



Sonoma County Alliance

*Business Advocates
for a Healthy Economy,
Community, and Environment*

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March 7, 2016

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

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

Dear Chair Dunn:

The Sonoma County Alliance has been active in local Transportation Policy and Implementation throughout our 40+ year history. Our membership includes over 350 individuals and businesses that constantly support the betterment of our community. Our Board of Directors and membership urge your consideration for the pending STIP opportunities.

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

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

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

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

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be 'SK', written over a horizontal line.

Scott Kincaid
President

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



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"A Service You Can Count On!"

March 4, 2016

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

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

Dear Chair Dunn:

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

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

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

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

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'David R. Brown', is written over a horizontal line.

David R. Brown, RCE
CEO

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



Cutler Trucking, Inc., dba: R & S Trucking
P.O. Box 414, Fulton, CA. 95439
Phone: 707-571-8820, Fax: 707-571-8223

March 4th, 2016

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

Email: Will.Kempton@dot.ca.gov

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

Dear Chair Dunn:

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

The SCTA has used local funds to complete the design package for this project that will add 2 HOV lane miles in the Narrows. Although this is a short segment, it will enable Caltrans to open 9 HOV lane miles to the travelling public – providing congestion relief and improved safety across the county line as Highway 101 is a vital “life line” travel-way. The ECA has long supported the SCTA and CTC partnership to get the Narrows project this far with local tax dollars and State bond funds but we still needs support from the STIP. The need for construction is \$31M and the project can start construction as early as FY16/17 should the funds be available.

Excitingly, The Highway 101 projects are coupled with new passenger rail service with SMART that is slated to start in the same north/south corridor in late 2016. This corridor approach addressing car, bus and rail components has long been the vision of local and regional transportation planning – which the ECA has long supported and still supports. If the Narrows project and passenger rail service can open in parallel there will be significant congestion relief, improvement to the movement of goods and people, benefit to air quality and true options for travel in the corridor. We cannot imagine a more important environmental impact that can be made so quickly!

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

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

Thank you for your consideration.

Sincerely,

Eric Levy

Email: ericlevy@rstrucking.com

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

March 1, 2016

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



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

Dear Chair Dunn:

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

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

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

Thank you for your consideration.

Sincerely,

Andrew Bordessa, P.E.

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

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APPROPRIATIONS
ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS
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Assembly California Legislature



JAMES GALLAGHER
ASSEMBLYMEMBER, THIRD DISTRICT

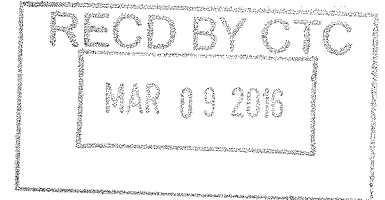
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March 7, 2016

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



Subject: Revised Butte County 2016 RTIP Submittal

Commissioner Alvarado:

The purpose of this correspondence is to confirm our joint support for the Butte County Association of Governments' 2016 Revised Regional Transportation Improvement Program (RTIP) for programming consideration by the California Transportation Commission (CTC). We recognize the serious issues facing the State Transportation Improvement Program (STIP) and are working towards a long-term solution to bring the necessary revenues and stability for our state's infrastructure needs.

BCAG has prepared, we believe a sensible approach working towards its \$3.9 million reduction target. Specifically they have:

1. Deleted the SR 70 Passing Lane Project (Segment 2 – Palermo Rd to Cox Lane). This will delete \$1.5 million in RIP funds and \$1.5 million in IIP funds for \$3 million.
2. Working to transfer \$1.7 million in TEA-21 Demonstration funds from an unusable earmark to the SR 70 Passing Lane Project (Segment 1 – Ophir Rd to Palermo Rd)

BCAG's proposal would free up \$3.2 million in RIP only funds. BCAG has not ever been fully programmed nor has advance STIP funds in the past. In fact, they have attempted to build up their apportionments and work with Caltrans as partners and build usable segments as financially able to do so.

The State Route 70 Corridor is a priority for the north state. With Interstate 5 thirty minutes to the west to reach a freeway, the SR 70 corridor is vital to the efficient and safe movement of people and goods to and through the region. In addition, the urbanized area of Chico is the largest urbanized area in the state not yet served by a continuous four lane facility. BCAG has been working for the past 24 years on this effort as a result of the 1988 California Transportation Commission's "Blueprint" Project for the corridor.

Mr. Bob Alvarado, Chair
California Transportation Commission
March 7, 2016
Page 2

BCAG is currently utilizing its federal demonstration funds to develop the environmental component for both SR 70 Segment 1 and Segment 2 for the corridor.

Eliminating SR 70 Segment 1 would result in a significant blow to the region. Segment 1 is recommended for \$11.4 million in RIP. To do so would really be unfair to a rural region whose reduction target is \$3.9 million.


The last project is the Midway at Butte Creek Bridge project which leverages \$1.499 in STIP funds for \$13.991 in federal Highway Bridge Program funds. This project represents a safety need to replace two functionally obsolete bridges with one long bridge.

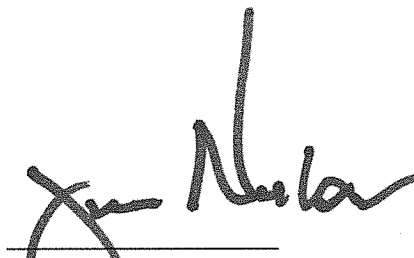
Revised BCAG 2016 RTIP Summary

AGENCY	RIP PROJECT RECOMMENDATIONS	FUNDING RECOMMENDATION
BCAG/Caltrans	SR 70 Passing Lanes - Segment 1	\$ 11,400,000
Butte County	Midway over Butte Creek Bridge	\$ 1,499,000
BCAG	Planning Programming and Monitoring (PPM)	\$ 202,000
TOTAL REVISED 2016 RTIP RECOMMENDATIONS		\$ 13,101,000

We thank you for the consideration.

Sincerely,


James Gallagher
Assembly District 03


Jim Nielsen
Senate District 04

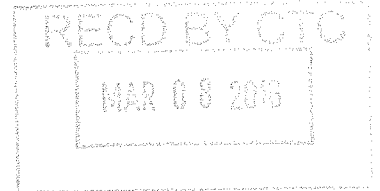
North County Transportation Coalition

38300 Sierra Highway Suite A, Palmdale, CA 93550

Member Jurisdictions

City of Lancaster
County of Los Angeles
City of Palmdale
City of Santa Clarita

March 1, 2016



Chair Lucetta Dunn and CTC Commissioners
1120 N Street, MS-52
Sacramento, CA 95814

Board Members

Members - Elected

James C. Ledford, Chair
Angela Underwood-Jacobs
Marsha McLean

Members - General

Brian Kuhn, Secretary
Allen Thompson
Michael Cano
Marvin Crist
Robert Newman
Richard Yribe
Richard Poston
Arthur Sohikian
Dave Perry

Dear Chair Dunn and Member of the Commission:

The North County Transportation Coalition (NCTC) is a coalition of public and private sector leaders from the cities of Palmdale, Lancaster and Santa Clarita and unincorporated areas of North Los Angeles County. These cities and adjacent unincorporated areas comprise the fastest growing sub-region in LA County. The NCTC is a consensus-building group that meets to discuss and develop consensus on important sub-regional transportation issues.

Over the past several years, Caltrans has been working to improve conditions along State Route 138 from SR 14 to the San Bernardino County Boundary due to substantial chronic safety issues. State Route 138 has been identified in popular publications as one of the top ten most dangerous highways in the country as recently as 2013 (see <http://www.popularmechanics.com/cars/g1261/10-of-americas-most-dangerous-roads/>). In addition, State Route 138 serves as a goods movement corridor with significant truck traffic. While Caltrans has made progress in improving segments along this corridor in both Los Angeles and San Bernardino Counties, there are several segments where work remains to be done or is ongoing. Segments 6 (87th St E to 96th St E) and 13 (190th St E to Route 18), which would provide vital safety improvements and consistency with the improvements along the remainder of the corridor were previously identified as funded and budgeted at approximately \$69.4 million. However, with the recent changes to the anticipated funding marks for STIP and SHOPP funds, these projects are now in danger of being delayed or having funding cut altogether. These improvements are already long overdue for this high priority safety corridor and must not be delayed further.

The NCTC recognizes that a drop in available revenues has led to a CTC decision to lower the estimated available funding for STIP and SHOPP projects. This means deferring or cutting several projects statewide that were previously funded with these sources. We are fully aware that with

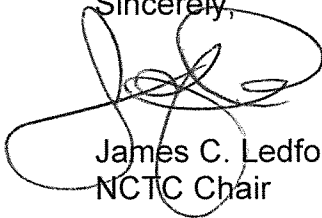
Letter to CTC – State Route 138 Funds
March 1, 2016
Page 2

limited funding, there is a need to prioritize projects. We contend that the State Route 138 Safety Corridor should remain a high priority for Caltrans and the Commission. Therefore, we are requesting that as Caltrans and the Commission review high priority projects, that State Route 138 remain a high-priority funded project to ensure the safety of residents and citizens of these areas.

As a self-help County, we are doing our part to fund transportation needs. Los Angeles County Metro has implemented Measure R to supplement state and federal funding for transportation projects. However, even these dollars are insufficient to meet the needs for our region. In the North Los Angeles County sub-region alone, over \$16 Billion worth of transportation projects have been identified as Los Angeles County Metro moves forward with a potential additional or extended sales tax measure. Therefore, for the North Los Angeles County Area, these Measure R dollars are fully committed to projects and should not be seen as a funding source that can backfill the needed State funding for State Route 138.

We believe this important, funded project, should remain on-track and on target to completion for the safety of Southern California residents. Please ensure funding remains for this high-priority safety corridor so that previously funded segments are not delayed or cut at the expense and risk of Southern California residents and taxpayers.

Sincerely,



James C. Ledford Jr.
NCTC Chair

BK:bk

C: CTC Commissioners
NCTC Membership
Will Kempton, Executive Director, CTC
Phil Washington, Executive Director, LA Metro
Malcolm Dougherty, Director, California Dept. of Transportation