bimla Rhinehart, Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support – SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

I seek your support for the Merced County Association of Government (MCAG) project submittal for SR 99 Proposition 1A funding of the SR 99 element of the Atwater/Merced Expressway Project. Consistent with the Caltrans SR 99 Business plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes and will replace the existing **substandard** "left exit" and "left on" to and from southbound State 99 at Buhach Road with a modern interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along Highway 99 and Highway 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project **at no cost to MCAG or the state.**

Additionally, the economic development benefits and positive job effects on UC Merced, Castle Airport Development Center and private development projects are substantial and would provide **18,000-20,000 permanent jobs** and over **500 construction jobs** for the area, improving the current dismal 22% unemployment rate.

Your support to reallocate savings to Phase 1A of the Atwater/Merced Expressway Project, **which is ready to go**, would be greatly appreciated and would jump start the economic development of financially hard-hit Merced County.

Sincerely,

Cal Martin

Ferrari Ranch, LLC
...strategically planned to secure the future of Merced County

MAY - 5 2010

May 1, 2010

Bimla Rhinehart, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: ATWATER-MERCED EXPRESSWAY

Dear Ms. Reinhart:

We seek the support of the CTC for the initial phase of the Atwater-Merced Expressway (AME) in Merced County. The economic development benefits and positive job effects on UC Merced, Castle Airport and the Ferrari Ranch project are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, improving the 22% unemployment rate.

A true public-private partnership has emerged between the Merced County Association of Governments (MCAG), the County of Merced, UC Merced, Caltrans and the property owners within the right-of-way of AME. Several property owners, including the Ferrari family, have agreed to provide land for the AME, including the replacement for the dangerous Buhach interchange. MCAG

Caltrans has agreed to consider a proposal that would re-allocate savings realized from other State Route 99 projects into the design and construction of the Buhach-replacement interchange and the first leg of AME. MCAG estimates that this first segment could be completed by January 2013.

Of course, there is competition for these re-allocated savings and Valley COG's are cooperating to fairly consider their eligible projects. However, none of the competition can point to the creation of 18,000 – 20,000 permanent jobs that the AME will produce.

By way of background, Ferrari Ranch is a proposed 2,500,000 square-foot master-planned commercial/office/hospital site on 235 acres on SR 99 in Merced County between Buhach and Gurr Roads. Ferrari Ranch is the site of

MAIL: 257 Bellevue Road, #240 Atwater, CA 95301
PROJECT INFORMATION: 925-766-6160 | 925-837-0216 Fax

the SR 99-Atwater-Merced Expressway (AME) interchange, replacing Buhach. The AME link between Ferrari Ranch, Castle Airport and Development Center (Castle) and UC Merced is crucial for the economic development of financially hard-hit Merced County.

Your support to re-allocate savings to Phase 1 if the AME would be greatly appreciated and we look forward for your participation in this exciting and important project

Most respectfully,

David Dolter, AICP
Partner
JACOBSON, DOLTER & POOLE, INC.
Development Entitlement Project Management

C's:

John Ferrari
Darius Assemi
Granville Homes
1396 W. Herndon, Suite 101
Fresno, CA 93711
Jess Brown, MCAG

3RD MILLENNIUM INVESTMENTS

5 RIVER PARK PLACE EAST, SUITE 102
FRESNO, CALIFORNIA 93720
TELEPHONE 559.434.0334
FACSIMILE 559.434.8615
E-MAIL: Fresno3rdM@aol.com

MAY 11 2010

May 6, 2010

California Transportation Commission
Ms. Bimla Rhinehart, Executive Director
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support
SR 99/Atwater Merced Expressway Phase 1A Funding

Dear Ms. Rhinehart:

We would like to express our support for the Merced County Association of Governments (MCAG) project submittal for SR 99 Proposition 1B funding of the SR 99 element of the Atwater/Merced Expressway Project (AME). Consistent with the Caltrans SR 99 Business Plan, the project will realign and widen a two-mile segment of State Route 99 from four lanes to six lanes (with 8-lane right-of-way) and replace the existing substandard and very hazardous "left exit" and "left on" to and from southbound SR 99 at Buhach Road with a functionally more safe interchange designed to current engineering standards.

MCAG has been working closely through a true public-private partnership with the County of Merced, UC Merced, Caltrans, and several cooperative property owners to deliver this project to reality for the Merced County region. The SR 99 AME Phase 1A is a critical part of the Merced Regional Loop System to reduce congestion along SR 99 and SR 59.

The project has environmental clearance under CEQA and Caltrans project report approval. Design can proceed immediately and right-of-way acquisition will be handled by MCAG. MCAG will fund ROW support costs and has secured commitments from local property owners to dedicate large portions of the right-of-way for the project at no cost to MCAG or the state.

Additionally, the economic development benefits and positive job effects of UC Merced, Castle Airport Development Center, private development projects and prospectively the High Speed Rail maintenance facility are substantial and would provide 18,000-20,000 permanent jobs and over 500 construction jobs for the area, significantly improving upon the current 22% unemployment rate.

Your expressions of support in reallocating a portion of SR 99 bond savings to Phase 1A of the Atwater/Merced Expressway Project, which is ready to go, would be greatly appreciated and would help stimulate planned economic development of financially hard-hit Merced County.

Yours very truly,

RICK TELEGAN, PARTNER

RT:sw

cc: Michael G. Nelson, Supervisor District 3
Merced County Board of Supervisors

Jesse Brown, Executive Director
Merced County Association of Governments

Tab 16

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Project

California Transportation Commission (CTC) Proposition 1A Project Presentation

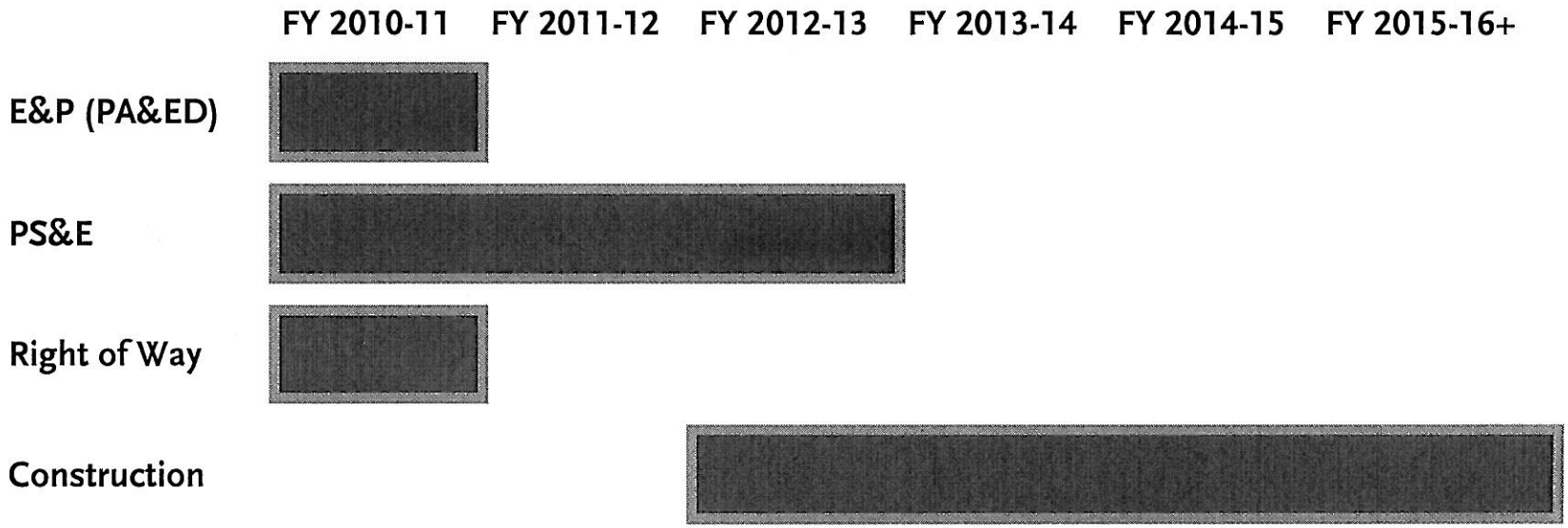
David Yale

Deputy Executive Officer, Regional Programming

Metro

May 19-20, 2010

Project Schedule



Metro

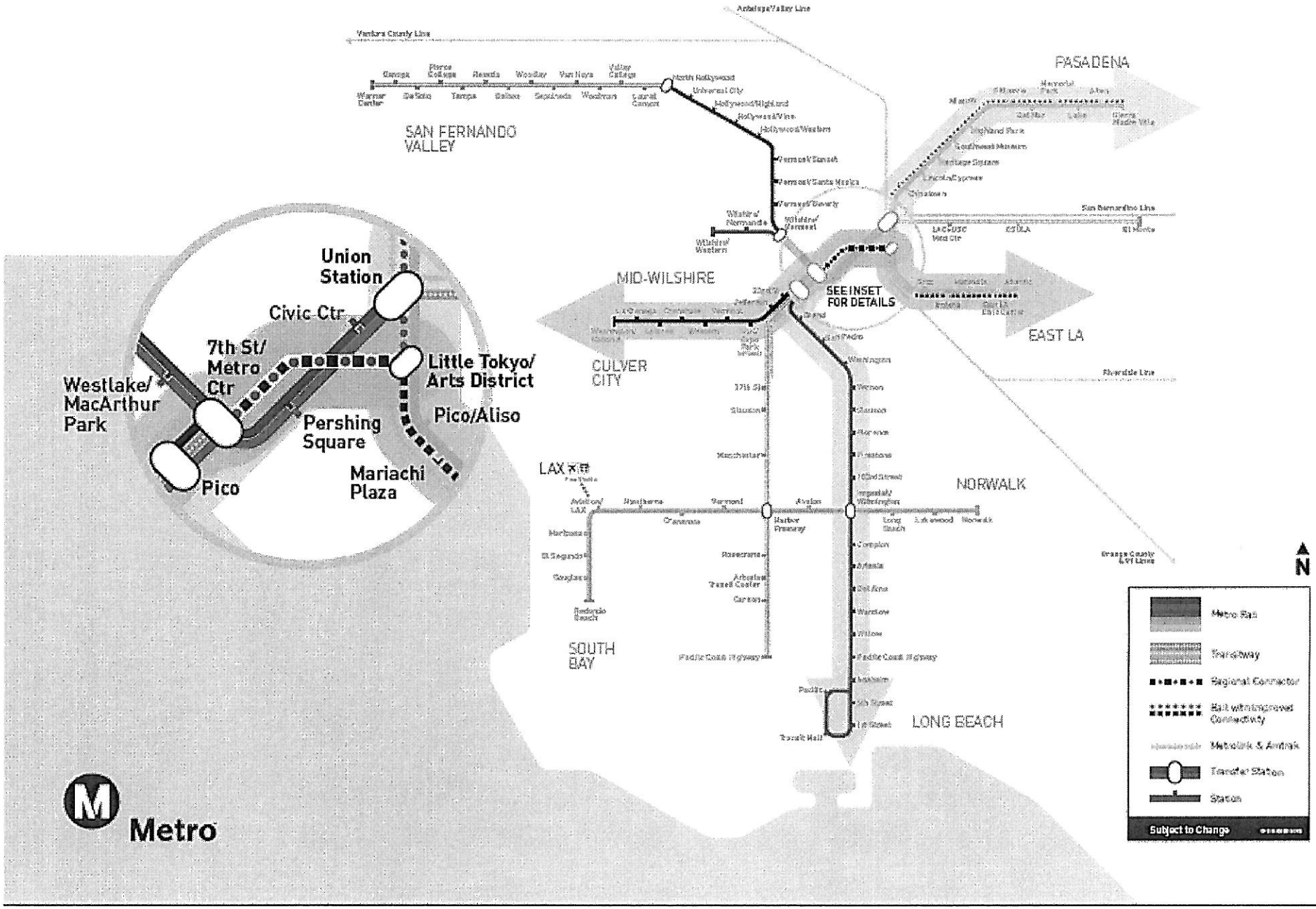
Leveraging Federal Funds for Transit Capacity

- MTA following federal New Starts process
  - Success depends, in part, on CTC action today
- MTA must demonstrate $ capacity for Regional Connector
  - CTC's commitment today aids that effort: $114.9 M
    - Only modest $5.9 M PA&ED allocation needed at first
- Catch-22
  - FFGA contingent on CTC $109.1 M construction commitment
  - CTC Construction commitment contingent on FTA FFGA
- MTA agrees that construction allocation cannot be made w/o FFGA
    - Asking CTC to program now, not allocate $109.1 M construction

Metro

Conceptualized Regional Connector Map

metro.net



Project Benefits and Connectivity

Regional Connector improves High Speed Rail connectivity:

- Directly connects Gold & Expo light rail Lines
  - Provides continuous trip north to south
    - Pasadena Metro Gold Line and Metro Blue Line
  - Provides continuous trip east to west
    - Metro Eastside Gold Line and Metro Expo Line
- Reduces one-way light rail trip time
  - Cross County reduced by 10 - 30 min. or more

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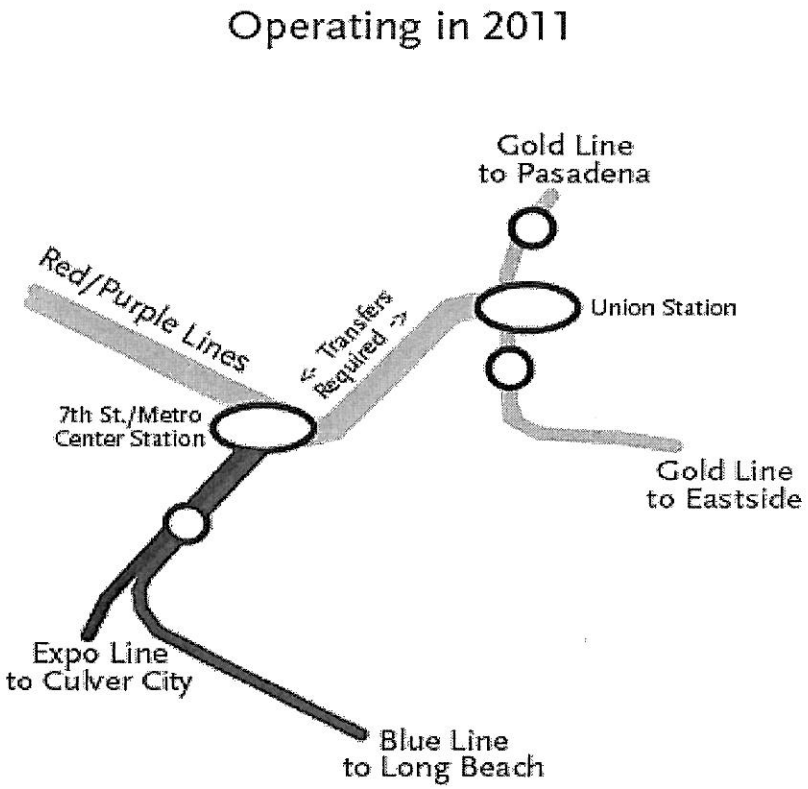
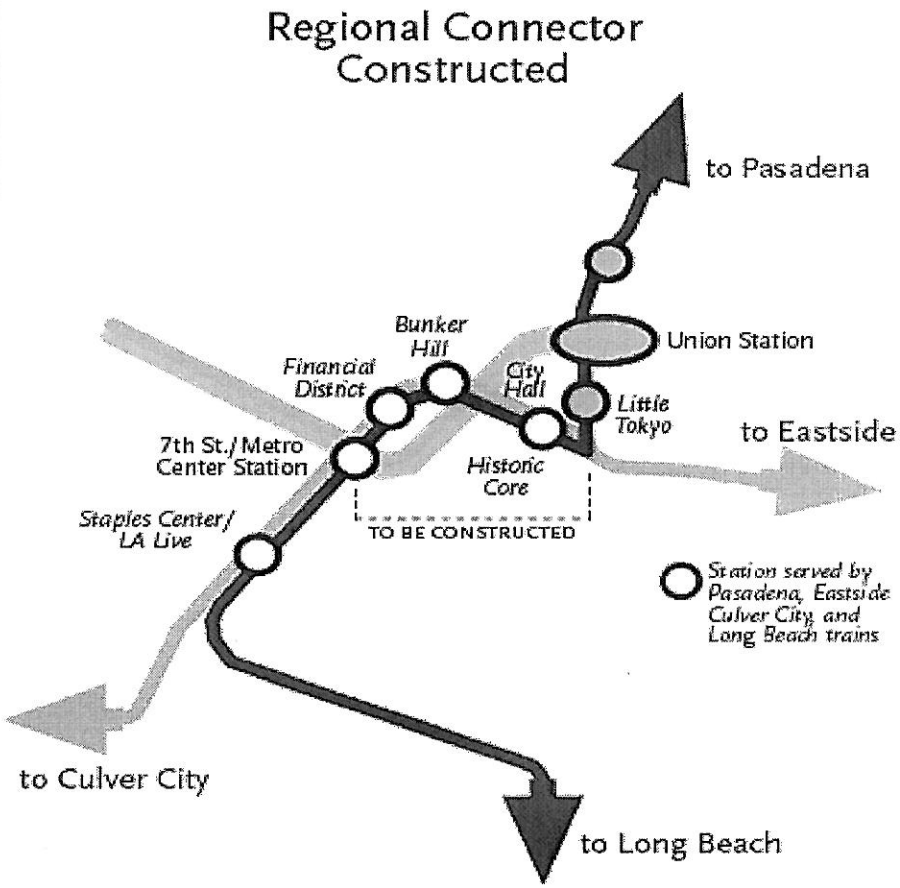
Connectivity Before and After





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Project Benefits and Connectivity

Regional Connector improves High Speed Rail connectivity:

- Adds ridership capacity for High Speed Rail patrons
  - Provides HSR riders more options at Union Station
  - Fewer light rail riders will transfer
    - Union Station
    - Julian Dixon (7th/Metro) Station
  - Metro downtown subway capacity freed up

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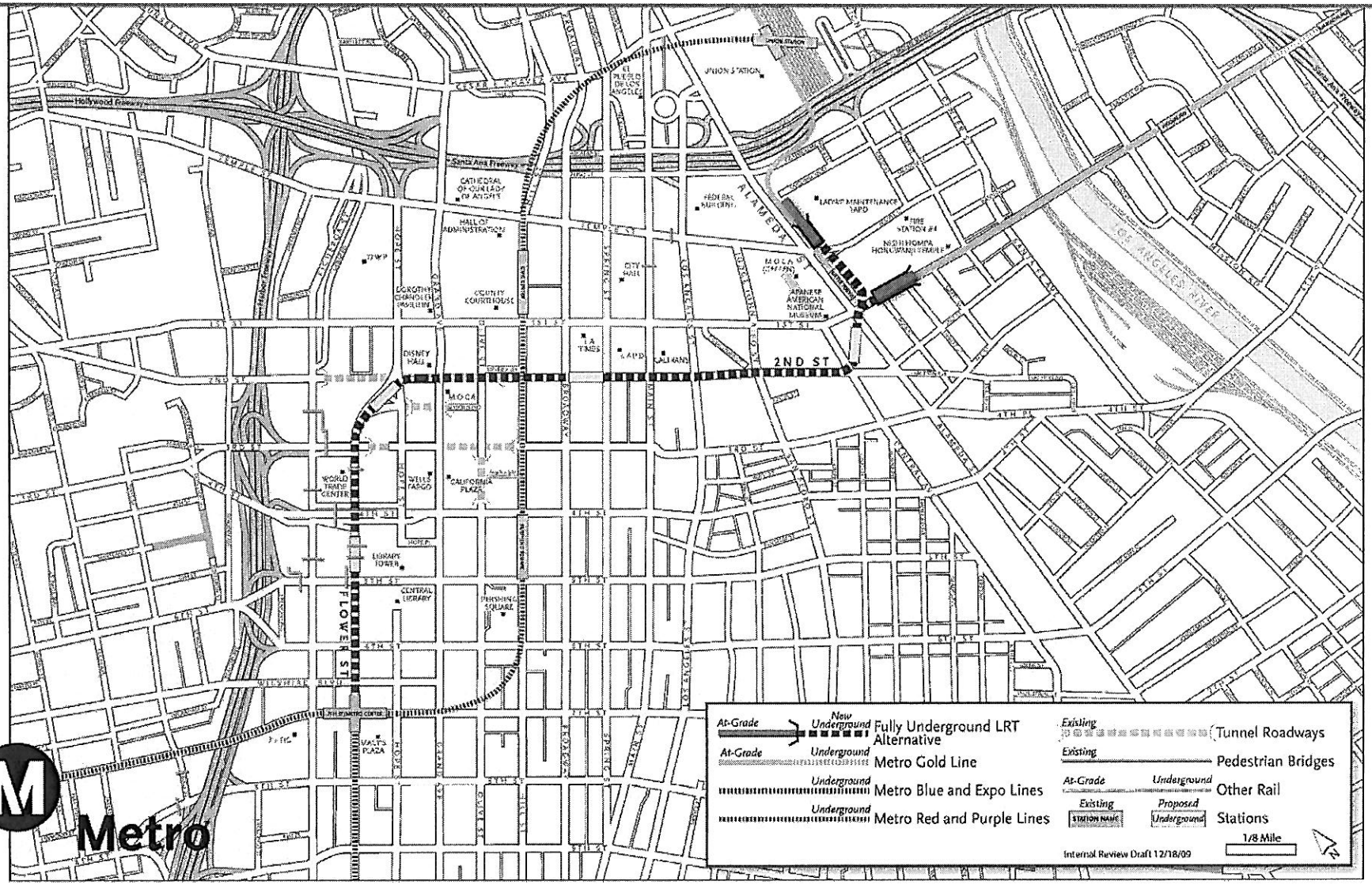
Alternative 1: After Map



Ridership

Fully Underground LRT Alternative:

- 90,000 passengers would access the Regional Connector daily by the year 2035
  - 20,000+ passengers would ride LRT rather than a bus
  - 17,000 new transit riders
- Regional Connector saves time and money
  - Reduces travel time by 30% for through trips
    - Average travel trip savings assumes 5 minutes for transfer
  - Reduce overall fare costs to riders by eliminating transfers

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Project Budget – By Cost Component

Project Component/ Funding Source ($000)	E&P (PA&ED)	PS&E	Right of Way	Construction	Total
Prop 1A Urban Rail	5,744			109,130	114,874
Metro Measure R				160,000	160,000
Other Metro Local Funds	30,236	76,700	54,200	67,010	228,146
Planning Programming & Monitoring (PPM)	2,000				2,000
FTA New Starts		110,800		425,700	536,500
Congestion Mitigation/ Air Quality (CMAQ)				31,500	31,500
TOTAL	**37,980**	**187,500**	**54,200**	**793,340**	**1,073,020**

Metro

Project Budget Summary

Funding Source	Amount
Proposition 1A Urban Rail	114,874
Metro Measure R	160,000
Metro - Other Local	228,146
Planning, Programming & Monitoring	2,000
FTA New Starts	536,500
CMAQ	31,500
Total	**1,073,020**

Metro