

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

Reference No.: 4.13
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF 2014 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
RESOLUTION G-14-06**

ISSUE:

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the fund estimate for the 2014 STIP, in August 2013 (with correction in October 2013), it scheduled the STIP adoption for March 20, 2014. 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. The 2014 STIP will cover the five-year period from 2014-15 through 2018-19.

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2014 STIP in accordance with the Staff Recommendations made available to the Commission, the Department, and regional agencies on February 28, 2014. Staff recommends that the Commission adopt the STIP using the attached adoption resolution, noting any specific changes, corrections, or exceptions to the February 28, 2014 Staff Recommendations.

BACKGROUND:

As background, this book item includes the text that was part of the Staff Recommendations. It does not include the 101 pages of spreadsheet tables and their descriptions that comprised the remainder of the Staff Recommendations. The Commission staff has made the full Staff Recommendations available by e-mail to Commissioners, the Department, and regional agencies, and has posted all information since February 28, 2014 on the Commission's website (www.catc.ca.gov). The staff has also made a hard copy available to each Commissioner.

Commission staff will present the 2014 STIP Staff Recommendations for review and discussion in the morning of the March 20, 2014 meeting. Adoption of the 2014 STIP is scheduled after the lunch break the same day.

Attachments

STATE OF CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

March 20, 2014

REVISED March 18, 2014

CALIFORNIA TRANSPORTATION COMMISSION Adoption of 2014 State Transportation Improvement Program

Resolution No. G-14-06

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS, pursuant to Section 14529, the 2014 STIP is a five-year STIP, adding two new program years, 2017-18, and 2018-19, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2014 STIP Fund Estimate on August 6, 2013, with a correction adopted on October 8, 2013, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2014 STIP development process, on August 6, 2013, and
- 1.5 WHEREAS the 2014 STIP fund estimate provided \$1.262 billion in new STIP programming capacity, and
- 1.6 WHEREAS the new capacity includes \$1.777 billion from the state highway account, -\$260 million capacity from the public transportation account, and -\$255 million capacity from the eliminated federal transportation enhancement program, and
- 1.7 WHEREAS, based on the fund estimate, \$83 million of projects programmed in the first three years of the STIP period (2014-15 through 2016-17) need to be delayed (reprogrammed), and
- 1.8 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.9 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.10 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.11 WHEREAS the Commission has received and reviewed the 2014 RTIPs and the 2014 ITIP submitted on or about December 15, 2013, as well as various amendments and corrections submitted subsequently, and
- 1.12 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Sacramento on January 30, 2014, and the other in Los Angeles on February 4, 2014, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and
- 1.13 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.14 WHEREAS the Commission staff recommendations for the 2014 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on February 28, 2014, and

- 1.15 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2014 State Transportation Improvement Program to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2014 STIP includes all projects remaining from the 2012 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED that the 2014 STIP includes changes to the Border Infrastructure Program funding included in the Route 98 Widening Project (PPNO 0549A) as proposed in the ITIP, and
- 2.4 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2014 STIP, subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.5 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as a bicycle and pedestrian project is included in the 2014 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for SHA or Federal non-TE funding, and
- 2.6 BE IT FURTHER RESOLVED that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation apportionment, and
- 2.7 BE IT FURTHER RESOLVED that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.8 BE IT FURTHER RESOLVED that the Commission's priority for new programming when new program capacity becomes available, whether in the 2016 STIP or earlier, will go to projects delayed in the 2012 or 2014 STIPs, and
- 2.9 BE IT FURTHER RESOLVED that changes to or the addition of the STIP funding of projects also funded from competitive Proposition 1B programs does not constitute approval of non-STIP Proposition 1B programming actions, and
- 2.10 BE IT FURTHER RESOLVED that the approval of such actions requires the approval of a baseline or program amendment, or inclusion in a new programming action in the appropriate Proposition 1B program, with subsequent conforming STIP amendments as needed based on the Proposition 1B programming action, and
- 2.11 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2014 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the May 21, 2014 meeting.

ATTACHMENT A
2014 STIP STAFF RECOMMENDATIONS
ERRATA
REVISED March 18, 2014
(All costs listed in \$1,000's)

County Share Summaries:

- Orange: For Orange Transportation Ctr Parking Expansion (PPNO 9657), change name to Orange Transportation Center Parking Structure.
- Shasta: For Browning St, Canby Rd-Churn Crk Rd, Complete Street project (PPNO 2559), **decrease** construction amount **to \$275** from \$400. For Sac River Trail to Downtown, multiple street ped improve project (PPNO 2560), **increase** construction amount **to \$400** from \$275.
- Sierra: For Smithneck Creek Rd Rehabilitation project (PPNO 1704), **advance** PA&ED (\$15) and PS&E (\$50) to 2015-16 from 2016-17.
- Siskiyou: For Gazelle – Callahan Rd Rehab (PPNO 2499), delete State-Only-Funds (SOF) notation.

ATTACHMENT B
2014 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
REVISED March 18, 2014
(All costs listed in \$1,000's)

- Lassen: For County Rehab B (Pumpkin Center, Ash Valley Rds) project (PPNO 2356), **delay** construction (\$1,950) from 2014-15 to 2016-17.
 - For County Rehab A (Eagle Lake, Center, Mooney Rds) project (PPNO 2391), **advance** construction (\$1,550) to 2015-16 from 2016-17.
 - For Mooney Rd, 3.8 mi w/o Rt 44 (HR3), **realign curve** project (PPNO 2563), **advance** construction (\$900) to 2014-15 from 2016-17.
- Mono: For Meridian Roundabout and Signal Relocation project (PPNO 2595), **delay** construction (\$2,610) from 2015-16 to 2017-18.
 - For Rt 203 (W Minaret Rd), Sidewalk and Safety project (PPNO 2601), **advance** construction (\$575) to 2016-17 from 2017-18.
 - For Rt 203 (N Main St) Sidewalk and Safety, Ph 2a,2b,3 project (PPNO 2602), **advance** construction (\$2,000) to 2015-16 from 2017-18.
- Napa: For California Av Roundabouts project (PPNO 2130F), **delay** construction (\$1,070) to 2016-17 from 2015-16.
- Orange: For (I-5) Widening, El Toro Rd to Rt 73 project (PPNO 2655), change name to Widening, Segment 1 (Rt 73–Oso Parkway) and split funding as follows: \$73,087 for construction capital and \$5,862 for construction support (no change in total dollars or fiscal year).
 - For Rt 405 Auxiliary lane, Irvine, University-Sand Canyon project (PPNO 4956) and Rt 405 Auxiliary lane, Sand Canyon–Rt 133 project (PPNO 4954), **combine projects** under revised title Rt 405 Auxiliary lane southbound, University–Rt 133 (PPNO 4956), with no change in dollars or fiscal years. New project PPNO 4954 is deleted.
- San Francisco: For Chinatown Broadway Complete Streets, Ph 4 project (PPNO 0612F), **advance** construction (\$1,910) to 2016-17 from 2017-18.
- Santa Clara: For The Alameda “Beautiful Way” Grand Blvd, Ph 2 project (PPNO 0416Q), **advance** construction (\$1,350) to 2016-17 from 2017-18.
- Santa Cruz: For Airport Blvd at Freedom Blvd modifications project (PPNO 2366), **delay** construction (\$850) from 2014-15 to 2015-16.
 - For Rt 1 Harkins Slough Rd Interchange (PPNO 0413), **delay** r/w (\$462) from 2015-16 to 2016-17 and **delay** construction (\$6,878) from 2016-17 to 2017-18.
 - For Bay Av/Capitola Av Roundabout Modification project (PPNO 2554), **advance** PS&E (\$59) to 2014-15 from 2015-16.
 - For Airport Blvd Improvements project (PPNO 2555), **advance** construction (\$1,195) to 2016-17 from 2017-18.
 - For Freedom Blvd Cape Seal project (PPNO 2558), **advance** construction (\$800) to 2015-16 from 2018-19.

2014 STIP STAFF RECOMMENDATIONS
California Transportation Commission
February 28, 2014

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2014 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 20, 2014 meeting.

The 2014 STIP adds two new years of programming, 2017-18 and 2018-19, with \$1.262 billion in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program about \$3.45 billion. However, the 2014 STIP Fund Estimate (FE) indicated a negative program capacity (-\$260) for the Public Transportation Account (PTA), and (-\$255) for the Federal Transportation Enhancement (TE) over the FE period, starting in 2014-15. Only the flexible funds from the State Highway Account (SHA) provided positive program capacity (\$1.777 billion).

Due to the loss of PTA funding (pursuant to AB 105 of 2011, which redirected additional PTA funding to State Transit Assistance (STA), and SB 85 of 2013, which diverts miscellaneous SHA revenues permanently from the PTA) and the elimination of the TE program (in MAP-21, the Federal Highway Act approved July 2012), the STIP is over programmed in the first three years of the STIP period (2014-15 through 2016-17) by about \$83 million. TE reserves have been deleted, current projects have been delayed or deleted, and the transit projects programmed in the STIP must be eligible for and delivered with other STIP fund types, to remain in the STIP.

Staff recommendations are based on the levels identified in the Fund Estimate (state law only allows amendments to the Fund Estimate prior to March 1). Recognizing the change in funding, the staff recommendations for highway, transit, and bicycle and pedestrian projects (non-TE) are based on the combined capacity identified in the Fund Estimate for the reduced PTA funding, and the flexible SHA funding. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

Staff recommendations also take into account adopted Regional Transportation Plans, Sustainable Communities Strategies, and statewide sustainability goals.

The adopted 2014 STIP Guidelines included a requirement that each region with an adopted Sustainable Communities Strategy (SCS) include a quantitative or qualitative

assessment of how the RTIP facilitates implementation of the policies and projects in the SCS and identify any challenges the region is facing in implementing its SCS.

Each County within a region with an adopted SCS did report on the adherence to the goals and objectives of their respective SCS. Some represented that adherence in broad general terms, and some presented detailed information on how the projects meet the goals and objectives. For the next STIP cycle (2016), STIP Guidelines requirements will be refined to ensure a more consistent measure of documenting proposed projects effectiveness in meeting the SCS goals and objectives.

There are several examples of projects proposed for programming in the 2014 STIP which, according to the project sponsors, demonstrate project benefits that meet not only the safety and mobility goals but sustainability as well:

- In the **Lake Tahoe** region, the Kings Beach Commercial Core Project proposes a series of roadway improvements that will serve to increase alternative transportation options, promote system efficiency, improve safety, move the region closer to mandated GHG reduction targets and create more livable communities as identified by the SCS.
- In **Imperial County**, strategic investment to reconstruct an interchange on Interstate-8 at Imperial Avenue will improve operational efficiency of the state highway system and will meet seven goals and performance outcomes of the SCAG SCS including improved performance in the areas of mobility & accessibility, reliability, productivity, safety, health & environmental quality, system sustainability, economic well-being, and cost effectiveness.
- In the **Bay Area**, transportation investments proposed for STIP funding were evaluated against goals and performance targets established by the region's long range transportation plan and SCS known as Plan Bay Area. These projects underwent detailed performance analysis indicating that they will yield a net reduction in VMT per capita and will increase non-auto mode share, assisting the region in meeting their SCS goals. These performance outcomes can be attributed to significant transit investments proposed for STIP funding including the Central Subway Project and the East Bay Bus Rapid Transit Project.

Caltrans developed the Interregional Transportation Improvement Program (ITIP) consistent with the laws, guidelines, plans and policies in place at the time of development. Caltrans provided performance indicators for the following areas:

- Completing the trunk system,
- Connecting rural and smaller urban centers to the trunk system,
- Traveler safety,
- Dependable connectivity to major gateways and intermodal transfer facilities,
- Enhanced interregional movement, and
- Partnering.

According to Caltrans, all proposed highway projects will be in the State's Freight Network under the California Freight Mobility Plan. For example, State Route 99 has

been identified as a “Major International Trade Highway Route” in the California Goods Movement Action Plan.

In recognition of the changes in STIP funding (limited PTA and no TE), the staff recommendations for all projects are based on the combined, total capacity identified in the Fund Estimate for highway, rail and transit, and bicycle and pedestrian projects. Through 2018-19, the recommended programming is about \$9.2 million less than the identified capacity.

The Commission’s adopted STIP may include only projects that have been nominated by a regional agency in its Regional Transportation Improvement Program (RTIP) or by Caltrans in its Interregional Transportation Improvement Program (ITIP). Accordingly, the staff recommendations for the 2014 STIP include the following:

- Highways and Local Roads. The staff recommendations propose programming many highway and road projects later than proposed in the RTIPs and ITIP. These changes were necessary to align programming to the capacity by year identified in the Fund Estimate. The few projects not recommended include a project in Madera County that would exceed the statutory limit for programming of future shares, and construction funding for projects in Merced County and Tulare County that are 2016 priorities for the ITIP. The Merced project would build Segment 1 of the Route 152 Los Banos Bypass around the city of Los Banos. Segment 2 funding, which is needed to attain the full benefits of the bypass, has not been identified. The Tulare project, Route 99 Tagus northbound widening, is recommended for design and right-of-way funding in the 2014 STIP. New programming for Planning, Programming, and Monitoring (PPM) is recommended within the statutory limits.
- Rail and Transit. The staff recommendations include all rail and transit projects nominated in the RTIPs and the ITIP, with the exception of lower priority “tier 2” requests. All of the proposed changes are project delays.
- Bicycle and Pedestrian. Staff recommendations include previously programmed TE projects that are eligible for STIP non-TE funding, and new bicycle and pedestrian projects nominated in the RTIPs.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- the need identified in the Fund Estimate to delay projects currently programmed in the first three years of the STIP period (2014-15 through 2016-17);
- the programming targets identified in the Fund Estimate;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines.

FUND ESTIMATE AND GUIDELINES FOR THE 2014 STIP

The development of the 2014 STIP began with the Commission’s adoption of the 2014 STIP Fund Estimate, together with the adoption of amendments to the STIP guidelines, on August 6, 2013, and a Fund Estimate correction (adding \$65 million) adopted on October 8, 2013.

STIP proposals were made through the RTIPs and the ITIP, which were due to the Commission by December 15, 2013. The Commission subsequently held two public hearings on those proposals, one on January 30, 2014 in Sacramento and the other on February 4, 2014 in Los Angeles.

2014 STIP Fund Estimate

The 2014 STIP Fund Estimate covered the five-year period of the 2014 STIP, 2014-15 through 2018-19, and estimated total statewide new programming capacity of \$1.262 billion, including positive capacity in the SHA (\$1.777 billion) offset by negative capacity in the PTA (-\$260 million) and the now eliminated TE (-\$255). The new capacity is in the two new years of the STIP, 2017-18 and 2018-19. New highway, rail and transit, and bicycle and pedestrian projects can be programmed earlier than in the last two new years of the STIP only if there are delays or deletions in earlier years.

On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, and also implemented a new sales tax on diesel in addition to the 4.75 percent sales tax levied on each gallon of diesel fuel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 redirects the revenues for deposit in the State Transit Assistance account. The amount retained in the PTA is insufficient to fund projects in the STIP.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. The Transportation Enhancement (TE) Program was eliminated in this new law.

The programming of the 2014 STIP includes a base of \$2.193 billion programmed in years 2014-15 through 2016-17 to projects carried forward from the 2012 STIP, for a new 2014 STIP program total of \$3.455 billion.

SUMMARY OF 2014 STIP CAPACITY

(\$ in millions)

	Carryover Capacity	New Capacity	Total
Federal Transportation Enhancement (TE) (eliminated)	\$ 255	\$ -255	\$ 0
Public Transportation Account (PTA)	325	-260	65
Highway/roads (SHA)	1,613	1,777	3,390
Total (may not match FE due to rounding)	\$2,193	\$ 1,262	\$3,455

The following table is a breakdown of the \$3.455 billion total STIP capacity by fiscal year:

SUMMARY OF 2014 STIP CAPACITY BY YEAR

(\$ in millions)

	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Trans. Enhancement (TE)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Transit (PTA)	65	0	0	0	0	65
Roads (SHA)	690	680	675	675	670	3,390
Total	\$ 755	\$ 680	\$ 675	\$ 675	\$ 670	\$3,455

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of capital projects.

STIP Guidelines
Policies and Procedures Specific to the 2014 STIP

The following specific policies and procedures address the particular circumstances of the 2014 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2014 STIP:

Caltrans presents draft Fund Estimate	June 11, 2013
STIP Guidelines & Fund Estimate Workshop	July 18, 2013
CTC adopts Fund Estimate & Guidelines	August 6, 2013
Caltrans identifies State highway needs	September 13, 2013
Regions submit RTIPs	December 15, 2013
Caltrans submits ITIP	December 15, 2013
CTC STIP hearing, North	January 30, 2014
CTC STIP hearing, South	February 4, 2014
CTC publishes staff recommendations	February 28, 2014
CTC adopts STIP	March 20, 2014

- Statewide Fund Estimate. The statewide capacity for the 2014 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2017-18 and 2018-19, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the elimination of the Transportation Enhancement program. The estimate incorporates the 2013-14 Budget Act and other 2013 legislation enacted prior to the Fund Estimate adoption. Programming in the 2014 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2017-18 and 2018-19.
- County shares and targets. **The 2014 Fund Estimate indicates that the STIP is over-programmed (or more accurately under-funded) by approximately 8% in the early years of the 2014 STIP due primarily to the loss of TE funding. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans (see discussion of TE projects below). However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).**

The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2013. For each county and the interregional share, the table identifies the following amounts:

- Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2018-19. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2014 STIP.

- Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
- Transit and Rail Projects. While PTA program capacity has been eliminated, a region may still nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints.
- Transportation Enhancement projects. With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century Act; P.L. 112-141), Congress eliminated the Transportation Enhancement program, and in its place established the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. **Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.**

MAP-21 eliminated the definition of transportation enhancement activities and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- A. Safety and educational activities for pedestrians and bicycles.
 - Some of these activities may be eligible under HSIP.
 - Nonconstruction projects for bicycle safety remain broadly eligible for STP funds.
 - Activities targeting children in Kindergarten through 8th grade are eligible under Safe Routes to Schools.
- B. Acquisition of scenic easements and scenic or historic sites.
- C. Scenic or historic highway programs (including visitor and welcome centers).
 - A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible.
- D. Historic preservation as an independent activity unrelated to historic transportation facilities.
 - Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity.
- E. Operation of historic transportation facilities.
- F. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- G. Transportation museums.

Transportation Enhancement projects that are not eligible for State Highway Account or Federal funds should be deleted from the STIP.

- Transportation Enhancement reserves. **TE reserves will no longer be programmed in the STIP. Existing TE reserves should be deleted.** The amount deleted may be used to reduce a region's over-programming or increase its programming target.
- Limitations on planning, programming, and monitoring (PPM). The Fund Estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2016-17 through 2018-19, based upon the 2012, and 2014 Fund Estimates. These are the amounts against which the 5% is applied. The PPM Limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
- Advance Project Development Element (APDE). There is no APDE identified for the 2014 STIP.
- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2014 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an "AB 3090 Plan" which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2013-14, 2014-15, or 2015-16. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.
- Caltrans Benefit/Cost Model. The 2014 STIP guidelines expand the requirement for project-level evaluations including use of Caltrans' Benefit/Cost Model. The Commission requests that Caltrans expand the model to include bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.
- Commission expectations and priorities. The 2014 Fund Estimate indicates that the 2012 STIP is over-programmed in the early years (including the two years of the share period ending in 2015-16). Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans (see discussion of TE projects above). However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

For the 2014 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2012 STIP, as amended, and to new projects for counties that did not program up to their Base Target (Minimum) in the 2012 STIP.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 13, 2013.

Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

STIP PROPOSALS

The Commission may include in the STIP only projects that have been nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2014 STIP, those RTIPs and the ITIP were due to the Commission by December 15, 2013.

The Fund Estimate indicated that the flexible funds are over-programmed by \$83 million in the first three years of the 2014 STIP period (2014-15 through 2016-17). The RTIP and ITIP proposals included about \$194.5 million in new programming in the years 2014-15 through 2016-17. Therefore, many existing projects must be delayed or deleted in the adopted 2014 STIP. In addition, many proposed new projects will be recommended in different years from those proposed and some will not be recommended for inclusion in the adopted 2014 STIP.

The project listings on the spreadsheets with these recommendations include changes and corrections received since the preparation of the Commission Briefing Book for the STIP hearings, and a variety of updated information provided by regions and Caltrans.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2014 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2014 STIP, with separate groupings for highway, rail and transit, and bicycle and pedestrian projects.

The table on page 1 of the spreadsheets identifies the total amounts recommended from each county and the interregional share for highway, rail and transit, and bicycle and pedestrian projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The tables on pages 2, 3 and 4 of the spreadsheets sum the recommendations for highway and local road projects, rail and transit projects, and bicycle and pedestrian projects.

The project recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, rail and transit, and bicycle and pedestrian projects currently programmed in the first three years of the STIP period (2014-15 through 2016-17) into 2017-18 or 2018-19;
- the programming targets identified in the Fund Estimate;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- the importance of PPM to regional agencies; and
- Commission policies as expressed in the STIP guidelines.

Project Recommendations

The staff recommendation identifies specific projects and project components to program including reprogramming to reduce program levels in 2014-15 through 2016-17 to the capacity identified in the Fund Estimate.

The staff recommendation gives priority to reprogramming projects from the 2012 STIP, as amended, and programming for PPM within the statutory limits. The recommended scheduling reflects the limits of Fund Estimate program capacity.

Major new funding recommended for the 2014 STIP includes:

- North State:
 - Butte, Route 70, passing lanes, \$26.2 million.
 - Lake, Route 29, Widening, \$27.8 million.
 - Shasta, Route 5 widening, \$12.8 million.
 - Sutter, Replace 5th Street Bridge over Feather River, \$17.4 million.
 - Tahoe, Route 28, Kings Beach Core Improvements, Phase 2, \$7.6 million.
- San Francisco Bay Area:
 - Alameda, Route 84 East-West Connector in Fremont, \$12 million.

- Alameda, East Bay Bus Rapid Transit, \$8 million.
- Alameda/Santa Clara, Rail, Oakland to San Jose Double Track, \$7 million
- Contra Costa, Route 80, San Pablo Dam Rd Interchange, Phase 2 , \$9.2 million.
- San Francisco, Central Subway ATCS, \$12.5 million.
- Santa Clara, BART Extension, Berryessa to Santa Clara, \$14.7 million.
- Sonoma, SMART bike/ped path, Rohnert Park add'l segment, \$1 million.
- San Joaquin Valley:
 - Kern, Route 119, Truck Climbing Lanes, \$5.2 million.
 - Merced, Route 99, Livingston 6-lane widening, southbound, \$38.9 million
 - San Joaquin, Route 120, McKinley Av Interchange, \$12.3 million.
 - San Joaquin, Rail, Stockton to Escalon Double Track, \$23 million
 - Stanislaus, Rte 132 4-lane expressway, Phase 1A, \$9.6 million
 - Tulare, Route 99, Tagus 6-lane southbound, \$53.5 million.
 - Tuolumne, Route 108, Peaceful Oaks Rd Interchange Ramps, \$9.8 million
- Central Coast:
 - Monterey, Imjin Road Widening, \$3.3 million.
 - Monterey, Rail, Capitol Corridor Extension (was Caltrain), increase \$8.6 million.
 - San Luis Obispo, Route 46, Cholame 4-lane expressway, \$88 million
 - Santa Cruz, Monterey Bay Sanctuary Scenic Trail, \$1.8 million.
- Southern California:
 - Inyo, Route 395, Olancho-Cartago 4-lane expressway construction, \$88.5 million
 - Inyo, Route 395, Olancho-Cartago Archaeological pre-mitigation, \$5 million
 - Los Angeles, Route 5 HOV lanes (CMIA), R/W cost increase, \$110.7 million.
 - Los Angeles, Rail, Burbank Airport Station Pedestrian Grade Sep, \$7 million.
 - Orange, Route 5 Widening, El Toro Rd to Route 73, \$78.9 million.
 - Orange, Route 57, Lambert Rd Interchange, \$22.1 million.
 - Orange, Transportation Center Parking Expansion, \$13.8 million.
 - Riverside, Route 60, Truck Climbing/Descending lane, \$32.1 million.
 - Riverside, Route 215, Southbound Connector, \$9 million.
 - Riverside, CV Link Multiuse path, \$2 million
 - San Bernardino, Route 395 interim widening, \$5.5 million.
 - San Bernardino, Route 215, Mt Vernon/Washington St I/C, \$51.5 million.
 - San Bernardino, Route 210 widening, \$12 million.
 - San Diego, Inland Rail Trail, \$18.4 million.
 - Ventura, Route 101 HOV, Moorpark Rd to Route 33 (env.), \$14 million.
 - Ventura, Route 101, Santa Clara River Riparian Mitigation, \$1.9 million.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2014 STIP staff recommendation is consistent with the adopted 2014 Fund Estimate, as required by statute. As previously noted, state legislation passed in 2010 and 2013, and passage of MAP-21 have significantly altered the STIP fund sources. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will need to continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

One major area of uncertainty is when the next Federal Highway Act will be enacted and what the funding level will be. The most recent Act (MAP-21) covered federal fiscal years 2013 and 2014 and will expire on September 30, 2014. Without a new Act or continuing resolution, federal funding levels are uncertain.

APPENDIX TO 2014 STIP STAFF RECOMMENDATIONS

SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. They include four statewide summary tables and separate project listings for each of the 59 county shares and the interregional share.

The four statewide summary tables are:

- **Staff Recommendation, All Projects**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendation, Highway and Local Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway and local road projects by fiscal year.
- **Staff Recommendation, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.
- **Staff Recommendation, Bicycle and Pedestrian Projects**. Includes, for each county share and the interregional share, the net new bicycle and pedestrian programming recommended by fiscal year.

COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at Fund Estimate (August 2013)**. These are the projects and amounts programmed in the STIP when the Fund Estimate was adopted. These projects constitute the base against which Fund Estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Recommended 2014 STIP Programming**. This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway and local road projects and their subtotal, then the rail and transit (PTA-eligible) projects and their subtotal, then the bicycle and pedestrian projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the year proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.

- **Notes/Projects Not Included in Staff Recommendation.** The box at the bottom of each table identifies projects proposed by the regional agency or Caltrans that are not included in the staff recommendation, together with various notes and comments on the proposed projects and the staff recommendation.
- **Balance of STIP County Share.** The box at the bottom of the page identifies the share balance, the total recommended new programming, and the share balance based on the staff recommendations.

March 17, 2014

Mr. Carl Guardino and Commissioners
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Re: State Transportation Improvement Program (STIP) reform recommendations

Dear Chairman Guardino and Commissioners:

Over the past decade, California made tremendous strides to develop a clear vision to create more sustainable and equitable communities. From SB 375 and SB 391 to the newly-minted Active Transportation Program, state leaders continue to lay the groundwork for systems and infrastructure that dramatically reduce greenhouse gas emissions while improving health and sustainability in California for future generations. State transportation funding should reflect these statewide goals and priorities. However the 2014 STIP, as the primary funding mechanism for capital projects through 2018-19, continues to be devoted to expanding highway capacity with only a minor percentage for rail and active transportation projects.

We, the undersigned organizations, recommend the following long-term and near-term changes to the State Transportation Improvement Program to align transportation funding with state policy priorities and expand California's transportation options:

- Prior to the 2016 STIP adoption, we request that the Commission, Caltrans, and CalSTA adopt performance measures for the STIP that support statewide environmental sustainability, health, and equity goals. In addition, we recommend a comprehensive reform of the development and review process for the Interregional Transportation Improvement Program (ITIP) and for the Regional Transportation Improvement Programs (RTIPs) to ensure a transparent and public evaluation of project lists.
- In the near-term, we have identified four priority rail projects that we recommend be amended into the 2014 STIP to shift the balance of funding in the interregional share toward greater multi-modal investment that contributes to reducing vehicle-miles traveled and sends a strong signal that Caltrans and the Commission are serious about meeting the goals of SB 375 and SB 391.

As noted in the recent State Smart Transportation Initiative (SSTI) Assessment and Recommendations report commissioned by CalSTA, one of the most immediate tasks for Caltrans in modernizing its mission and structure is to understand what sustainability means for the state DOT and then operationalize its goals, measures, and actions. We believe that the Commission has an important role in supporting this task as the funding oversight body for Caltrans, and ask that the Commission work with Caltrans and CalSTA to define and operationalize sustainability. As stakeholders with expertise in land use and transportation planning for protection of health, climate, and the environment, we recommend the following definition for transportation sustainability:

Equitable, efficient connectivity of people and places in livable communities that contributes to public and environmental health, well-being, and economic opportunity for all Californians.

With a focus on sustainability, we need better performance metrics for STIP investments that track progress towards implementation of state policies such as SB375 and SB391. We ask that the Commission, CalSTA, and Caltrans develop improved performance metrics for the 2016 STIP that track transit, bicycle and pedestrian mode share, multi-modal safety, equitable distribution of investments in disadvantaged communities, induced vehicle-miles traveled, greenhouse gas emissions, public health impacts, household travel costs, and natural and agricultural resources protection. Regional agencies and Caltrans should be required to report on the performance of each project in the RTIPs and ITIP based on the metrics established, and the Commission should more closely monitor the RTIPs and ITIP to ensure that projects are contributing towards specified performance targets.

In addition to tracking performance measures, the Commission should clearly communicate to the public how STIP investments are contributing to climate goals and making our state healthier, more equitable, and more prosperous. To increase future funding for transportation through voter-approved measures, the Commission, CalSTA, and Caltrans must improve communications with the public on the benefits the transportation system is providing to communities, and clearly demonstrate accountability in improving service to the public.

It is also critical that Californians have a direct voice to state, regional, and local agencies to ensure their needs are recognized and addressed through planning and investments. The Commission should be a primary venue for public engagement, yet the current process lacks clarity and accessibility to transportation stakeholders, let alone to the average public citizen. We ask that the Commission update its public participation process to make it transparent and accessible for *all* communities, so plans and investments accurately reflect the public will.

To send a strong signal in this STIP cycle that the Commission and Caltrans are committed to changing the priorities for transportation funding, the Commission should amend four eligible interregional rail projects in the Los Angeles-San Diego (LOSSAN) corridor into the 2014 STIP. The LOSSAN corridor is the second most heavily traveled rail corridor in the United States. Including the projects in the ITIP will allow for necessary upgrades to increase the frequency of trains which will allow the trains to reach services levels that will ultimately help the region achieve the greenhouse gas reduction targets listed in SB 375. We ask the CTC to work with Caltrans to ensure these projects are included in the ITIP.

In closing, we offer our help and support to the Commission in addressing our recommendations, communicating with stakeholders and the public, and ensuring that our transportation funding aligns with our sustainability vision and goals.

Sincerely,

Elyse Lowe
Deputy Executive Director
Circulate San Diego

Bill Magavern
Policy Director
Coalition for Clean Air

Katelyn E. Roedner
Environmental Justice Program Director
Catholic Charities, Diocese of Stockton

Jean Watt
President
Friends of Harbors, Beaches and Parks

Judith Bell
President
PolicyLink

Veronica Beaty
Land Use Policy Director
Sacramento Housing Alliance

Liz O'Donoghue
Director of Infrastructure and Land Use
The Nature Conservancy

Eric Bruins
Planning and Policy Director
Los Angeles County Bicycle Coalition

Jeanie Ward-Waller
California Advocacy Organizer
Safe Routes to School National Partnership

Wendy Alfsen
Executive Director
California Walks

Joshua Stark
State Policy Director
TransForm



Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

February 27, 2014

Mr. James Ghielmetti and Mr. Carl Guardino
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Ghielmetti and Chair-Elect Guardino,

I write to comment on the 2014 State Transportation Improvement Program (STIP), and look ahead to the 2016 STIP cycle.

First of all, I would like to compliment the California Transportation Commission (Commission) on the changes in the 2014 STIP Guidelines that modified the criteria for measuring performance and cost-effectiveness. Among other criteria included this year for measuring performance, were measures of safety, operational efficiency, travel time and reliability, greenhouse gas benefits, rail ridership, and vehicle miles traveled. Additionally, each region with an adopted sustainable communities strategy was required for the first time to include a discussion of how the program of projects relates to its sustainable communities strategy.

Last year the Governor asked me to form a workgroup of transportation stakeholders to identify the most important transportation priorities and begin work to identify long-term funding to address these priorities. This month, the California State Transportation Agency (CalSTA) released a report that summarizes the vision and interim recommendations of the California Transportation Infrastructure Priorities (CTIP) Workgroup. This report suggests a focus around four key concepts: preservation, innovation, integration, and reform. To implement these concepts and priorities, the proposed Governor's 2014-15 Budget includes additional funding for highway and road preservation, rail modernization, and implementation of local sustainable communities strategies.

Focusing on reform, CalSTA also just released an independent assessment of the California Department of Transportation (Caltrans) by the State Smart Transportation Initiative (SSTI). The report suggests changes to Caltrans to improve performance and management. Additionally, the report suggests an increased focus by the department

February 27, 2014
Page 2

on preservation of existing assets, efficient operations, and investments that support greenhouse-gas reduction. Both reports are available at www.CalSTA.ca.gov.

For the 2014 STIP, I look forward to hearing the evaluation and recommendations from Commission staff, and the thoughts of the Commissioners, on the submittals from both the regional agencies and Caltrans. Through this process, I hope to gain more insight on how the department and the regional agencies are adapting their programs to meet the direction of state law for sustainability, while they continue their historic focus on mobility and safety.

As you know, the process of developing the 2016 STIP begins soon after the adoption of the 2014 STIP. I would like to seize the opportunity with the 2016 STIP cycle to modernize project evaluation with a closer focus on performance measures and the broad policy goals of improving mobility across all transportation modes, reducing deaths and injuries, and promoting sustainability. CalSTA will be working closely with Caltrans this year as the department develops the next iteration of the Interregional Transportation Strategic Plan. Working with staff from the Commission, we will continue our CTIP workgroup and form a subgroup focused on STIP project selection through performance measures. Through these efforts, we seek to ensure our limited State dollars produce the maximum benefit through cost-effective investments that best meet the state's policy goals.

I hope to partner with the Commission on these efforts in 2014, and continue working with the Commission in 2015, as it develops the next iteration of STIP Guidelines.

I thank the Commission for its leadership on these issues and look forward to an ongoing collaboration to meet the challenges ahead.

Sincerely,



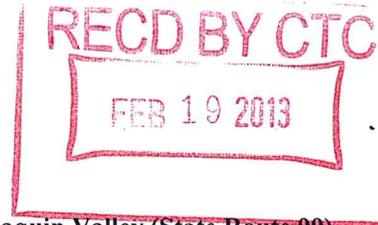
BRIAN KELLY
Secretary

cc: Commissioners, California Transportation Commission
Andre Boutros, Executive Director, California Transportation Commission
Malcolm Dougherty, Director, Department of Transportation

San Joaquin Valley Regional Planning Agencies' Directors' Committee

c/o Kings County Association of Governments -- 339 West D Street, Suite B -- Lemoore CA 93245
Phone: 559-852-2654 -- FAX: 559-924-5632

February 14, 2014



Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Caltrans' ITIP Programming for the San Joaquin Valley (State Route 99)

Dear Mr. Boutros:

We are providing this correspondence to express support from the San Joaquin Valley Regional Planning Agencies for Caltrans' Interregional Transportation Improvement Program (ITIP) funding allocations for State Route 99 (SR 99) and other significant highways in the San Joaquin Valley. Our support centers on the relationship of our highways to our regions' freight mobility:

- The San Joaquin Valley (SJV) has always been California's geographic and agricultural production center generating more than \$35 billion every year in agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry.
- Our recent Goods Movement Plan highlighted the important role of freight in our overall economy. For example, 44 percent of all Valley jobs are directly associated with goods movement-dependent industries. Several of the projects identified in the Draft ITIP are also identified as priority projects in our Goods Movement Plan.
- Nearly 500 million tons of goods were moved by all modes in the Valley in 2007. This is projected to increase to 800 million tons by 2040. Over 90 percent of this tonnage is carried by truck, predominately by and through SR 99.
- Investment in SR 99 is consistent with national and state freight movement policy. SR 99 is identified in the nation's Primary Freight Network (MAP 21).
- Investment in SR 99 is important to the citizens of California as demonstrated when the voters approved Prop. 1B. Investment in SR 99 is also consistent with the priorities of the SR 99 Business Plan.
- Continued investment in other important state highways such as 14, 41, 46, 152, 198 and 395.

We are very supportive and thankful to the California Transportation Commission (CTC) and Caltrans for their efforts to promote a balanced, comprehensive multi-modal transportation system that improves mobility and access for all people while supporting economic vitality and competitiveness. Caltrans' Draft ITIP includes requisite projects for SR 99, and other significant Valley highways that will help us achieve these goals.

We look forward to the opportunity for further engagement and collaboration with Caltrans and the CTC in future ITIP planning processes. Please let me know if we can provide any additional information. Thank you for allowing us to provide you with this input.

Sincerely,

A handwritten signature in black ink, appearing to read "Terri King". The signature is written in a cursive, flowing style.

Terri King, Executive Director, Kings County Association of Governments
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

**Kings County
Association of
Governments
Terri King
Chair**

**Kern Council
of Governments
Ahron Hakimi
Vice Chair**

**Fresno Council
of Governments
Tony Boren**

**Madera County
Transportation
Commission
Patricia Taylor**

**Merced County
Association of
Governments
Marjorie Kirn**

**San Joaquin
Council of
Governments
Andrew Chesley**

**Stanislaus
Council of
Governments
Carlos Yamzon**

**Tulare County
Association of
Governments
Ted Smalley**

February 13, 2014



Andre Boutros, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Support for Route 99 projects in ITIP

Dear Mr. Boutros,

The Merced County Association of Governments supports the State Route 99 projects proposed in the 2014 Interregional Transportation Improvement Program (ITIP). The projects are consistent with the Merced County Regional Transportation Plan (RTP) goals and the Livingston Widening project is in "Tier 1" of our RTP. We are preparing our first Sustainable Communities Strategy (SCS) and improving Route 99 is a key component of the SCS – therefore the projects will be consistent with it as well.

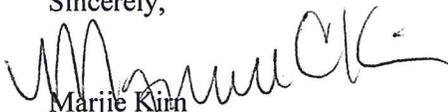
As identified in the ITIP, all of the projects have very high interregional value and would add critically needed capacity to California's backbone north-south route. Route 99 is:

- a High-Emphasis Focus Route in the Interregional Transportation Strategic Plan;
- a Major International Trade Corridor in the state's Goods Movement plan;
- the priority corridor in the San Joaquin Valley Goods Movement Study; and
- the subject of the Route 99 Corridor Business Plan, first prepared in 2005 and updated in 2013.

All of these plans document the interregional significance of Route 99 and the need for these capacity improvements. The Business Plan identified over 6 billion dollars of needs for the San Joaquin Valley portion of the route. Although a significant portion of that was funded by the Proposition 1B 99 Bond, the majority of the need still exists.

MCAG and the planning agencies of the San Joaquin Valley have worked together in close cooperation with Caltrans for over a decade on developing the Business Plan and implementing the 99 Bond projects. We look forward to continuing this broad partnership well beyond the Bond funding and fully support the Department's proposal to program Route 99 projects in the ITIP.

Sincerely,



Marjie Kim
Executive Director

cc: Rachel Falsetti
Kurt Scherzinger
Amarjeet Benipal
Ken Baxter