M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 9-10, 2015

Reference No.: 4.8
Action

From: WILL KEMPTON
Executive Director

Subject: **2015-16 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) ALLOCATION PLAN, RESOLUTION G-15-25**

ISSUE:

Due to insufficient transportation revenues, primarily as a result of a decrease in the price based excise tax from 18 cents to 12 cents, staff estimates that more than $150 million in STIP projects programmed for 2015-16 (including projects delayed from earlier years) cannot be allocated this fiscal year. This estimate is based upon the 2015-16 STIP allocation capacity developed by Caltrans and presented at the August 2015 Commission meeting.

2015-16 STIP Funding Shortfall
($ millions)

Allocation Capacity		Scheduled 2015-16 Allocations*		Shortfall
State Highway Acct.	100	Highway Projects	379.4	
Federal Funds	168	Rail & Transit Projects	78.5	
Public Trans Acct.	69	Bike/Ped Projects	18.4	
TFA (1B bond)	72	Right of Way Lump Sum	93.2	
TDIF**	40	June votes w/15-16 funds	33.1	
Total	**$449**	**Total**	**$602.6**	**$153.6**

*Assumes no delivery delays, failures or supplemental funds requests, and does not include projects with extensions into 2016-17.
**TDIF = Transportation Deferred Investment Fund

RECOMMENDATION:

Staff recommends approval of Resolution G-15-25, with attachments, outlining 2015-16 STIP allocation priorities. Projects requested for allocation, but not allocated within this fiscal year, will be placed on a delivered list and carried over without prejudice. Agencies must request an allocation for, or propose a delay of, a project programmed in or extended into 2015-16 within this fiscal year or the project will lapse.

Because of the anticipated price-based excise tax adjustment, changes resulting from the pending federal "Fixing America's Surface Transportation" (FAST) Act, and other budget uncertainties, staff recommends that Caltrans prepare a revised Fund Estimate for presentation at the January Commission meeting.

In addition, staff recommends that the Commission allocate only the Planning, Programming and Monitoring projects and supplemental requests at the December CTC meeting due to the uncertainties regarding STIP revenues.

BACKGROUND:

In past years, due to unstable funding, the Commission has occasionally found it necessary to adopt allocation plans to meter the allocation of limited resources. At both the June and August 2015 Commission meetings, the Department presented the estimated 2015-16 STIP allocation capacity that identified a shortfall in funding to address programming commitments. As a result, Commission staff presented a draft of proposed allocation priorities at the October Commission meeting as an information item. Subsequently, staff has tentatively assigned projects scheduled for allocation in 2015-16 to the allocation priority categories. However, at this time, staff intends this listing for illustrative purposes only and will propose a full allocation plan after further consultation with regional agencies and after Caltrans prepares the revised Fund Estimate. The allocation priorities are detailed in the attached Resolution G-15-25.

The 2016 STIP Guidelines include language specific to the 2016 STIP that allows agencies to delay 2015-16 projects into the 2016 STIP period in their Regional Transportation Improvement Programs. Current year delays will not resolve the funding issues resulting from the decrease in the price-based excise tax from 18 cents to 12 cents. Unfortunately, the tax is anticipated to be even less in 2016-17. If this is the case, staff projects no new and potentially reduced capacity for the 2016 STIP, which covers the five-year period from 2016-17 to 2020-21.

Attachments

December 9-10, 2015
Item 4.8

CALIFORNIA TRANSPORTATION COMMISSION
State Transportation Improvement Program (STIP)
2015-16 Allocation Plan

Resolution No. G-15-25

1.1 WHEREAS the California Transportation Commission adopted the 2014 State Transportation Improvement Program (STIP) Resolution No. G-14-10 on May 21, 2014, amending G-14-06, adopted on March 20, 2014, and

1.2 WHEREAS, current revenues for the STIP are not sufficient to allocate all 2014 STIP projects programmed in, or with extensions into, fiscal year 2015-16, and

1.3 WHEREAS, Commission staff, with notice to Caltrans and regional agencies, presented a draft of priorities for 2015-16 allocations for discussion and consideration at the October CTC meeting, and

1.4 WHEREAS, Commission staff has proposed a list of project allocations consistent with the allocation priorities, and

1.5 WHEREAS, no additional revenues have been identified for current year STIP allocations,

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the 2015-16 STIP allocation priorities as outlined in Attachment 1, and

2.2 BE IT FURTHER RESOLVED that Attachment 2, the list of projects identified by priority category, is illustrative and subject to change as circumstances warrant, and

2.3 BE IT FURTHER RESOLVED that Commission staff intends to make allocation recommendations based on this plan upon adoption by the Commission, and

2.4 BE IT FURTHER RESOLVED that allocation requests not recommended for approval will instead be recommended to be placed on a delivered list and held for future allocation, and

2.5 BE IT FURTHER RESOLVED that Resolution G-15-25 is hereby approved.

2015-16 STIP ALLOCATION PRIORITIES

STIP projects programmed in 2015-16 or extended into 2015-16 will be recommended for allocation based on criteria chosen to reflect statewide goals and policies, including Governor's executive orders. Agencies will receive allocations for projects on a first come, first served basis so long as additional capacity remains, using the following criteria, in priority order:

- AB 3090 cash reimbursements
- Planning, Programming and Monitoring
- Projects funded with both STIP and other competitively selected fund
- Projects at risk of losing federal funding if not allocated
- Project Allocations for:
    - Required mitigation projects for construction projects previously allocated
    - Safety projects on the state highway system (that cannot be funded by SHOPP)
    - Operational improvements on the state highway system
    - Capacity expansion intercity rail projects
    - Operational improvements on intercity rail system
    - Capacity expansion urban transit projects with intercity rail benefit or significant regional benefit
    - Operational improvements to transit with intercity rail benefit or significant regional benefit
    - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact, and that incorporate multiple corridor elements (rail, transit and/or active transportation)
    - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact
    - Local road rehabilitation and reconstruction
    - Operational improvements on local road and transit operational improvements
    - Active Transportation projects
    - Capacity expansion projects on state highways (other than those detailed above)
    - Capacity expansion local road projects and capacity expansion transit projects without intercity rail or significant regional benefit
    - Preconstruction funding for projects on the state highway system (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)
    - Preconstruction funding for projects on local roads (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)

2015-16 Remaining STIP Allocation Need
(For Illustrative Purposes Only)

Agency	Rte	PPNO	Project	Ext	Cumulative Alloc Need	Alloc Need	Programmed
AB 3090							
Thousand Oaks	cash	2291A	AB3090 Reimbursement (Rt 101 Co ln-Rt23)(12S-013)			15,764	15,764
					15,764	**15,764**	
PPM							
Amador CTC		B1950	Planning, programming, and monitoring			32	208
Colusa CTC		0L20	Planning, programming, and monitoring			40	96
COFCG		6L01	Planning, programming, and monitoring			322	644
ICTC		7200	Planning, programming, and monitoring			19	919
Inyo LTC		1010	Planning, programming, and monitoring			200	800
Kern COG		6L03	Planning, programming, and monitoring			299	1,096
Lassen LTC		2124	Planning, programming, and monitoring			100	432
LACMTA		9001	Planning, programming, and monitoring			3,098	18,846
Madera CTC		6L05	Planning, programming, and monitoring			87	448
Mariposa CLTC		4957	Planning, programming, and monitoring (10S-025)			35	140
Plumas CTC		2057	Planning, programming, and monitoring			34	226
RCTC		9803	Planning, programming, and monitoring			664	2,663
SBCAG		1914	Planning, programming, and monitoring			105	1,214
Shasta RTPA		2368	Planning, programming, and monitoring			147	717
StanCOG		9953	Planning, programming, and monitoring			246	1,236
Trinity CTC		2066	Planning, programming, and monitoring			40	160
					21,232	**5,468**	
STIP & OTHER COMPETITIVE FUNDS							
					21,232	**0**	
AT RISK OF LOSING FEDERAL FUNDING							
Siskiyou Co	loc	2474	Schulmeyer Gulch Bridge, replace (HBP match)			75	75
Siskiyou Co	loc	2506	Old Hwy 99 at Guys Gulch Bridge, replace (HBP)			75	75
Tehama County	loc	2333	Kirkwood Rd Bridge, Jewett Crk, HBP (ext 6-15)	Mar-16		15	15
Tehama County	loc	2334	Columbia Av Bridge, Jewett Crk, HBP (ext 6-15)	Mar-16		15	15
Tehama County	loc	2333	Kirkwood Rd Bridge, Jewett Crk, HBP			6	271
Tehama County	loc	2493	Tehama County Bridges, deck restoration (HBP)			244	244
Red Bluff	loc	2527	Baker Rd at Brickyard Creek Bridge, HBP match			6	136
					21,668	**436**	
REQUIRED MITIGATION							
TA Marin	101	342L	Marin-Sonoma Narrows: mitigation planting (ext 6-15)	Mar-16		800	800
Caltrans	101	125Y	Ryan Creek/Coho Salmon Mitigation (grf)(RIP)(12S-043)			330	345
Caltrans	101	125Y	Ryan Creek/Coho Salmon Mitigation (96 grf) (IIP)(12S-043)			1,870	1,955
Caltrans	101	4740	Santa Clara River Riparian Mitigation			1,864	1,864
					26,532	**4,864**	
SAFETY ON THE STATE HIGHWAY							
					26,532	**0**	
OPERATIONAL IMPROVEMENT ON STATE HIGHWAYS							
Caltrans	89	3355	Greenville, Hideaway Rd-Mill St, realign, imprvs (14S-17)			3,735	5,367
					30,267	**3,735**	
CAPACITY EXPANSION/OPERATIONAL IMPROVEMENTS INTERCITY RAIL							
Caltrans	rail	2098	Double Track near Northridge Station			63,500	63,500
Caltrans	rail	2065J	Capitalized maintenance (Capitol Corridor)			1,000	4,000
					94,767	**64,500**	
CAPACITY EXP/OP IMPR URBAN TRANSIT W/INTERCITY / SIG. REG'L BENEFITS							
					94,767	**0**	
CAPACITY EXPANSION STATE HWY/FREIGHT/ECONOMY/MULTICORRIDOR ELEMENTS							
Caltrans	5	615C	HOV extension, San Elijo Lagoon Bridge replacement			99,382	99,382
					194,149	**99,382**	
CAPACITY EXPANSION STATE HWY/FREIGHT/ECONOMY							
Caltrans	101	482	Carpenteria Crk-Linden, I/C improvements (96 grf)			59,486	67,508
					253,635	**59,486**	
LOCAL ROAD REHABILITATION/RECONSTRUCTION							
Colusa County	loc	2853	Norman Rd, Willow Creek-Argo St, rehab			1,267	1,267
Willows	loc	1322	Sycamore Street, Lassen St-Tehama St, rehab			624	624
Inyo County	loc	2599	West Bishop resurfacing			2,885	2,885

2015-16 Remaining STIP Allocation Need
(For Illustrative Purposes Only)

Agency	Rte	PPNO	Project	Ext	Cumulative Alloc Need	Alloc Need	Programmed
Lassen County	loc	2391	County Rehab A (Eagle Lake Rd, Mooney Rd)			1,550	1,550
Susanville	loc	2513	City street rehab (SC2)			992	992
Susanville	loc	2514	City street rehab (SC3)			951	951
Santa Cruz Co.	loc	2558	Freedom Bl Cape Seal			800	800
City of Tehama	loc	2509	5th St/Gyle Rd, reconstruction & drainage imp.			1,083	1,083
					263,787	**10,152**	
LOCAL ROAD/TRANSIT OPERATIONAL IMPROVEMENTS							
Concord	loc	2010D	Concord BART Station Bike/Ped Access Improv.			1,007	1,007
Humboldt Co	loc	2258	Walnut Dr/Fern St, traffic signal system (ext 5-15)	Jun-16		367	367
Mono LTC	bus	2566	Replacement Vehicles, E Sierra Transit Authority			200	200
Orange	rail	9657	Orange Transportation Center Parking Structure			13,762	13,762
Santa Barbara	loc	820	Las Positas & Cliff Dr intersection improvs			750	750
Mount Shasta	loc	2517	Mt Shasta Blvd, Ski Village-Springhill Dr, guardrail			229	229
					280,102	**16,315**	
ACTIVE TRANSPORTATION							
Caltrans	loc	3122	Rt 49 Bridge Ped and Bike Enhancements (SHOPP)			500	500
Mammoth Lakes	loc	2602	Rt 203 (N Main St), Sidewalk & Safety, Ph 2a,2b,3			2,090	2,090
Butte County	loc	3124H	Neal Rd Bike Lanes, near Paradise			1,440	1,440
Marin Co PW	loc	2127S	Miller Creek Rd bike lanes, Rt 101-Las Gallinas Av			362	362
Monterey Co	loc	2296	Castroville bike/pedestrian overcrossing (12S-035)			6,637	6,637
Pismo Beach	loc	2302	Shell Beach Road Multiuse Path, Ph I (ext 6-14)	Feb-16		600	600
Watsonville	loc	2556	Harkins Slough Rd & Main St, Sidewalk Infill			120	120
Galt	loc	6576	C Street/Central Galt Complete Streets			2,000	2,000
Yuba County	loc	9679	N. Beale Rd Complete Streets revitalization (Ph 1)			1,765	1,765
					295,616	**15,514**	
CAPACITY EXPANSION STATE HIGHWAYS							
Caltrans	98	549A	Calexico w of Rt 111, widen to 4 lanes, Ph 1 (BIP)			4,423	4,423
Caltrans	138	4560	Widening Segment 9, 126th St E - Longview Rd			9,700	12,600
Caltrans	65	8650A	Terra Bella Expressway - Segment 1			1,500	10,913
					311,239	**15,623**	
CAPACITY EXPANSION LOCAL ROAD/TRANSIT							
Blue Lake	loc	2390	Railroad Avenue Improvements (E to G Streets)			190	190
Marin County	loc	2128D	North Civic Center Dr Improvements (ext 6-15)	Dec-15		407	407
Mariposa Co	loc	214	Chowchilla Mtn Rd/Harris Cutoff (10S-025)			814	814
Watsonville	loc	2366	Airport Blvd at Freedom Blvd modifications			850	850
Fairfield	loc	5301T	Jepson Parkway, Vanden Rd, Peabody-Leisure Town			19,376	19,376
Vacaville	loc	5301U	Jepson Parkway, Leisure Town Rd, Vanden-Commerce			19,377	19,377
					352,253	**41,014**	
PRECONSTRUCTION							
Amador CTC	loc	2454	Rt 88 Pine Grove improvs, ps&e+R/W			1,610	5,561
Calaveras Co.	loc	3067	Rt 4 Wagon Trail Expressway			1,390	6,625
Colusa	loc	2852	Citywide, various locations, rehab and ped safety			85	785
Humboldt Co	loc	2391	Humboldt Bay Trail (Eureka to Bracut Segment)			550	550
Clearlake	loc	3088	Dam Rd (Phillips Ave), Center Dr-18th Ave, extend			93	93
Lakeport	loc	3089	Lakeport Blvd and S. Main St, improve intersection			71	265
Susanville	loc	3492	Rt 36, Johnstonville-Riverside, Southeast Gateway ped			120	120
Susanville	loc	2515	City street rehab (SC4)			30	985
Susanville	loc	2516	City street rehab (SC5)			30	986
Fairfax	loc	2128E	Parkade Area Circulation Improvements			45	300
Ukiah	loc	4561	Gobbi St / Waugh Lane intersection, traffic signal			112	644
Ukiah	loc	4562	Low Gap Rd / N. Bush St intersection, roundabout			115	818
Mammoth Lakes	loc	2601	Rt 203 (W Minaret Rd), Sidewalk & Safety			175	750
Mono County	loc	2605	Countywide Preventive Maintenance Program - PMS			50	1,150
Calistoga	loc	2130M	Rt 128/Petrified Forest Rd Intersection Improv.			105	580
RCTC	loc	46J	Rt 60, Truck Lanes w/shoulders (SHOPP) (14S-27) (ext 6-15)	Mar-16		550	550
SCCRTC	loc	1968	Rt 1 Mar Vista bike/ped overcrossing			500	6,564
Sierra County	loc	1706	Smithneck Creek Bike Path			50	550
Sierra County	loc	1704	Smithneck Creek Rd Rehabilitation			50	550
Yreka	loc	2518	Oregon St, Miner St-north end, rehab	SOF		47	644
Mount Shasta	loc	2544	Ream Ave. Rehab	SOF		24	266
Modesto	loc	944M	Rt 132 2-lane expwy, Dakota Av-Rt 99 (west) (Ph1) (ext 6-14)	Feb-16		1,153	1,153
Woodland	loc	8727	East Main St improvements, East St-Pioneer Ave			500	1,080
					359,708	**7,455**	
OTHER							

2015-16 Remaining STIP Allocation Need
(For Illustrative Purposes Only)

Agency	Rte	PPNO	Project	Ext	Cumulative Alloc Need	Alloc Need	Programmed
Caltrans	8	542	Dogwood Av interchange landscaping (split at 1-14 vote)			2,885	3,694
Goleta	loc	1840A	Rt 101/Cathedral Oaks, landscaping (10S-044)(ext 6-15)	Jun-16		325	325
Colusa County	loc	3123C	Arbuckle Rail Depot Restoration (ext 6-14)	Feb-16		266	266
Santa Rosa	loc	9038A	Downtown Streetscape			353	353
					363,537	**3,829**	
		TOTAL ALLOCATION NEED (ABOUT $250,000 AVAILABLE			**363,537**		
PROJECTS PROPOSED TO BE DELAYED IN 2016 STIP							
Caltrans	180	6489	West Freeway, landscaping			4,022	4,572
Modesto	loc	944M	Rt 132 2-lane expwy, new align. Dakota Av-Rt 99 (west)(Ph 1)			18,914	18,914
Tracy	loc	6629	MacArthur Dr., widening & reconstruction			3,194	3,194
Tehama County	loc	2379	Evergreen Rd Br, Cottonwood Crk, rplc (08S-41)(LBSRA)			1,730	1,730
Tehama County	loc	2331	McCoy Rd low-water crossing, HBP match			683	683
Tehama County	loc	2378	Jelly's Ferry Bridge at Sacramento River (HBP)			2,333	2,333
Caltrans	99	6423	Betty Drive Interchange improvements			5,000	16,720
						35,876	

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
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December 2, 2015

Lucy Dunn, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: STIP Allocation Plan – Tab 18

Dear Chair Dunn and Commissioners:

As we are too well aware, existing revenues are insufficient to address all of the transportation needs in our state. The decrease in the price based excise tax this fiscal year, compounded with the state's decision to divert transportation revenues to repay General Obligation bond debt, and increases in fuel economy have left transportation agencies at all levels deferring essential maintenance of existing infrastructure, roadways becoming increasingly congested, and delays to important multimodal projects needed to ensure safe access to jobs, schools, services, and the other places we travel. In Santa Cruz County, the Regional Transportation Commission (RTC) is working diligently with the community to place a local measure on the November 2016 ballot to raise funds so that we are less dependent on state gas tax revenues to address our transportation needs. However, the reality is that **the State Transportation Improvement Program (STIP) remains the most important funding source for addressing our capital infrastructure needs.**

We recognize that the drop in revenues is painful for everyone and greatly appreciate all the work that the California Transportation Commission (CTC) is doing to urge the Legislature and Brown Administration to address California's transportation funding crisis; as well as work to implement long term solutions that provide an alternative to the diminishing gas tax.

This fiscal year, the Regional Transportation Commission (RTC) and local project sponsors are able to delay several projects currently programmed in FY15/16, but urge you to ensure that any allocation plan, as well as programming for the 2016 STIP, takes into consideration the following:

1. **Equity:** We ask the CTC to ensure that there is county-level equity in the allocation process. State law establishes regional shares for STIP funds and requires regions to work with our communities to identify needs and establish priorities, but we need state assistance to implement those priorities. We are concerned that the draft allocation plan denies funding to projects in many regions without any consideration of county shares. If these same allocation criteria are used to guide 2016 STIP programming and future allocations, all of the capital projects programmed to receive Santa Cruz County's regional share of STIP funds would be delayed for an uncertain amount of time.
2. **Priorities:** Allow each region to prioritize its own STIP projects. The priorities identified in the CTC staff draft allocation plan are focused on improvements to the highway system and do not

seem to consider special circumstances, regional priorities established through an extensive public process, and statewide goals, policies, and mandates focused on system preservation and reducing greenhouse gas emissions. Categories such as local roads, transit and active transportation fall below the cut-off line for funding. We appreciate CTC efforts to look more holistically at the transportation network as an integrated, multimodal system that considers the wide range of access and mobility needs in our state. In particular, we can delay or swap around funding for more than half of the projects in our county that are currently programmed in FY15/16, however of the two remaining projects we will be seeking allocations for this fiscal year, one is a roadway preservation project with a very short construction window that is an alternative route to our congested SR 1 (Freedom Blvd – PPNO 2558) and the other a trail project which has secured matching private funding (Monterey Bay Sanctuary Scenic Trail Network (MBSST) –PPNO 2552). Delays to the trail project will make it difficult to raise millions in private funding anticipated for future expansion of this trail network.

3. **Creative Solutions:** We encourage the CTC to work with Caltrans to identify creative funding options to delay as few projects as possible. Perhaps short term loans from other programs, reinvesting Proposition 1B bond savings in the STIP, partial STIP allocations, or other solutions may exist for FY15/16. This would give regional agencies and project sponsors time to seek alternative sources for funding projects programmed in future years.

Given that our cities, the County of Santa Cruz, and the RTC depend on the STIP to fund major projects, the severe drop in STIP funds this year and projected for future years is a very serious issue. We recognize that the CTC is facing unprecedented challenges during this fiscal crisis and appreciate the efforts you and your staff have undertaken to communicate with the regions and to ensure that transportation projects continue to be delivered to the public. We are committed to work with the California Transportation Commission (CTC), its staff, our state legislators and our local community to raise funds to operate and maintain our transportation system.

Thank you for your consideration of our comments. If you have any questions, please contact me or Rachel Moriconi of my staff at 831-460-3200.

Sincerely,

George Dondero
Executive Director

cc: Will Kempton, CTC Executive Director
SCCRTC Board

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

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November 30, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

RE: Transportation Agency Comments on the 2015 Allocation Plan

Dear Mr. Kempton:

The Transportation Agency for Monterey County is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Transportation Agency staff appreciates the opportunity to review and comment on the draft 2015/16 Allocation Plan in advance of the December 9, 2015 California Transportation Commission hearing. In addition, the briefings held by Commission staff after the release of the draft plan have been beneficial to help understand the proposal and provide necessary input.

As has been discussed at previous Commission meetings, the current structure of using gas tax revenues as a means to finance public infrastructure improvements is proving to be unsustainable. With increasing fuel efficiency in modern vehicles, including the promotion of electric and hybrid vehicles, the receipts and purchasing power of gas tax revenues will continue to decline even as vehicle miles travelled are projected to increase.

Compounding this issue for the public agencies that are charged with funding and delivering transportation improvements to State highways and local streets and roads, is the potential volatility of gas tax revenues that filter in to funding programs, such as the State Transportation Improvement Program. This effect is being realized with the Allocation Plan for the 2015/16 fiscal year, and is now being projected to continue into the 2016/17 fiscal year.

For Monterey County, this means that high-priority safety and capacity improvements that are funded with State Transportation Improvement Program dollars, such as the Highway 156 Improvement Project, may need to search for new sources of funding.

As the California Transportation Commission develops the draft 2015/16 Allocation Plan, the Transportation Agency recommends consideration of the following issues:

1. Equity in Implementation: With the fund estimate for the State Transportation Improvement Program's 2015/16 cycle only amounting to roughly $250 million, which results in an estimated $150 million shortfall for programmed projects, the Transportation Agency recommends that the draft Allocation Plan seek to distribute the available funding as equitably as possible. Currently, out of the available $250 million, the draft plan proposes to fund $231 million of Caltrans projects. Two of those projects alone constitute $155 million, which is more than the entire remainder of the programmed project list. While these are undoubtedly worthy projects, the draft Allocation Plan deprives regional agencies the funding necessary to construct projects that implement their Regional Transportation Plans and Sustainable Communities Strategies. As it stands, over fifty projects are set to be delayed for an uncertain amount of time, with the funding for the 2016/17 fiscal year now also in question, at the expense of two State projects.

2. Transportation Priorities: The current draft Allocation Plan places a priority on capacity expanding projects, while other project categories, such as local roads, transit, and active transportation, fall below the cut-off line for funding. Related to the issues of equity mentioned above, the Transportation Agency recommends ensuring that the draft plan fund a wide range of transportation modes. With the focus of the California Transportation Plan 2040 on developing an integrated, multimodal transportation system and with the 2015 Interregional Transportation Strategic Plan on building a system that is multimodal and supports a variety of travel purposes, the 2015/16 Allocation Plan should reflect these goals.

   In particular, our agency requests that the California Transportation Commission preserve funding for the Castroville Bicycle & Pedestrian Overcrossing project in fiscal year 2015/16. This priority safety project located in an identified "disadvantaged community" in north Monterey County provides a link for bicyclists and pedestrians to access nearby housing and schools. Currently, bicyclists and pedestrians use this undesignated route with an informal at grade crossing where travelers must pick up their bikes and strollers to cross the railroad tracks. The project will provide a convenient, safe, continuous, and legal path and bridge over the Union Pacific Railroad tracks, and is on track for construction in Summer 2016.

3. Funding Stability: The Transportation Agency supports that the draft Allocation Plan places a priority on funding Planning, Programming, and Monitoring as well as projects that are at risk of losing federal funding. But, as many regional agencies rely on their share of State Transportation Improvement Program funding as a primary source of revenue, the allocation plan should also ensure funding stability for regional agencies that are committed to delivering programmed projects in the short term. With the understanding that the transportation funding crisis is likely to continue into future fiscal years, the Transportation Agency recommends that this initial allocation plan provide stability by deferring as few projects as possible, thus giving regional agencies ample time to seek alternative sources of funding for future cycles.

4. Regional Coordination: Finally, coordination with regional agencies is integral to ensuring that priority projects are constructed that meet the transportation needs of the local population. The Transportation Agency recognizes the difficult task that the Commission has in allocating scarce funding resources to projects statewide and appreciates that the Commission staff has sought input from the regional agencies.

Janssen, Laurel@DOT

From: Adriann Cardoso <ACardoso@octa.net>
Sent: Monday, November 30, 2015 9:50 AM
To: Janssen, Laurel@DOT
Cc: Ben Ku; Sarkes Khackek (skhachek@sbcag.org); Kurt Brotcke
Subject: Orange Transportation Center Parking Structure - STIP Allocation Prioritization

Hi Laurel,

I just left you a voice mail on this as well. The Orange Transportation Center Parking Structure should be moved up in the prioritization for STIP allocation for the following reasons:

- The Orange Station Transportation Center Parking Structure is a commuter rail (urban transit project) capacity expansion with significant regional benefit. The project is not an operational improvement (as it is currently listed) but a capacity enhancing project that expands parking allowing additional riders to use the system. This is noted in the project benefits section of the PPR form which states: "This project will provide additional transit parking at the Orange Transportation Center for commuter rail passengers. Metrolink ridership is expected to increase during peak hour and off-peak hour train service due to the Metrolink Service Expansion Program (MSEP). In order to accommodate the growth in train ridership, additional parking is needed to relieve congestion at the station."
- Also, this project is a transportation control measure in the SCAG region which has a completion date of August 2016. The region will be out of compliance if the project is not started earlier than August, 2016 which could result in a disruption of federal funds in the SCAG region. If the project is delayed, OCTA and SCAG may also have to remodel the project through an RTP amendment which could take a year to get through the RTP process.
- Finally, we spoke with Caltrans earlier this year who indicated that there is sufficient STIP –PTA (state-only) funds for this project and that those funds should still be available when it comes in for allocation in March.

Please let me know if you have any questions or would like additional verification of the project's benefit.

Best Regards,

Adriann Cardoso
Capital Programming Manager
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584
Tel: 714.560.5915
Cell: 714.824.7473
Fax: 714.560.5794
acardoso@octa.net

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NOV 24 2015

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

November 18, 2015

File Number 1500000

Ms. Lucetta Dunn, Chair
California Transportation Commission
Attention: Mr. Will Kempton
1120 N Street, Mail Station 52
Sacramento, CA 95814

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

Dear Chair Dunn:

SUBJECT: Request to Reserve State Transportation Improvement Program Funds for FY 2016 for the San Diego Region

At the October 21, 2015, California Transportation Commission meeting, Commission staff presented the proposed 2015/16 State Transportation Improvement Program (STIP) Allocation Plan stating that there are not sufficient funds to allocate all the projects programmed this fiscal year. This letter is to request that the Commission consider reserving $111 million of San Diego regional STIP funds for FY 2016. The reserve is requested for two San Diego region high-priority projects:

- Interstate 5 North Coast Corridor (I-5 NCC)
- Inland Rail Trail

The I-5 NCC is scheduled to request an allocation of $99 million at the May 2016 Commission meeting and the Inland Rail Trail is scheduled to seek an allocation of $12 million at the March 2016 meeting. These two projects are excellent examples that support Governor Brown's executive order, which focuses on reducing greenhouse gas emissions and providing alternative modes of transportation.

Over the past few months the regions have worked with Commission staff to develop an allocation plan for the current fiscal year; the San Diego Association of Governments (SANDAG) seeks your support to ensure these funds remain available. The information below describes the two projects and the critical need for the allocation this fiscal year:

1. One of the major transportation projects in the San Diego region is the I-5 NCC. The 2014 STIP programmed $99 million in FY 2016 for the first phase of this multimodal, multi-billion dollar project. The project includes constructing High Occupancy Vehicles Lanes, widening two lagoon bridges (Batiquitos and San Elijo) allowing for the intercity rail along the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) Corridor to be double-tracked, restoring two lagoons, and constructing sound walls. Additionally, the project also would construct a bike trail along the corridor. The first segment of the project is anticipated to cost

nearly $530 million. The I-5 NCC is currently being implemented using the Construction Manager/General Contractor (CM/GC) method of delivery. The CM/GC is currently reviewing the design for constructability and providing input for improvement and efficiencies. The Guaranteed Maximum Price (GMP) will ultimately determine the cost and schedule currently being negotiated. As soon as the GMP is executed, currently anticipated to occur in early 2016, the project will need to break ground. Future elements of this multi-layered construction schedule may be in jeopardy as these are sequenced for maximum efficiency. The project has $23.2 million in other federal funds that are at risk if not obligated this year. In addition, the project leverages nearly $145 million in additional federal funds and over $175 million in local funds.

Pursuant to Senate Bill 468 (Kehoe, 2011), in order to reduce environmental impacts to coastal lagoons, SANDAG is required to plan and construct both rail and highway bridges concurrently. Both the Batiquitos and San Elijo Lagoon bridges would need to be constructed in tandem for both the highway segment and the double-tracking of the two rail projects. The CM/GC would construct both bridges, fulfilling the state requirement. There are many facets to this complex project and the first STIP allocation of $99 million would be the start of this significant project, which would support congestion relief in the San Diego region, contribute to greater efficiency in highway and rail goods movement through the corridor, lead to better reliability north of the region along both the highway and the busy railway, and preserve essential habitat.

2. The Inland Rail Trail is a commuter bike trail that runs along the light rail system (SPRINTER) in the northern part of the San Diego region. This project will help to reduce greenhouse gas emissions by providing alternatives from autos to transit, biking, and walking. Improved transit connectivity between stations also will provide convenient access to key employment areas, shopping centers, and higher education. In addition, this project would promote active aging, enhance access to open space, revitalize local economies by increasing transit access to local and small businesses, and improve overall regional connectivity for commuters. The 2014 STIP programmed $18.4 million in FY 2016; however, the project would be seeking an allocation of $12 million and defer the remainder ($6.4 million) to the following fiscal year. The project would construct a seven-mile, Class 1 bike path, providing a safe and scenic route in north San Diego County, with connections to other inner-city bike routes, regional Class 1 bike paths, transit stations for extension of commute trips, a variety of businesses, residential communities, schools, and recreational destinations. The initial request of $12 million in STIP funds leverages $2.5 million in state Bicycle Transportation Account funds, which would be at risk if the construction contract cannot be awarded in time. The project also leverages approximately $11 million in local funding. Additionally, there are various right-of-way acquisitions for this segment that have already been completed, including 3 permanent acquisitions and 11 Temporary Construction Easements (TCEs). The 11 TCEs have expiration dates that would be at risk. Similar to the I-5 NCC construction sequencing, future elements of the construction schedule may be jeopardized as these are sequenced for maximum efficiency.

We appreciate the CTC's continued support as we continue to improve transportation mobility in the San Diego region.

Should you need additional information or have further questions, please feel free to contact me at (619) 699-1990, or SANDAG staff member Sookyung Kim at (619) 699-6909 or via email at sookyung.kim@sandag.org.

Sincerely,

Gary L. Gallegos

GARY L. GALLEGOS
Executive Director

GGA/SKI/asa

cc: Laurie Berman, Caltrans District 11
Bruce De Terra, Caltrans Division Chief, Transportation Programming

Tab 18

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

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

November 30, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

RE: Transportation Agency Comments on the 2015 Allocation Plan

Dear Mr. Kempton:

The Transportation Agency for Monterey County is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Transportation Agency staff appreciates the opportunity to review and comment on the draft 2015/16 Allocation Plan in advance of the December 9, 2015 California Transportation Commission hearing. In addition, the briefings held by Commission staff after the release of the draft plan have been beneficial to help understand the proposal and provide necessary input.

As has been discussed at previous Commission meetings, the current structure of using gas tax revenues as a means to finance public infrastructure improvements is proving to be unsustainable. With increasing fuel efficiency in modern vehicles, including the promotion of electric and hybrid vehicles, the receipts and purchasing power of gas tax revenues will continue to decline even as vehicle miles travelled are projected to increase.

Compounding this issue for the public agencies that are charged with funding and delivering transportation improvements to State highways and local streets and roads, is the potential volatility of gas tax revenues that filter in to funding programs, such as the State Transportation Improvement Program. This effect is being realized with the Allocation Plan for the 2015/16 fiscal year, and is now being projected to continue into the 2016/17 fiscal year.

For Monterey County, this means that high-priority safety and capacity improvements that are funded with State Transportation Improvement Program dollars, such as the Highway 156 Improvement Project, may need to search for new sources of funding.

November 30, 2015

Thank you for considering our comments on the draft 2015/16 Allocation Plan. If you have any questions, please contact Michael Zeller of my staff at (831) 775-4416.

Sincerely,

MICHAEL ZELLER FOR:
Debra L. Hale
Executive Director

Tab 18

MONTEREY COUNTY

Monterey County Board of Supervisors

John M. Phillips
Supervisor District 2

Josh Stratton
Aide to the Supervisor

Claudia J. Link
Aide to the Supervisor

P.O. Box 787
Castroville, CA 95012
831-755-5022
831-633-0201
District2@co.monterey.ca.us

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

RE: 2015 State Transportation Improvement Program (STIP) funding – Castroville Bicycle and Pedestrian Overcrossing project

Mr. Kempton,

On behalf of the citizens of Monterey County, Transportation Agency of Monterey County (TAMC), the students and residents of Castroville and the overall safety of our community, I formally request that you preserve the fiscal year 2015/16 funding for the Castroville Bicycle and Pedestrian Overcrossing project.

This safety project is an important, urgent project for the welfare of an entire community. Currently, pedestrians, primarily students, must either cross through agricultural fields and active train tracks, or they must walk along the busy State Highway 156 to get to and from school every day. Other pedestrians must carry bikes, strollers and escort small children through this unsafe terrain just to get to the other side of the train tracks. Further, agricultural fields have specific limitations on when they can be sprayed when in close proximity to schools, but students travelling to and from school through the fields are not protected by these regulations and susceptible to pesticide impacts.

The Castroville Bicycle and Pedestrian Overcrossing project is of the utmost importance to our community and cannot be delayed any longer. It is very important that this project be programmed for the fiscal year 2015/16 under the Active Transportation STIP allocation category.

Thank you for considering the inclusion of this important project. We have been looking forward to this much needed active transportation route in a disadvantaged community in much need of safe pedestrian access.

Sincerely,

John M. Phillips
Supervisor, 2nd District

Tab 18

CASTROVILLE COMMUNITY SERVICES DISTRICT

P.O. BOX 1065
OFFICE: 11499 GEIL STREET
CASTROVILLE, CA 95012
FAX (831) 633-3103

24-HOUR TELEPHONE: (831) 633-2560

December 8, 2015

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street MS-52
Sacramento, CA 95814

RE: Transportation Agency Comments on the 2015 Allocation Plan and Support for Funding the Castroville Bicycle and Pedestrian Overcrossing Project category is proposed to be continued into the 2016/17 fiscal year.

Dear Mr. Kempton:

On behalf of the Castroville Community Services District and the community of Castroville, I am writing this letter to request your support to preserve the funding of the Castroville Bicycle and Pedestrian Overcrossing Project in fiscal year 2015/16.

In reviewing the draft 2015/16 allocation plan, it appears that funding for the Castroville Bicycle & Pedestrian Overcrossing project will delayed.
Safety is a major concern within this project area. In addition to the High School and the Monte Del Lago trailer park (319 units) CHISPA has developed the Moro Cojo housing subdivision (135 single family homes), the Moro Lindo and El Cerrito Townhomes (90 apartments units) which are located within the project corridor. Many of the residents utilize the existing bicycle and pedestrian path along Castroville Blvd to connect to Castroville.
Currently, at the grade crossing, travelers must pick up their bikes and strollers to cross the railroad track which is unsafe.

Castroville is a small, disenfranchised community within Monterey County that has a large low income population that historically has been underserved, and lacks many basic amenities that surrounding communities have such as: safe pedestrian walkways, bicycle trails, parks, and recreational fields where our children can safely play soccer, football, and baseball.

Tab 18

North Monterey County Unified School District
District Office – Business Services
8142 Moss Landing Rd., Moss Landing, California 95039-9617 (831) 633-3343

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Transportation Agency Comments on the 2015 Allocation Plan

Dear Mr. Kempton:

I am writing to request your reconsideration for funding allocations to preserve funding for the **Castroville Bicycle & Pedestrian Overcrossing project in fiscal year 2015/16**. The project is critical to ensure a safe path of travel for our students to safety travel to and from school. This priority safety project is located in an identified "disadvantaged community" in North Monterey County and provides a link for bicyclists and pedestrians to access nearby housing and schools. Currently, bicyclist and pedestrians (students) use this undesignated route with an informal at grade crossing where travelers must pick up their bikes and strollers to cross the railroad tracks. The project provides a safe, continuous, legal and convenient path and bridge over the Union Pacific Railroad tracks, and is on track for construction in Summer 2016.

The North Monterey County Unified School Districts serves over 4,500 students in grades K-12, along with preschool and adult students. 86% of our students are in poverty (federal guidelines) and over 900 students are considered homeless. The District travels over 70 square miles to provide home-to-school bussing to students, however many students and their families are involved in activities before/after school and on weekends and must be able to access safe paths of travel. The comprehensive high school campus is located on Castroville Blvd, off Hwy 156. There is a low-income housing development next to the high school campus of which a large percentage of families with children ranging in age live. These families are forced to travel over the railroad track area as the only means to walk into the town of Castroville. There are over 1,100 high school students and many are forced to travel from the town of Castroville across the railroad track area to get to the high school campus. This is very unsafe and of great concern to parents and community members.

Please ensure that funding is preserved for the Castroville Bicycle & Pedestrian Overcrossing project in the fiscal year 2015/16. Our underserved community, specifically our children and families need a safe path of travel in order to access schools and critical services.

Sincerely,

Kari Yeater

Kari Yeater
Superintendent

Tab 18

North Monterey County LULAC

LEAGUE OF UNITED LATIN AMERICAN CITIZENS

P.O. Box 1359, Castroville, CA 95012

President
Diana Jimenez

Vice President
Adriana Melgoza

Secretary
Stephanie Ortiz

Treasurer
Elsa Jimenez

Scholarship Chair
Noemy Loveless

Scholarship Vice Chair
Sally Childs

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street MS-52
Sacramento, CA 95814

RE: Transportation Agency Comments on the 2015 Allocation Plan and Support for Funding the Castroville Bicycle and Pedestrian Overcrossing Project

Dear Mr. Kempton:

On behalf of the North Monterey County LULAC and the community of Castroville, I am writing this letter to request your support to preserve the funding of the Castroville bicycle and pedestrian overcrossing project in fiscal year 2015/16.

Castroville is a small, disenfranchised community within Monterey County that has a large low income population that historically has been underserved, and lacks many basic amenities that surrounding communities have such as; safe pedestrian walkways, bicycle trails, parks, and recreational fields where our children can safely play soccer, football, and baseball.

Additionally, Castroville is surrounded by three major highways (HWY 156, 1, and 183) that cuts off our community from surrounding areas, which includes HWY 183 that runs directly in the middle of our downtown. These highways make it very unsafe and difficult for children and families to travel through.

The Castroville bicycle and pedestrian overcrossing project is critical to creating a path for our children to safely travel to and from the local high school and their homes. Currently, children and families must maneuver through railroad crossings and agricultural fields to get from Castroville to the school.

Our community has been patiently waiting for the development of this project, which has previously been postponed. We respectfully ask for your assisting in not postponing the funding of this project any further due to safety reasons. We also recommend that the draft Allocation Plan distributes available funding equitably so that disenfranchised communities like ours get a fair chance of funding much needed projects.

We urge the Commission to fund the Castroville Bicycle and Pedestrian Overcrossing Project in fiscal year 2015/2016. Thank you for your consideration of our request and comments.

Respectfully,

Diana Jimenez

Diana Jimenez
NMC LULAC President

Tab 18

CHISPA
WE BUILD NEIGHBORHOODS

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: CHISPA Comments on the Draft 2015/16 Allocation Plan

Dear Mr. Kempton:

In reviewing the draft 2015/16 allocation plan, it appears that funding for the local road rehabilitation category is proposed to be continued into the 2016/17 fiscal year.

For Monterey County, this means high-priority safety and capacity improvement projects such as the Castroville Bicycle & Pedestrian Overcrossing project will delayed.

Safety is a major concern within this project area. CHISPA has developed the Moro Cojo housing subdivision (175 single family homes), the Moro Lindo and El Cerrito Townhomes (90 apartments units) which are located within the project corridor. Many of our residents utilize the existing bicycle and pedestrian path along Castroville Blvd. Currently, at the grade crossing, travelers must pick up their bikes and strollers to cross the railroad track which is unsafe.

The bicycle and pedestrian overcrossing will provide a safe and continuous path and bridge over the Union Pacific Railroad track to access nearby schools, shopping centers and recreational activity centers.

We urge the California Transportation Commission to keep funding for the Castroville Bicycle & Pedestrian Overcrossing project in fiscal year 15/16 to keep this project on track for construction in summer of 2016.

Thank you for your consideration in this matter.

Respectfully submitted,

Dana Cleary
Director of Real Estate Development

CC: Michael Zeller, TAMC

Community Housing Improvement Systems and Planning Association, Inc.
295 Main Street, Suite 100 • Salinas, CA 93901 • (831) 757-6251 • TDD: (831) 758-9481 • Fax (831) 757-7537 or (831) 757-6268
www.chispahousing.org

Tab 18

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

RE: Community Support for the 2015/2016 Allocation Plan

Dear Mr. Kempton

The community members of Castroville urge you to include funding in the 2015/2016 Allocation Plan to preserve funding for the **Castroville Bicycle & Pedestrian Overcrossing Project.** This project will address the safety issue that we currently face with the lack of safe, convenient, continuous and legal paths to our nearby homes and schools.

Please see the attached signatures that are in **support** of the funds for the **Castroville Bicycle & Pedestrian Overcrossing Project.** As community members, we need this project to help our community with safe bicycle paths. Thank you for considering our signatures on the draft 2015-2016 Allocation Plan. If you have any questions about our community signatures, please contact me at (831)277-5297.

Sincerely,

Noemy Loveless
Castroville Community Resident

Support for Castroville Bicycle Pedestrain Overcrossing Project

	Print Name	Signature	Zip Code
1	Caroline Calderon	Caroline Calderon	95012
2	Jaqueline Rodriguez	[illegible]	95012
3	Joel Camacho	Joel Camacho	95012
4	Natalia Hernandez	Natalia Hernandez	95012
5	Jovita Jacome	Jovita Jacome	95012
6	Maria Carmen	Maria C Cuiriz	95012
7	Luz Guzman	[illegible]	95012
8	Lorena Campos	[illegible]	95012
9	Lucrecia Cuiriz	Lucrecia Cuiriz	95012
10	Francisco Jose	[illegible]	95012
11	Franco Silva	[illegible]	95012
12	ana calderon	ana calderon	95012
13	Diana Roldan	[illegible]	95012
14	Angelica Serino	Angelica Serino	95012
15	Yesenia Alvarez	[illegible]	95012
16	MARIA T SANCHEZ	MARIA TERESA SANCHEZ	95012
17	Ana laura calderon	Ana laura calderon	95012
18	Alicia Calderon	Alicia Calderon	95012
19	Rosalia moreno	R M	95012
20	Noemy Loveless	[illegible]	95012
21	ROSA CM	ROSA CRUZ	95012
22	LUIA ASCENCION	ANA ASCENCION	95012
23	Gloria Ornelas	[illegible]	95012
24	Maria Luisa Gutierrez	[illegible]	95012
25	Viridiana Baron	[illegible]	95012
26	Teresa Jackson	[illegible]	95076
27	nicole l. thornhill	[illegible]	95012
28	Aidee Landin	Aidee Landin	95012
29	CLAUDIA LUNA	[illegible]	95012
30	Adelina Martinez	Adelina Martinez	95012
31	Anastacia Reyes	Anastacia Reyes	95012
32	Mara Segura	[illegible]	95012
33	Margarita Ramirez	Margarita Ramirez	95012
34	Regina Ortega	Regina Ortega	95012
35	Irene Montesano	Irene Montesano	95012
36	Maura Garcia	Maura Garcia	95012
37	Guadalupe Reyes	Guadalupe Reyes	95012
38	Beatriz Salcivar	[illegible]	95012
39	Guadalupe Garcia ortiz	Guadalupe Garcia ortiz	95012
40	Alberto Ortega	Alberto Ortega	95012
41	Gladys Salazar	Francisco Rubio	95012
43	Arcel Marcille	Arcel J Marcille	95012
44	Maria Sosa	[illegible]	95012
45	Patricia Sanchez	[illegible]	95012

Tab 18

December 8, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street MS-52
Sacramento, CA 95814

Dear Mr. Kempton,

The Castroville Neighborhood Watch Program exists to improve quality of life for citizens in our community through neighborhood involvement. At present, over one hundred fifty neighbors have an association with our Neighborhood Watch. One of the primary objectives of the Castroville Neighborhood Watch is to ensure that our community is a safe place for our residents.

A major safety concern for our community over the years has been the lack of safe passage for students and residents to and from our local high school and a large housing development known as Moro Cojo. Without getting into particulars, students and residents who wish to walk or bike to or from the main part of Castroville to North County High School or the Moro Cojo neighborhood must cross through agriculture fields and over an elevated train track which is the main railroad corridor connecting Northern and Southern California. This simply is a tragedy waiting to happen as students, moms with strollers, and the elderly utilize this informal and dangerous route. Our community is largely populated by underserved and "disadvantaged" families who commonly employ walking and bicycling as their main means of transportation. Making the pathway available will significantly promote community safety for our citizens.

Some years ago the Transportation Agency of Monterey County established a project to create a safe path and bridge over the railroad tracks to connect Castroville with the high school and Moro Cojo neighborhood. Last month we were informed that funding for the project had been secured and that construction would begin in 2016. Now we are saddened and disappointed to learn that this project has been pushed back to an indefinite time in the future due to budget constraints. I am writing in behalf of myself and other concerned neighbors of the Castroville Neighborhood Watch to plead with you to preserve funding for the Castroville Bicycle & Pedestrian Overcrossing project.

Thank you for any consideration you could give to our request.

Sincerely,

Dr. Rich Coffelt
Castroville Neighborhood Watch Program

Tab 18

Kern Council
of Governments

STATE ROUTE 58 CENTENNIAL CORRIDOR CONNECTOR PROJECT IN KERN COUNTY

The "Fixing America's Surface Transportation Act" or the "FAST Act" was signed into law on December 4, 2015; it dedicates $10.7 billion over five years for freight improvements over the life of the bill. *It is the intent of the Kern region partners to seek funding from the freight program of this new law to deliver the remainder of this important project.*

"...The FAST Act focuses on the importance of goods movement to the U.S. economy by establishing a new formula program for highway freight projects, and emphasizes the need to address large-scale projects of national or regional importance by establishing a new competitive grant program, the Nationally Significant Freight and Highway Projects (NSFHP) program. The NSFHP program will facilitate the construction of infrastructure projects that are difficult to complete solely using existing federal, state, local, and private funds."

BENEFITS

The State Route 58 Centennial Corridor project will produce numerous benefits, including: improving local and regional economic competitiveness, reducing travel time, reducing crashes and vehicle operating expenses, and creating jobs.

1. The project provides air quality benefits, reduced crashes, reduced fuel consumption, and reduced greenhouse gas emissions in addition to travel time savings;
2. This project is part of the region's conforming long-range plan and sustainable communities strategy;
3. Produce savings totaling more than $1.1 billion over the 20-year life cycle of the project;
4. Produce net savings in travel time, crashes and vehicle operating expense in the amount of $13.1 million per year in 2015 and $92.3 million per year in 2035;
5. Improve safety within the regional roadway network by reducing accidents, resulting in cost savings of more than $7 million per year in 2015 and over $52 million per year in Year 2035;
6. Improve interregional goods movement by carrying an estimated 5,656 heavy trucks by the year 2035;
7. Create a total of 1,050 new jobs, according to the FHWA website model;
8. The actual benefits under the Build Alternative are $13.1 million in 2015 and $92.3 million in 2035;
9. Collectively, these savings are estimated to total more than $1.1 billion over the 20-year life cycle of the project, assuming current year dollars;
10. The Build Alternative will produce net savings in travel time, crashes and vehicle operating expense;
11. The actual benefits under the Build Alternative are $13.1 million in 2015 and $92.3 million in 2035;
12. Collectively, these savings are estimated to total more than $1.1 billion over the 20-year life cycle of the project, assuming current year dollars.

PROGRAM STATUS

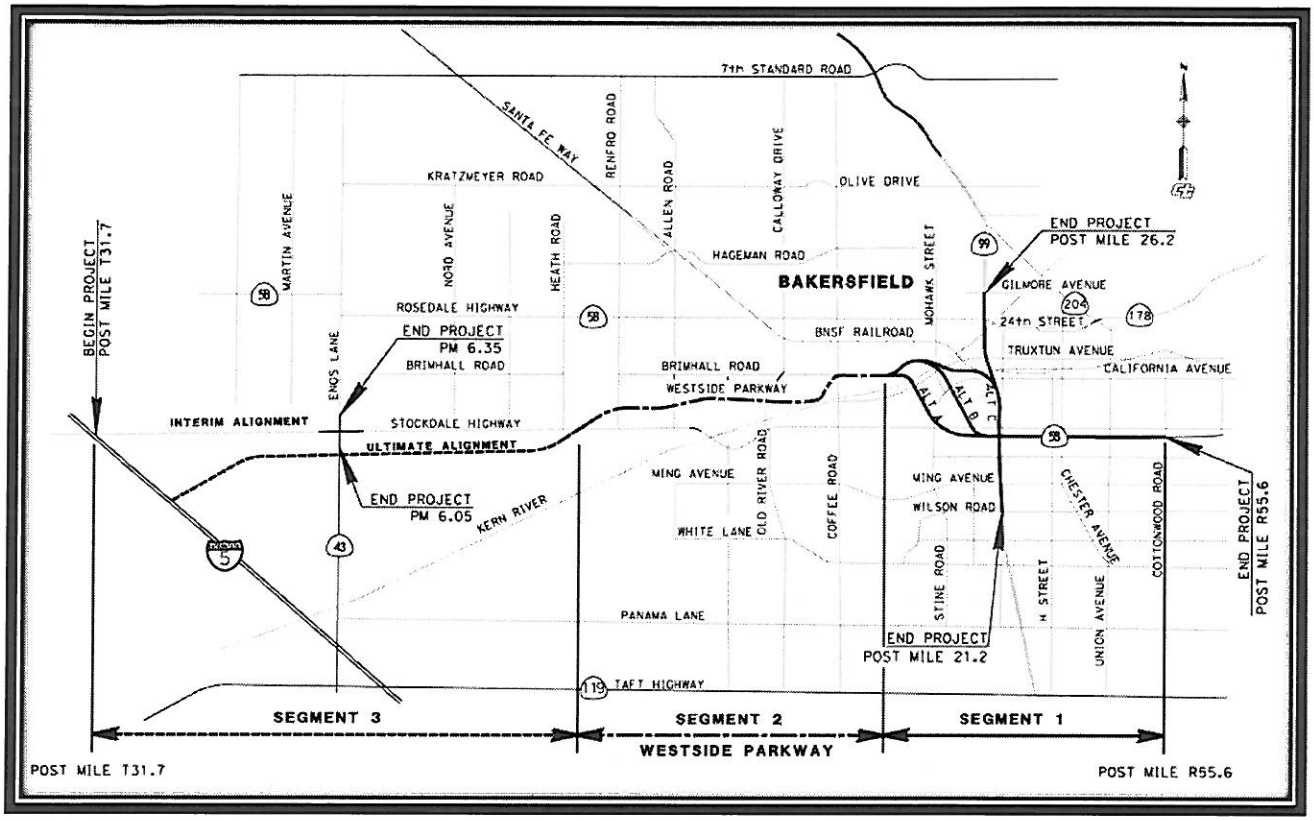
On behalf of our partnering agencies including Caltrans, City of Bakersfield, County of Kern and Kern Council of Governments, we ask for your continued support of this truly shelf ready project. Here's an update on the significant progress made so far:

- ✓ Environmental Clearance – environmental document is signed – the Record of Decision is expected January 2016;
- ✓ Design – the design phase of this project is expected to be completed by June 2016;
- ✓ Rights-of-Way – the rights-of-way phase is expected to be completed by December 2016; and
- ✓ Construction - The final project is expected to be delivered in 3 phases – 1) north connection to Westside Parkway; 2) south section for ramp and bridge work at State Routes 58 and 99; and 3) the straight away segment between the north and south. Segment 1 is scheduled to begin in 2016; segments 2 and 3 would following depending on funding availability in the STIP and future federal freight grant but could be completed by 2020 or sooner.

PROJECT FACT SHEET
Centennial Corridor Freeway
06-48460
KER-58/99

PROJECT MANAGER: Minerva Rodriguez (559-243-3518)

LOCATION MAP:



PROJECT DESCRIPTION/SCOPE

- **LIMITS:** On State Route 58 between Interstate 5 (PM T31.7) and Cottonwood Road (PM R55.6) and on State Route 99 between Wilson Road (PM 21.1) and Gilmore Road (PM 26.2) in Bakersfield.
- **DESCRIPTION (General):** Construct a new freeway alignment for the Centennial Corridor (Proposed State Route (SR) 58)
- **PURPOSE/BENEFITS:** To provide a continuous freeway route from Interstate 5 (I-5) (post mile T31.7) via the Westside Parkway (WSP) to Cottonwood Road (post mile 55.6) on existing SR 58, east of State Route (SR) 99. Improvements to SR 99 (post miles 21.2 to 26.2) would also be made to accommodate the connection with SR 58.
- **PROPOSAL:** To connect SR 58 to the east end of Westside Parkway by means of a six lane freeway

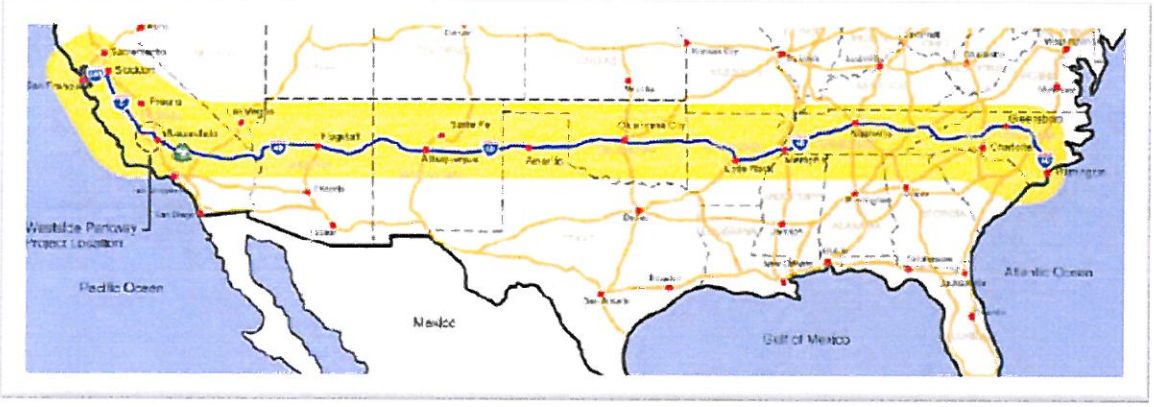
FUNDING STATUS

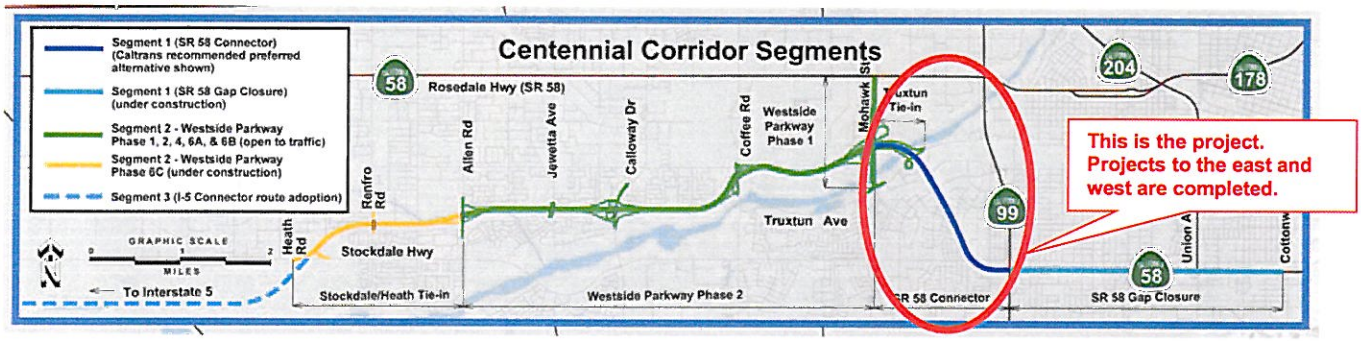
Current Construction Estimate: $ 390,000,000 (FY 2016)
Current Right of Way Estimate: $ 180,000,000 (FY 2014)

Programmed Construction Amount: Same
Programmed Right of Way Amount: Same

Fund Source: SAFETEA-LU Section 1301

NATIONAL SIGNIFICANCE - The SR 58 Corridor is part of a corridor of National Significance stretching nearly from the west coast to the east coast; this 2-mile project and two San Bernardino (23-mile) projects will increase this route to 2,580 miles of continuous highway.





TAB 18+57

1990 - 2015
25th Anniversary
STA
Solano Transportation Authority
...working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

December 7, 2015

Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: STIP Allocation Request for the Solano County Jepson Parkway Project

Dear Chair Dunn:

I am writing on behalf of the Solano Transportation Authority (STA) to convey our request to the California Transportation Commission (CTC) to allocate State Transportation Improvement Program (STIP) funding for two segments of the Jepson Parkway Project in Solano County (Tab# 18, Ref# 4.8). Caltrans has confirmed these projects are Ready to List (RTL) and ready for an allocation vote in December 2015 by the CTC in order to be ready for the 2016 construction season.

This Project was initiated as part of the 1989 Strategic Transportation Planning Study, prepared by the Metropolitan Transportation Commission (MTC). The Study evaluated the entire San Francisco Bay Area Freeway System, and identified the Jepson Parkway concept as a means to relieve congestion on Interstate 80 through Suisun City, Fairfield and Vacaville by diverting local traffic off of I-80 through an alternative route in Solano County. The Project provides for added capacity needs for I-80, through an award-winning complete streets concept, through an improved local roadway system without the more expensive freeway capacity improvement costs. This concept was further advanced in the 1990 Bay Area Freeway Reliever Routes Evaluation Report and the 1996 Interstate 80 Corridor Study, both also completed by MTC. As a result, this project has been a Solano County STIP priority since 2000.

The Jepson Parkway project will provide significant regional transportation benefits and will help maintain current levels of service on I-80. There are no parallel alternatives to Interstate 80 in Solano and Yolo Counties and the Jepson Parkway will provide such an alternative. The two project segments will also provide a Class 1 bike facility the length of the corridor, replace a bridge with matching federal High Priority Bridge (HPB) funds and provide the necessary access for motorists, transit, bicyclists and pedestrians to a new rail Capitol Corridor Passenger Rail Train Station currently under construction.

The Jepson Parkway project represents the culmination of more than 20 years of planning, environmental review, right of way negotiations, utility relocations, design and construction. Major segments of the Parkway have been constructed in both Vacaville and Fairfield using local, state and federal funding. For this Project, the STA has already acquired property, relocated businesses, and displaced a single occupancy home. The demolition of the buildings and home are currently underway in preparation for this construction allocation.

This is not a project in planning or design, it is a project that is ready for construction with a significant investment of local and regional funds to match the requested STIP funds. It is imperative that the CTC consider these facts and fully appreciate the potential impacts should we significantly delay or not complete the improvements as committed.

STA does understand the funding challenges for the STIP, but we strongly encourage the CTC honor the prior commitment to fund the completion of the Jepson Parkway and save the Fairfield, Vacaville, Suisun City, Solano County, Solano Transportation Authority and Metropolitan Transportation Commission from the loss of return on our large local investment we have made in support of the project. We look forward to working with the CTC to successfully deliver this project.

Sincerely,

Daryl Halls
STA Executive Director

cc: CTC Commissioners
The Honorable Jim Frazier, 11th Assembly District
The Honorable Bill Dodd, 4th Assembly District
The Honorable Lois Wolk, 3rd Senate District
STA Board Members
Steve Heminger, MTC, Executive Director
Laura Kuhn, City of Vacaville, City Manager
David White, City of Fairfield, City Manager

TAB 18+57

CITY OF VACAVILLE

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RON ROWLETT
Councilmember

December 8, 2015 Office of the Mayor

Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

SUBJECT: STIP Allocation Request for the Solano County Jepson Parkway Project

Dear Chair Dunn:

The City of Vacaville was notified this month by the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) that due to a significant funding gap in the current 2015/2016 STIP, certain programmed projects are unlikely to be funded as originally approved by the CTC. I understand from my staff that based on recent conversations with STA and MTC, the Jepson Parkway project is in jeopardy of not receiving its CTC allocation for FY15/16, and that quite possibly the worsening shortfall could continue through 20/21 making future funding uncertain at best. This is of grave concern to the City of Vacaville as we have expended considerable capital on the planning and design of this important regional transportation project over the past 20 years. Not only has the City committed and expended a significant amount of local transportation dollars toward the Jepson Parkway, but we have made commitments to our residents as well as property owners immediately adjacent to the parkway that have constructed portions of the improvements, deposited funds to contribute to the improvements and/or are dependent upon the improvements. In fact, the environmental impact reports for the cumulative Southtown developments along the Jepson Parkway corridor relied upon the improvement of Jepson Parkway to mitigate the projected traffic impacts related to the various subdivisions. These developers paid Traffic Development Impact Fees (TIF) to the City as a condition of their individual project approvals. The TIF collected by the City is being applied to the Jepson Parkway project as local matching funds.

We understand that, in addressing this shortfall, the CTC is considering giving priority to "on-system" state highway projects. The traffic study prepared to support the 2005 Project Technical Report for the Jepson Parkway identified 11 freeway segments on Interstate 80, between Highway 12 and Interstate 505, operating below LOS D in the afternoon peak hour.

That study projected the LOS to decrease to F on six of the segments and E on one segment by 2030. The 1989 Strategic Transportation Planning Study, prepared by MTC, which evaluated the entire San Francisco Bay Area Freeway System, identified the concept of theJepson Parkway as a means to relieve congestion on Interstate 80 through Fairfield and Vacaville by diverting traffic and providing an alternative route for local traffic through Solano County. That concept was further advanced in the 1990 Bay Area Freeway Reliever Routes Evaluation Report and the 1996 Interstate 80 Corridor Study, both also completed by MTC. As a result, this project has been a Solano County STIP priority since 2000.

The Jepson Parkway project has regional transportation benefits and will improve, or at least maintain current levels of service on Interstate 80. As you know, unlike the southern California freeway system, there are no legitimate alternatives to Interstate 80 in Solano and Yolo Counties. The Jepson Parkway project provides an alternative; and we urge the CTC to consider this important fact in assigning priorities to the limited funding.

The Jepson Parkway project represents the culmination of more than 20 years of planning, environmental review, right of way negotiations, utility relocations, design, and construction. Funding impacts should be a key consideration in CTC's efforts to prioritize STIP projects. Of primary concern to Vacaville is the fact that there is $3.2 million of Highway Bridge Program (HBP) funding allocated to this project for the replacement of the new Alamo Creek bridge. Without the balance of the roadway improvements to complement it, that portion of the project and the associated HBP funding is potentially at risk. Further consider that major segments of the Jepson Parkway pproject have already been constructed in both Vacaville and Fairfield using local, state, and federal funding. For the current Vacaville segment of the Jepson Parkway, $5 million has been expended to date, including over $2 million in local funds, over $2 million of STIP, and over $300k of PG&E Rule 20A funds. Southtown developers have expended approximately $1.5 million between actual construction of Jepson Parkway along their frontage and deferred improvement fees deposited to the City for construction of Jepson Parkway. For the City of Vacaville, this project has actually been under construction for the past year. In the past 12 months, the City has relocated a local irrigation canal, PG&E overhead facilities, and made improvements on private property to accommodate the project. In addition, the City has purchased and demolished private residences in anticipation of the Jepson Parkway project.

With this letter, as the Mayor of the City of Vacaville, I am urging the CTC to carefully consider these facts and fully appreciate the potential impacts should you not follow through with your commitment to fund this important transportation project. In making your decision to prioritize on-system projects, take into consideration the fact that the MTC has published documents identifying the Jepson Parkway as a vital component to improve mobility along the congested

Interstate 80 corridor through Solano County. Jepson Parkway is a ***solution*** to failing levels of service on Interstate 80, it is more than just a local road project. Jepson Parkway provides a truly alternative mean for commuters to traverse the northern portion of Solano County that does not currently exist.

Feel free to contact me should you wish to discuss this further, (707) 449-5100.

Sincerely,

Leonard J. Augustine

Leonard J. Augustine, Mayor
City of Vacaville

c: CTC Commissioners
The Honorable Jim Frazier, 11th Assembly District
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