



January 24, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) GRANT
APPLICATION FOR THE AIRPORT METRO CONNECTOR (AMC) 96th STREET TRANSIT
STATION PROJECT**

Dear Ms. Bransen:

On behalf of Gateway Los Angeles, I am pleased to submit this letter of support for the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project.

The objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. SCCP grant funds for the Project would help connect Los Angeles International Airport (LAX), the seventh busiest airport in the world, and the surrounding neighborhoods and employment centers to the regional transportation system and build upon the extensive rail expansion effort that Metro currently has underway.

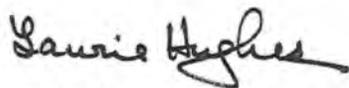
The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned for LAX as a parallel effort to an extensive \$5 billion Landside Access and Modernization Program (LAMP) being carried out by Los Angeles World Airports (LAWA). This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green line to this new station. The new multimodal station will include an at-grade LRT station at 96th Street and Aviation Boulevard, vertical circulation to connect the three at-grade LRT platforms to an elevated Automated People Mover (APM) station, a bus plaza, a drop-off and pick-up area, bicycle facilities, and a pedestrian plaza. As a result of this Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the Metro Rail system, additional mobility options for accessing LAX, enhanced access to economic opportunities, and improved access to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities. While this Project will benefit Los Angeles residents and visitors for years to come, this Project has gained additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic

Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Rams. As such, the AMC 96th Street Station could be used a connection point for shuttles to the new stadium, which is only 2.2 miles away.

In conclusion, Gateway Los Angeles fully supports Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application and should you have any questions regarding this letter of support, do not hesitate to contact me at (310) 216-7328.

Sincerely,



Laurie Hughes
Executive Director



MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

January 26, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) GRANT
APPLICATION FOR THE AIRPORT METRO CONNECTOR (AMC) 96th STREET TRANSIT
STATION PROJECT**

Dear Ms. Bransen:

I am thrilled to support the Los Angeles County Metropolitan Transportation Authority's (Metro) grant application to the Solutions for Congested Corridors Program (SCCP) for the Airport Metro Connector (AMC) 96th Street Transit Station Project, which will serve my constituents in Westchester as well as employees and the general public traveling to and from the Los Angeles International Airport (LAX), California's busiest airport and one of the region's largest employers.

The objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. SCCP grant funds for the Project would help connect LAX, the seventh busiest airport in the world, and the surrounding neighborhoods and employment centers to the regional transportation system and build upon the extensive rail expansion effort that Metro currently has underway.

The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned for LAX as a parallel effort to an extensive \$5 billion Landside Access and Modernization Program (LAMP) being carried out by Los Angeles World Airports (LAWA). This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green line to this new station.

Westchester Office
7100 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall
200 N. Spring Street, Room 435
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office
1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8161
(310) 575-8303 Fax



The new multimodal station will include an at-grade LRT station at 96th Street and Aviation Boulevard, vertical circulation to connect the three at-grade LRT platforms to an elevated Automated People Mover (APM) station, a bus plaza, a drop-off and pick-up area, bicycle facilities, and a pedestrian plaza. As a result of this Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the Metro Rail system, additional mobility options for accessing LAX, enhanced access to economic opportunities, and improved access to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities. While this Project will benefit Los Angeles residents and visitors for years to come, this Project has gained additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Rams. As such, the AMC 96th Street Station could be used as a connection point for shuttles to the new stadium, which is only 2.2 miles away.

As the City Council Member for the area and a member of the Metro Board of Directors, I fully support Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application. Should you have any questions regarding this letter of support, please contact my Transportation Policy Director, Eric Bruins, at (213) 473-7011.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Bonin', written over a horizontal line.

MIKE BONIN

Councilmember, 11th District



LOS ANGELES AREA
CHAMBER OF COMMERCE

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Solutions For Congested Corridors Program (SCCP) Grant Application For The Airport Metro Connector (AMC) 96th Street Transit Station Project

Dear Ms. Bransen:

On behalf of the Los Angeles Area Chamber of Commerce, I am pleased to support the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project.

The objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. SCCP grant funds for the Project would help connect Los Angeles International Airport (LAX), the seventh busiest airport in the world, and the surrounding neighborhoods and employment centers to the regional transportation system and build upon the extensive rail expansion effort that Metro currently has underway.

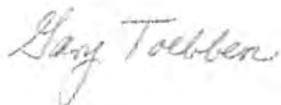
The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned for LAX as a parallel effort to an extensive \$5 billion Landside Access and Modernization Program (LAMP) being carried out by Los Angeles World Airports (LAWA). This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green line to this new station. The new multimodal station will include an at-grade LRT station at 96th Street and Aviation Boulevard, vertical circulation to connect the three at-grade LRT platforms to an elevated Automated People Mover (APM) station, a bus plaza, a drop-off and pick-up area, bicycle facilities, and a pedestrian plaza. As a result of this Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the Metro Rail system, additional mobility options for accessing LAX, enhanced access to economic opportunities, and improved access to LAX, the LAX area,

and the Aviation Boulevard area for employment opportunities. While this Project will benefit Los Angeles residents and visitors for years to come, this Project has gained additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Chargers and Rams. As such, the AMC 96th Street Station could be used a connection point for shuttles to the new stadium, which is only 2.2 miles away.

The Los Angeles Area Chamber of Commerce fully supports Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application and should you have any questions, please contact Kendal Asuncion at kasuncion@lachamber.com or (213) 580-7518.

Sincerely,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben
President & CEO

*Los Angeles
World Airports*

January 30, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**Re: SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) GRANT
APPLICATION FOR THE AIRPORT METRO CONNECTOR (AMC) 96th
STREET TRANSIT STATION PROJECT**

Dear Ms. Bransen:

I am pleased to submit this letter of support for the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project (Project).

The objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements and community impacts while providing environmental benefits. SCCP grant funds for the Project would help connect Los Angeles International Airport (LAX), the fourth busiest airport in the world, and the surrounding neighborhoods and employment centers to the regional transportation system and build upon the extensive rail expansion effort that Metro currently has underway.

The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned by LAX as part of the \$5 billion plus Landside Access and Modernization Program (LAMP). The AMC station will interface with the automated people mover's ITF East Station so passengers can move seamlessly from the automated people mover to the Crenshaw/LAX Line and the extension of the Metro Green Line. The new AMC multimodal station will include an at-grade LRT station at 96th Street and Aviation Boulevard, vertical circulation to connect the three at-grade LRT platforms to the elevated automated people mover station, a bus plaza, a drop-off and pick-up area, bicycle facilities, and a pedestrian plaza. As a result of this Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the



Ms. Susan Bransen
January 30, 2018
Page No. 2

Metro Rail system, enhanced access to economic opportunities, and improved access and mobility to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities. While this Project will benefit Los Angeles residents and visitors for years to come, this Project has gained additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Rams. As such, the AMC 96th Street Station could be used a connection point for shuttles to the new stadium, which is only 2.2 miles away.

In conclusion, LAWA has worked collaboratively with Metro on this important Project and supports Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application and should you have any questions regarding this letter of support, do not hesitate to contact me at 424-646-5054.

Sincerely,



Samantha Bricker
Deputy Executive Director
Environmental Programs Group

SB:dke



CITY OF INGLEWOOD

Office of the Mayor



James T. Butts, Jr.
Mayor

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) GRANT APPLICATION FOR THE AIRPORT METRO CONNECTOR (AMC) 96th STREET TRANSIT STATION PROJECT

Dear Ms. Bransen:

On behalf of The City of Inglewood, I am pleased to submit this letter of support for the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project.

The objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. SCCP grant funds for the Project would help connect Los Angeles International Airport (LAX), the seventh busiest airport in the world, and the surrounding neighborhoods and employment centers to the regional transportation system and build upon the extensive rail expansion effort that Metro currently has underway.

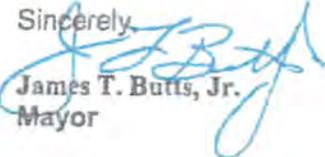
The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned for LAX as a parallel effort to an extensive \$5 billion Landside Access and Modernization Program (LAMP) being carried out by Los Angeles World Airports (LAWA). This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green line to this new station. The new multimodal station will include an at-grade LRT station at 96th Street and Aviation Boulevard, vertical circulation to connect the three at-grade LRT platforms to an elevated Automated People Mover (APM) station, a bus plaza, a drop-off and pick-up area, bicycle facilities, and a pedestrian plaza. As a result of this Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the Metro Rail system, additional mobility options for accessing LAX, enhanced access to economic opportunities, and improved access to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities. While this Project will benefit Los Angeles residents and visitors for years to come, this Project has gained

additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Rams. As such, the AMC 96th Street Station could be used a connection point for shuttles to the new stadium, which is only 2.2 miles away.

In conclusion, The City of Inglewood fully supports Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application and should you have any questions regarding this letter of support, do not hesitate to contact me at (310) 412-5300.

Sincerely,


James T. Butts, Jr.
Mayor



February 5, 2018

Ms. Susan Bransen
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: Solutions for Congested Corridors Program Grant Application for the Airport Metro Connector
96th Street Transit Station Project**

Dear Ms. Bransen:

We are writing on behalf of the Valley Industry & Commerce Association (VICA), representing more than 400 businesses in the San Fernando Valley and throughout Los Angeles County. VICA strongly supports the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project.

The AMC Project will connect the Metro Rail system to the planned automated people mover at the Los Angeles International Airport (LAX). This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green line to this new station.

As a result of the AMC Project, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently. The new multimodal station will include an at-grade light rail transit (LRT) station at 96th Street and Aviation Boulevard; vertical circulation to connect the three at-grade LRT platforms to an elevated automated people mover station; a bus plaza; a drop-off and pick-up area; bicycle facilities; and a pedestrian plaza.

SCCP funds would support multiple benefits over the Project's life, including reduction of congestion on the streets and highways surrounding LAX; reduction of greenhouse gas emissions; improved goods movement; ongoing expansion of the Metro Rail system; additional mobility options for accessing LAX; enhanced access to economic opportunities; and improved access to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities.

The AMC Project has gained additional urgency as LAX will be a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Olympic and Paralympic Games. The AMC 96th Street Station could also be used as a connection point for shuttles to the planned NFL stadium in Inglewood, which is only 2.2 miles away.

VICA fully supports Metro as they seek SCCP resources for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application.

Sincerely,

Lisa Gritzner, Chair

Stuart Waldman, President

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0082
(916) 319-2062
FAX (916) 319-2162

DISTRICT OFFICE
ONE W. MANCIESTER BOULEVARD, SUITE 601
INGLEWOOD, CA 90301
(310) 412-6400
FAX (310) 412-6354

Assembly California Legislature



AUTUMN R. BURKE
ASSEMBLYMEMBER, SIXTY-SECOND DISTRICT

COMMITTEES
CHAIR: REVENUE AND TAXATION
ACCOUNTABILITY AND ADMINISTRATIVE
REVIEW
BANKING AND FINANCE
HEALTH
UTILITIES AND ENERGY

SELECT COMMITTEE
CHAIR: CAREER TECHNICAL
EDUCATION AND BUILDING A 21ST
CENTURY WORKFORCE

February 13, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: SUPPORT FOR SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) GRANT APPLICATION FOR THE AIRPORT METRO CONNECTOR (AMC) 96th STREET TRANSIT STATION PROJECT

Dear Ms. Bransen:

I write to respectfully request consideration of the Solutions for Congested Corridors Program (SCCP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Airport Metro Connector (AMC) 96th Street Transit Station Project (Project).

The AMC 96th Street Transit Station Project will connect the Metro Rail system to the new automated people mover being planned for Los Angeles International Airport (LAX) as a parallel effort to an extensive \$5 billion Landside Access and Modernization Program being carried out by Los Angeles World Airports. This connection will be created through the construction of a new multimodal transit station on the Crenshaw/LAX Line and the extension of the Metro Green Line to this new station. As a result of the Project and the extensive rail expansion effort currently underway, employees, air travelers, and local residents will be able to travel to and from LAX and the surrounding commercial/industrial employment area by Metro Rail more conveniently.

SCCP funds would support benefits over the Project's life including reduction of congestion on the streets and highways surrounding LAX, reduction of greenhouse gas emissions, improved goods movement associated with LAX, ongoing expansion of the Metro Rail system, additional mobility options for accessing LAX, enhanced access to economic opportunities, and improved access to LAX, the LAX area, and the Aviation Boulevard area for employment opportunities.

Furthermore, the Project has gained additional urgency given that it will provide a gateway for thousands of domestic and international visitors traveling to Los Angeles for the 2028 Summer Olympic and Paralympic Games. In addition, the nearby municipality of Inglewood is the future home of an NFL stadium for the Rams. As such, the AMC 96th Street Station could be used a connection point for shuttles to the new stadium 2.2 miles away.

In conclusion, I respectfully request approval of funding for this transformative project that will support regional and statewide connectivity. Thank you for your consideration of the application and should you have any questions regarding this letter of support, please do not hesitate to contact my office at 916-319-2062.

Sincerely,

AUTUMN R. BURKE
Assemblywoman, 62nd District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0007
(916) 319-2007
FAX (916) 319-2107

WEBSITE
Assembly.ca.gov/McCarty

Assembly California Legislature



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(916) 324-4676
FAX (916) 327-3338

SOCIAL MEDIA
@AsmKevinMcCarty

KEVIN McCARTY
CHAIR: BUDGET SUBCOMMITTEE NO. 2 ON EDUCATION FINANCE
ASSEMBLYMEMBER, SEVENTH DISTRICT

May 3, 2018

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: 2018 Solutions for Congested Corridor Program Application for US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes

Dear Chair Inman:

We are writing to express our strong support for the California Department of Transportation (Caltrans) District 3 application for the California Transportation Commission's 2018 Solutions for Congested Corridor Program (SCCP) – the US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes, submitted with the Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT), City of Sacramento. At its February meeting, the SACOG Board unanimously nominated this project as one of its highest regional priorities for the SCCP.

This multi-modal project has long been a regional plan priority. An SCCP award will provide critical funding for implementation. US 50 already has significant congestion that will only get worse without the requested investments. This corridor is a main artery for commuters and is an important corridor for goods movement through our region and beyond.

US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes

The US 50 HOV lanes project will close a gap in the Sacramento region's HOV Lane Network and enhance the multimodal options along the corridor by providing greater operational performance and reliability for all modes of travel. The project extends the existing HOV lanes on US 50 from Watt Avenue, where they terminate, to the I-5 interchange, rehabilitates existing lanes on the highway to extend the service life of the pavement and reduce maintenance expenditures, and makes other several corridor enhancements. The project also constructs improvements to the SacRT Light Rail system, which will support increasing the frequency of service to downtown Folsom from every 30 minutes to every 15 minutes, and provides context sensitive circulation improvements to enhance multimodal transportation access on Broadway, a parallel street, in the City of Sacramento.



May 3, 2018

The US 50 corridor is experiencing substantial recurring congestion during peak commute periods which this project will help to alleviate. According to SACOG's Metropolitan Transportation Plan (MTP) for 2035, overall travel on the US 50 corridor in Sacramento County has increased dramatically in recent years and is expected to continue to increase. HOV lanes will increase total capacity, while encouraging a more efficient use of the roadway for longer-distance trips. Complementary improvements along the parallel Broadway corridor will better serve local trips, while increasing the frequency of parallel light rail service will boost transit ridership that also supports US 50 congestion relief. Overall, this project will improve freeway operations and safety, improve travel time reliability, expand mobility options along the corridor for all modes, and reduce congestion for goods movement and people who do not have the option to take transit or carpool. As a result, it is also expected to substantially improve air quality.

This project will provide both regional and statewide benefits, including decreased congestion, improved access, increased infrastructure stability, and improved air quality. We greatly appreciate the CTC staff for their recommendation in support and your consideration of this application.

Sincerely,

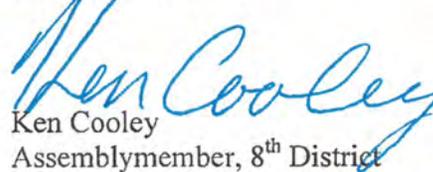


Kevin McCarty
Assemblymember, 7th District

Dr. Richard Pan
Senator, 6th District



Kevin Kiley
Assemblymember, 6th District



Ken Cooley
Assemblymember, 8th District

cc: James Corless, Chief Executive Officer, SACOG
Amarjeet Benipal, District 3 Director, Caltrans
James Earp, Vice Chair, California Transportation Commission
Bob Alvarado, Commissioner, California Transportation Commission
Yvonne B. Burke, Commissioner, California Transportation Commission
Lucetta Dunn, Commissioner, California Transportation Commission
James C. Ghielmetti, Commissioner, California Transportation Commission

Carl Guardino, Commissioner, California Transportation Commission
Christine Kehoe, Commissioner, California Transportation Commission
James Madaffer, Commissioner, California Transportation Commission
Joseph Tavaglione, Commissioner, California Transportation Commission
Paul Van Konynenburg, Commissioner, California Transportation Commission
Senator Jim Beall, Ex Officio Member, California Transportation Commission
Assemblymember Jim Frazier, Ex Officio Member, California Transportation
Commission
Susan Bransen, Executive Director, California Transportation Commission



▪ 260 North San Antonio Road, Suite B ▪ Santa Barbara, CA ▪ 93110
▪ Phone: 805/961-8900 ▪ Fax: 805/961-8901 ▪ www.sbcag.org

May 3, 2018

Fran Inman, Chair,
California Transportation Commission
1120 N Street MS 22
Sacramento, CA 95814

Dear Chair Inman & Members of the California Transportation Commission:

The Santa Barbara County Association of Governments (SBCAG) strongly supports your staff recommendations for grant funding allocations from the Solutions for Congested Corridors and Trade Corridor Enhancement Program for the joint application from the California Department of Transportation and SBCAG for the Santa Barbara U.S. 101 Multimodal Corridor.

Our community was hit hard in December of last year by the Thomas Fire, the largest wildfire in California history, and the Montecito debris flow that occurred in early January of this year. U.S. 101 was closed for nearly two weeks because of these catastrophic events. The economic impact of these natural disasters is reverberating throughout the entire Central Coast of California and will remain a challenge for many years to come. The closure of U.S. 101 dramatically illustrated the critical connectivity role the highway serves to the regional economic engine. As traffic congestion in the 101 corridor increases, the economic impact of daily congestion is creating a slow-motion natural disaster.

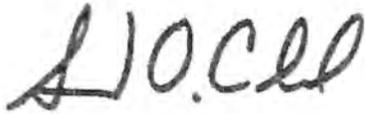
SBCAG & Caltrans have developed a multimodal suite of transportation improvements to address growing congestion in the 101 corridor with innovative solutions that were developed through a community consensus process and ratified by County voters through overwhelming support for passage of a regional transportation sales tax measure. The "lane & train" solution proposed in these applications recently achieved a major milestone with the very successful start of new peak hour rail service connecting Ventura & Santa Barbara Counties.

The California Transportation Commission staff carefully reviewed SBCAG's funding application, objectively evaluated it against the many funding applications received for the SB 1 grant programs and recommended full funding for the Santa Barbara U.S. 101 Multimodal Corridor.

We, the undersigned, strongly support SBCAG's SB1 funding applications and urge the Commission to approve your staff recommendations. The California Transportation Commission's full funding support for this critical project will ensure its timely completion.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 961-8900 or by email at mkirn@sbcaq.org.

Sincerely,



Salud Carbajal
Member of Congress, CA-24



Hannah Beth Jackson
State Senator, 19th District



Monique Limon
State Assemblymember, 37th District



Joan Hartmann
Third District Supervisor, Santa Barbara County
Chair, Santa Barbara County Association of
Governments (SBCAG)



Ken Oplinger
President/CEO, Santa Barbara Region
Chamber of Commerce



Kristen Miller
President/CEO, Goleta Chamber of Commerce

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Bruce De Terra, Chief, Programming, California Department of Transportation
Ms. Teresa Favila, Associate Deputy Director, California Transportation Commission
Ms. Dawn Cheser, Associate Deputy Director, California Transportation Commission
Mr. Scott Eades, Corridor Manager, California Department of Transportation

cc: Teresa
Doug



OFFICE OF THE MAYOR

330 West 20th Avenue
San Mateo, California 94403-1338
Telephone (650) 522-7048
FAX: (650) 522-7041
www.cityofsanmateo.org

May 4, 2018

Honorable Fran Inman
Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



Dear Chair Inman and Honorable Members of the California Transportation Commission:

We urge your approval of the recommendation of \$233 million in Solutions for Congested Corridors Program and \$20 million in Local Partnership Competitive Program for the San Mateo and Santa Clara U.S. Highway 101 Managed Lanes Project.

San Mateo County has long been a birthplace of innovation. Collectively, we lead the world in education, healthcare, biotechnology, technology, software, online media, social media, and the list goes on. The original success which created the suburban communities between San Francisco and San Jose has now intensified to the point where our region is one of the most highly sought-after places to live, work, and create transformational companies.

But no issue touches the life of almost every resident, commuter or business of every size on a daily basis more than traffic congestion and mobility.

The stretch of Highway 101 that runs from San Francisco to Silicon Valley is among the primary commute corridors used by our employees, member employees, trade routes, and thousands of others to get to and from work. Over the last several years, particularly along the portion of this corridor that falls within San Mateo County, traffic congestion has become untenable.

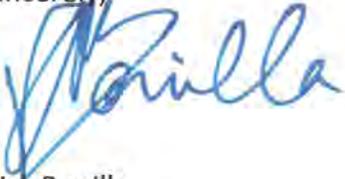
The 101 Managed Lanes Project proposes to build a unique public-private partnership dedicated to reducing congestion, increasing reliability and throughput for people and express transit, improving safety and environmental factors, and allowing faster travel times and travel mode shifts to employment centers and the transport of goods and freight in support of continued economic vitality in the region.

The importance of this project is why major employers and the private sector have stepped up to help advance approval and funding through advocacy and their own significant private financial commitment.

We want to recognize and applaud the incredible work of the California Transportation Commission staff in implementing the many SB1 programs, especially the recommendation of \$233 million in Solutions for Congested Corridors Program and \$20 million in Local Partnership Competitive Program for the 101 Managed Lanes Project.

We urge the Commission's full support and approval of the recommendation of these funds for the 101 Managed Lanes Project. Thank you in advance for your consideration of this request.

Sincerely,



Rick Bonilla
Mayor
City of San Mateo

CC: Brian C. Annis, Secretary, CalSTA
State Senators Jerry Hill and Scott Weiner
Assembly Members Kevin Mullin, Marc Berman and Phil Ting
Laurie Berman, Director, Caltrans
Steve Heminger, Executive Director, MTC
Dave Pine, President, San Mateo County Board of Supervisors
Charles Stone, Chair, SMCTD
Jim Hartnett, CEO, SMCTD
Sandy Wong, Executive Director, C/CAG



May 4, 2018

Ms. Fran Inman, Chair,
California Transportation Commission
1120 N Street MS 22
Sacramento, CA 95814

Dear Chair Inman & Members of the California Transportation Commission:

The Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) strongly support the California Transportation Commission (CTC) staff recommendations to fully fund the Senate Bill 1 (SB1) grant applications for the Santa Barbara U.S. 101 Multimodal Corridor. The U.S. 101 Multimodal Corridor is SBCAG's highest SB1 regional priority project and Caltrans' second highest priority in the Solutions for Congested Corridors Program.

The Santa Barbara U.S. 101 Multimodal Corridor project is a transformative regional transportation project that will provide needed congestion relief to the more than 100,000 Californians who travel the corridor between Santa Barbara and Ventura County. The U.S. 101 corridor is Caltrans District 5's most congested corridor and one of the most congested four-lane freeway segments in California. The critical importance of the U.S. 101 was highlighted during the recent Thomas Fire and subsequent Montecito debris flow that forced the closure of U.S. 101 for almost two weeks. The closure of U.S. 101 dramatically illustrated the critical connectivity role the highway serves to the regional economy and the entire State of California as one of only two state highways that connect the San Francisco Bay Area and Los Angeles region.

SBCAG, Caltrans, and VCTC have developed a multimodal suite of transportation improvements to address growing congestion in the U.S. 101 corridor with innovative solutions developed through a community consensus process. This suite of improvements were ratified by Santa Barbara County voters with 79% support for Measure A, Santa Barbara County's regional transportation sales tax measure. Measure A includes a commitment of \$140 million in funding for U.S. 101 HOV improvements along with \$25 million each for peak hour passenger rail and interregional transit in the corridor. The "lane & train" solution proposed in these applications recently achieved a major milestone with the very successful April start of new peak hour rail service connecting Ventura & Santa Barbara Counties.

The planned improvements on U.S. 101 will complete a ten-mile gap with the addition of new HOV lanes in both directions. SBCAG and VCTC have also partnered on the operation of a commuter bus service between our two regions and are working collaboratively to improve rail service in the U.S. 101 corridor. As a package, these improvements will help reduce over 13,500 passenger hours of delay daily. Without improvement, U.S. 101 congestion is projected to increase over 10 hours per day by 2040.

Caltrans, SBCAG and VCTC are partners in developing transportation improvements in the corridor and have invested over \$300 million in State and regional funding to deliver prior phases of the project including adding new HOV lanes beginning at Mussel Shoals in Ventura County to the City of Carpinteria. These new HOV lanes were funded by the State of California with Proposition 1B Corridor Mobility Improvement Account funds. Caltrans and SBCAG will continue making needed investments in partnership with the CTC to complete the remaining improvements in this critical corridor.

Finally, we are very appreciative of the opportunities that SB1 provides in funding transformative transportation projects in our region. We especially value the work that CTC staff invested to allocate SB1 funds in a timely and productive manner. The CTC's partnerships with regional transportation agencies to deliver SB 1 funded projects will leverage state and local tax dollars and improve mobility for California residents.

We strongly support the CTC staff recommendations and urge the Commission to approve full funding for the Santa Barbara U.S. 101 Multimodal Corridor. The California Transportation Commission's full funding support for this critical project will ensure its timely completion and will lead to improved mobility between our two regions.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 961-8900 or by email at mkirn@sbcag.org.

Sincerely,



Marjie C. Kirn
Executive Director, Santa Barbara County
Association of Governments (SBCAG)



Darren M. Kettle
Executive Director, Ventura County Transportation
Commission

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Bruce De Terra, Chief, Programming, California Department of Transportation
Ms. Teresa Favila, Associate Deputy Director, California Transportation Commission
Ms. Dawn Cheser, Associate Deputy Director, California Transportation Commission
Mr. Scott Eades, Corridor Manager, California Department of Transportation



Central Coast Coalition
Moving California's Economy

May 4, 2018

Ms. Fran Inman, Chair,
California Transportation Commission
1120 N Street MS 22
Sacramento, CA 95814

Dear Chair Inman & Members of the California Transportation Commission:

The Central Coast Coalition strongly supports the California Transportation Commission (CTC) staff recommendations for grant funding allocations from the Senate Bill 1 (SB1) Local Partnership Program, Solutions for Congested Corridors Program and Trade Corridor Enhancement Program. We thank Commission staff for their collaborative effort to develop program guidelines, and select projects, during a very short timeframe so that we can build these much-needed projects in an expeditious manner:

Sponsor Agency	Project Title	SB1 Program(s)	Recommended Amount
Santa Barbara County Association of Governments and Caltrans	Santa Barbara U.S. 101 Multimodal Corridor	Solutions for Congested Corridors Program	\$132.88 million
		Trade Corridor Enhancement Program (only project nominated from Central Coast Corridor)	\$51 million
Santa Cruz County Regional Transportation Commission	Scotts Valley: Glenwood Active Transportation	Local Partnership Program	\$1 million
Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	Local Partnership Program	\$19 million

As the area's regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, with the Association of Monterey Bay Area Governments, we highly value the new SB1 gas tax revenues. These grants show our residents how, by matching local transportation sales taxes with new state funding, we can deliver truly transformative transportation projects in our region.

Letter to California Transportation Commission
May 4, 2018

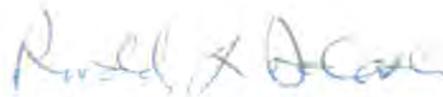
We strongly support the CTC staff recommendations and urge the Commission to approve full funding for the Santa Barbara U.S. 101 Multimodal Corridor, the Scotts Valley: Glenwood Active Transportation Project and the Marina Salinas Multimodal Corridor: Imjin Parkway.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 961-8900 or by email at mkirn@sbcag.org.

Sincerely,



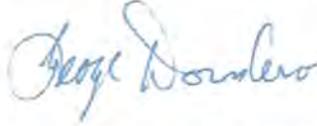
Marjie Kirn, Executive Director
Santa Barbara Association of Governments



Ron DeCarli, Executive Director
San Luis Obispo Council of Governments



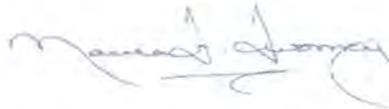
Debra L. Hale, Executive Director
Transportation Agency for Monterey County



George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission



Mary Gilbert, Executive Director
San Benito Council of Governments



Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Bruce De Terra, Chief, Programming, California Department of Transportation
Mr. Richard Rosales, Acting District 5 Director, California Department of Transportation
Ms. Teresa Favila, Associate Deputy Director, California Transportation Commission
Ms. Dawn Cheser, Associate Deputy Director, California Transportation Commission
Mr. Matthew Yosgot, Associate Deputy Director, California Transportation Commission
Mr. Scott Eades, Corridor Manager, California Department of Transportation



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

Metro

May 9, 2018

The Honorable Fran Inman
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

**RE: MAY 16-17, 2018 ITEM #20 – SUPPORT FOR THE CTC STAFF FUNDING
RECOMMENDATION FOR THE FY 2018-2021 SOLUTIONS FOR CONGESTED
CORRIDORS PROGRAM**

Dear Chair Inman:

On behalf of the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors, I am pleased to submit this letter of support for the California Transportation Commission (CTC) staff recommendation to award \$150 million in FY 2018-2021 Solutions for Congested Corridors Program (SCCP) funding for our **Airport Metro Connector 96th Street Station** project.

The **Airport Metro Connector 96th Street Transit Station** project is a solution for the state's most highly congested corridor – Interstate 405. This project will shift travelers from autos to transit by providing a convenient connection between the Metro Rail system and the Los Angeles International Airport (LAX). By linking the Metro Green Line and Metro Crenshaw/LAX Line to the LAX Automated People Mover, this project will result in the reduction of approximately 185 million vehicle miles traveled per year.

Additionally, this project recommended for SCCC funding is also anticipated to:

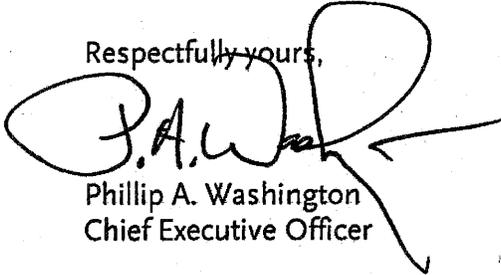
- Increase transit ridership by 3.1 million riders per year;
- Reduce greenhouse gas emissions by over 2.4 million metric tons over 30 years;
- Create 5,000 jobs; and
- Support the 2028 Olympic and Paralympic games by linking LAX to Olympic venues and attractions by transit as part of Metro's Twenty-Eight by '28 Olympics Initiative.

The CTC's investment of \$150 million in SCCC funding represents 28.6% of the total project cost, and will be matched by \$336 million in Metro-controlled funding to provide a well-leveraged investment of SB-1 funding.

The Honorable Fran Inman
May 9, 2018
Page 2

On behalf of our Board and the residents of Los Angeles County, thank you for your continued partnership with Los Angeles County, and for the leadership and professionalism exhibited by your staff in working with Metro over the past year to advance the Solutions for Congested Corridor Program funded by SB 1.

Respectfully yours,

A handwritten signature in black ink, appearing to read "P.A. Washington". The signature is stylized with large, sweeping loops and a long horizontal stroke extending to the right.

Phillip A. Washington
Chief Executive Officer

Enclosures:

- Letters of Support for the Airport Metro Connector 96th Street Station project



May 10, 2018

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CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

RE: Request for Reconsideration of Funding for the Orange County Central Corridor Improvement Project

Dear Ms. Bransen:

Thank you for the California Transportation Commission's (CTC's) concerted work efforts to develop guidelines and issue calls for projects for the SB 1 (Chapter 5, Statutes of 2017) competitive programs. These programs will provide substantial funding to maintain and enhance transportation infrastructure throughout California.

The Orange County Transportation Authority (OCTA) is concerned about the process employed to reach the staff recommendation to not fully fund OCTA's and the California Department of Transportation's joint application for the Central County Corridor Improvement Project (Project) under the 2018 Solutions for Congested Corridors Program (SCCP). The Project, as proposed, will allow for significant congestion improvements in the State Route 55 (SR-55) corridor through a multi-modal investment plan. As one of the most congested corridors in the state, these improvements together will allow an increase in transportation choices and provide a reduction in delay due to congestion. The Project features include adding one high-occupancy vehicle (HOV) lane in both directions, Bus Rapid Transit, the addition of three signal synchronization corridors, and several active transportation projects. The SR-55 component of the Project will also include general purpose and auxiliary lanes, consistent with the approved environmental document and the required corridor plan. As noted in the application, no SCCP funds would be used for the ineligible Project components.

We appreciate the recent revision to CTC staff recommendations removing the "ineligible" finding for the Project, but the most recent staff revision now provides a different reason for disqualifying the HOV lane from the project application, saying "discrete benefits of the HOV lane could not be determined". This statement is not consistent with the program guidelines. Section 13 of the guidelines states, "The project evaluation will be based on the benefits that will be achieved for the entire nominated project," underscoring that benefits and costs for individual project components do not need to be segregated or scaled by

Ms. Susan Bransen
May 10, 2018
Page 2

HOV, general purpose, and auxiliary lanes. CTC staff has suggested that OCTA segregate benefits and costs for the SR-55 HOV component only, and exclude the benefits and costs of the ineligible project components. While OCTA believes this direction is inconsistent with the guidelines, we have attached revised benefit/cost information to isolate these the benefits and costs related to the HOV lane component.

We would also note that the staff recommendation suggests that no information on HOV lane benefit was provided in the Project application. However, the application states that the SR-55 has 73,000 existing daily carpoolers, and the additional HOV lane will result in 6,000 new carpoolers daily, an 8.2 percent increase. Also, the application notes that HOV travel times are expected to improve up to 45 percent.

Given the issues noted above, OCTA requests that the CTC reconsider the application as a whole, and provide the requested SCCP funding of \$101.98 million for the Project. This will allow for the full benefits described in the application to be realized. OCTA would encourage the programming of SCCP funds or other alternative SB 1 funding streams for the Project at the May 2018 CTC meeting.

Again, OCTA appreciates the time, work, and effort that CTC has made to ensure SB 1 funding can immediately be put to work, and we look forward to collaborating on the continued implementation.

Please do not hesitate to contact me at (714) 560-5343 if you would like to discuss further.

Sincerely,



Darrell E. Johnson
Chief Executive Officer

DJ:km
Attachment

c: Members, CTC
OCTA Board of Directors

ORANGE COUNTY- CENTRAL CORRIDOR IMPROVEMENT PROJECT

Revised Benefits Excluding GP Lanes

BCA Results from the Cal-B/C Model 6.2	SR-55 HOV Lane	Signal Synchronization	Bravo! Main Street	Active Transportation (Total for all projects)	Total OC-CCIP
Life-Cycle Costs (mil. \$)	\$113.1	\$15.8	\$10.2	\$17.1	\$156.2
Life-Cycle Benefits (mil. \$)	\$222.5	\$241.7	\$64.1	\$48.2	\$576.5
Net Present Value (mil \$)	\$109.4	\$225.9	\$53.9	\$31.1	\$420.3
Benefit/cost ratio	2.0	15.3	6.3	1.03 to 13.1	
Travel Time Savings	\$167.3	\$ 211.9	\$52.4	N/A	\$431.6
Vehicle Operating Cost Savings	\$2.6	\$24.3	\$13.2	N/A	\$40.1
Accident Cost Savings	\$48.7	\$-	\$(2.2)	N/A	\$ 46.5
Emission Cost Savings	\$3.9	\$5.5	\$0.7	N/A	\$10.1
Journey Quality	N/A	N/A	N/A	\$ 7.9	\$7.9
Additional Delay Savings	N/A	N/A	N/A	\$ -	\$-
Additional Safety Benefits	N/A	N/A	N/A	\$13.3	\$13.3
Health Benefits	N/A	N/A	N/A	\$26.8	\$26.8
TOTAL BENEFITS (over 20 years)	\$222.5	\$241.7	\$64.1	\$48.0	\$1,021.3
Person-Hours of Time Saved over 20 Years	18,841,674	22,510,647	5,653,374	N/A	47,005,695
Average Annual Person-Hours of Time Saved	942,084	1,125,532.	282,669	N/A	2,350,285

Emission Reductions for Freeway Component Only

Emission Reductions	Include GP Lanes	Exclude GP Lanes	Include GP Lanes	Exclude GP Lanes
	Tons over 20 Years		Value (Millions \$) over 20 Years	
CO Emissions Saved	395	209	\$0.0	\$0.0
CO ₂ Emissions Saved	161,415	40,540	\$4.7	\$1.2
NO _x Emissions Saved	78	57	\$1.7	\$2.3
PM ₁₀ Emissions Saved	1	1	\$0.1	\$0.3
PM _{2.5} Emissions Saved	1	1		
SO _x Emissions Saved	1	0	\$0.1	\$0.0
VOC Emissions Saved	35	9	\$0.1	\$0.0

May 8, 2018

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: 2018 Solutions for Congested Corridor Program Application for US 50 Multimodal Corridor Enhancement Project

Dear Executive Director Bransen:

I am writing to express our strong support for the Department of Transportation (Caltrans) District 3 application for the California Transportation Commission's 2018 Solutions for Congested Corridor Program (SCCP) – the US 50 Multimodal Corridor Enhancement Project, submitted in conjunction with the Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT), and the City of Sacramento.

All jurisdictions along the corridor see the light rail system as not just a transportation asset, but a key to meeting SB 375 emission targets and creating livable, vibrant cities. In anticipation of additional service, the City of Folsom has already included a strong transit oriented development component in their draft general plan update. This policy will ensure that the investments made by the California Transportation Commission will be embraced on the land-use side with walkable, dense neighborhoods using the light-rail and transit system. On the west end of the Gold Line, the City of Sacramento is currently drafting a transit oriented development ordinance to the same end, creating a strong constellation of destinations which will lead to ridership.

The Sacramento region is committed to achieving state clean air and climate goals, and adding rail capacity to the US 50 corridor will help us not only meet state mandates, but increase the livability and economic vitality of the region.

On behalf of the Sacramento Metropolitan Air Quality Management District, we ask that you approve funding for this critical clean air and low-carbon infrastructure project.

Sincerely,



Alberto Ayala, Ph.D., M.S.E.
Executive Director/Air Pollution Control Officer
Sacramento Metropolitan Air Quality Management District



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May 8, 2018

Ms. Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Chair Inman,

I am writing to express my gratitude for your leadership and the recent staff recommendation to fully fund Sacramento Regional Transit District's (SacRT) Solutions for Congested Corridors Program (SCCP) project proposal.

As you know well, the purpose of the SCCC is to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The US 50 Multimodal Corridor Enhancement project put forth by SacRT and Caltrans will provide dramatic transportation and environmental benefits. With the funds, SacRT anticipates making infrastructure improvements that will provide us with the ability to perform 15 minute service frequency to historic Folsom. The increased service frequency should help attract new riders and improve the customer experience.

Travel on the 50 Corridor has increased in recent years, and these new infrastructure improvements, including the HOV lane and Gold Line service increase, will help us better serve the demand. The 50 Corridor is home to the region's second largest employment center and this grant will improve transit service, and afford our agency new opportunities to market transit to Folsom employers and commuters who have not considered taking transit in the past.

Again, thank you for your tremendous leadership and I look forward to seeing you in the near future.

Sincerely,

Henry Li
General Manager
Sacramento Regional Transit District

cc: California Transportation Commission, Commissioners
Susan Bransen, CTC Executive Director



May 8, 2018

File Number 7300400

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

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Ms. Bransen:

SUBJECT: Support Staff Recommendations: Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program

I am writing to express my strong support for staff's recommendation to fund the following projects under the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program. Upon award, this Senate Bill 1 (Beall) (SB 1) funding would allow the San Diego region to maximize ongoing local investments to deliver projects that balance transportation, environmental, and community enhancement improvements to reduce congestion and greenhouse gas emissions, improve access to transit and jobs, and create opportunities for neighborhood enhancements.

MEMBER AGENCIES

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- Carlsbad
- Chula Vista
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- Del Mar
- El Cajon
- Encinitas
- Escondido
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- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
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- County of San Diego

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- 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

Solutions for Congested Corridors Program

San Diego North Coast Corridor: Build NCC Phase 1
Applicants: SANDAG, Caltrans
Staff Recommendation: \$195 million

Local Partnership Program

Citracado Parkway Transportation Connections
Applicant: City of Escondido
Staff Recommendation: \$12.5 million

Trade Corridor Enhancement Program

California-Mexico Border System Project
Applicants: SANDAG, Caltrans
Staff Recommendation: \$82 million

Otay Mesa Truck Route Phase 4A
Applicant: City of San Diego
Staff Recommendation: \$6 million

Beyond Compliance Environmental Enhancement Project (Tenth Avenue Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$5.6 million

Rail Track Extension Projects (National City Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$585,000

In addition, I would like to express my appreciation for the transparent process and willingness of California Transportation Commission staff to work with local agencies and stakeholders as part of the SB 1 program development process. The continued partnership between regional transportation planning agencies such as SANDAG and the Commission is instrumental to delivering sustainable and transformative transportation projects across the state.

Thank you for your consideration of the outlined staff recommendations. Supporting these San Diego regional projects would help see construction start in the coming months to deliver critical transportation system improvements throughout the region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kim Kawada', with a long horizontal flourish extending to the right.

KIM KAWADA
Chief Deputy Executive Director

KKA/RWA/fwe

Enclosure: Staff Recommendations: San Diego Region Project Descriptions

Staff Recommendations: San Diego Region Project Descriptions

Solutions for Congested Corridors Program

San Diego North Coast Corridor: Build NCC Phase 1

Applicants: SANDAG, Caltrans

Staff Recommendation: \$195 million

The Build North Coast Corridor Project (Build NCC) will address critical transportation needs along the Interstate 5 corridor, while helping to reduce congestion, enhance the coastal environment, strengthen the economy, and improve quality of life in the San Diego region. The result of unprecedented collaboration between local, regional, and state agencies and stakeholders, the Build NCC project is "shovel ready"—its design is complete, all approvals and permits have been secured, the contractor is on-board, and use of the Construction Manager/General Contractor project delivery method ensures that any new funding can be used to fast-track subsequent construction within three to six months.

Local Partnership Program

Citracado Parkway Transportation Connections

Applicant: City of Escondido

Staff Recommendation: \$12.5 million

The Citracado Parkway Transportation Connections project fills a critical gap in the transportation network by constructing a 0.5-mile extension and improving an additional 0.5 mile of Citracado Parkway to open southern access to a developing industrial park as well as the Palomar Medical Center, northern San Diego's regional trauma center. The project also improves access to trails, bicycle facilities, and transit by connecting underserved residential areas with employment centers and the Nordahl Road Sprinter Transit Station.

Trade Corridor Enhancement Program

California-Mexico Border System Project

Applicants: SANDAG, Caltrans

Staff Recommendation: \$82 million

The California-Mexico Border System project will address immediate freight efficiency needs in the region by funding critical implementation-ready improvements that advance the objectives of the California Freight Mobility Plan and Sustainable Freight Action Plan. These investments will support construction of the future Otay Mesa East Port of Entry (POE), a flagship border infrastructure project that will facilitate fast, predictable, and secure border crossings; the planned expansion of the Calexico East POE, a border crossing experiencing extreme border delays due to bottlenecks; and the implementation of air quality monitors at the Otay Mesa and Otay Mesa East POEs to help expand current air emissions monitoring efforts along the border.

Otay Mesa Truck Route Phase 4A
Applicant: City of San Diego
Staff Recommendation: \$6 million

This project will improve and extend the Southbound Truck Export Road, a dedicated one-way surface transportation access road used for freight trucks. Upon completion, it will resolve queuing and congestion issues by providing additional queuing space, reducing truck traffic on local surface streets, optimizing operations on the surrounding local roadways, enhancing safety, and providing more efficient border facilitation.

Beyond Compliance Environmental Enhancement Project (Tenth Avenue Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$5.6 million

This project will help to fund the expansion of the terminal's existing shore power system; the purchase of a barge-based Advanced Marine Emission Control System bonnet system to capture and control vessel hoteling emissions while at berth; and a power needs assessment for full electrification of the remaining berths and cargo handling equipment.

Rail Track Extension Projects (National City Marine Terminal)
Applicant: Port of San Diego
Staff Recommendation: \$585,000

This recommendation would provide partial funding to support a rail track extension to connect an upgraded rail car storage yard into an existing loop track on the terminal, and the realignment of a local road, Marina Way, to route all non-freight traffic away from the cargo terminal and provide separation between freight and pedestrian or personal vehicle traffic.



Sacramento Transportation Authority

801 12th Street, 5th Floor
Sacramento, CA 95814

(916) 323-0080 Phone
(916) 323-0850 Fax

Email: info@sacta.org
Web: SacTA.org

May 8, 2018

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, California 95814

**SUBJECT: LOCAL PARTNERSHIP PROGRAM COMPETITIVE GRANTS AND SOLUTIONS FOR
CONGESTED CORRIDORS PROGRAM**

Dear Chair Inman,

We are appreciative of your staff's work in putting together the funding recommendations for the Local Partnership Program's Competitive Grants (LPP) and the Solutions for Congested Corridors Program (SCCP). No doubt it was a difficult task to select the most-competitive projects from among the 122 total nominations submitted from throughout the state but your staff did exactly that with its April 25 recommendations.

The STA is pleased to see the Capital SouthEast Connector and the Downtown Grid 3.0 Implementation both included for funding in the LPP and the Interstate 5 and the US Highway 50 Multimodal Corridor Enhancement Projects recommended for the SCCP. The Capital South-East Connector is the STA's highest-priority project and the Downtown Grid 3.0 is the City of Sacramento's. Further, the corridor enhancement projects on Interstate 5 and the US Highway 50 corridor are so important to the STA Governing Board that, in December 2017, we committed to advancing \$42.5 million of our limited capital funds to make those projects happen sooner.

All four projects have major local mobility benefits and are ready to go. Importantly, they are also highly visible, allowing them to demonstrate Senate Bill 1's positive impact to California state legislators who spend a significant amount of time here in the capital city.

We look forward to your support of your staff's recommendations. Thank you for your consideration.

Sincerely,

JEFF S. HARRIS

Chair, Sacramento Transportation Authority

cc: James Earp, Vice-Chair
Bob Alvarado, Commissioner
Yvonne Burke, Commissioner
Lucetta Dunn, Commissioner
James Ghielmetti, Commissioner
Susan Bransen, Executive Director

Christine Kehoe, Commissioner
James Madaffer, Commissioner
Joseph Tavaglione, Commissioner
Paul Van Konyneburg, Commissioner
Carl Guardino, Commissioner

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FAX (916) 670-7893

Assembly California Legislature



JIM COOPER
CHAIR: BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION
ASSEMBLYMEMBER, NINTH DISTRICT

COMMITTEES
BUDGET
GOVERNMENTAL ORGANIZATION
INSURANCE
PUBLIC EMPLOYEES, RETIREMENT, AND
SOCIAL SECURITY

SELECT COMMITTEES
CHAIR, COMMUNITY AND LAW
ENFORCEMENT RELATIONS AND
RESPONSIBILITIES

May 9, 2018

Susan Bransen
Executive Director, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Director Bransen,

I am pleased to support the California Transportation Commission (CTC) staff recommendations for two specific projects under the SB 1 competitive grant programs. These two projects include:

- **Capital SouthEast Connector Expressway Project** (Applicant Agency is Sacramento Transportation Authority) under the Local Partnership Competitive Program; and
- **Sac 5 Corridor Enhancements/I-5 HOV Lanes-Phase 1 Project** (Applicant Agency is Department of Transportation / Sacramento Area Council of Governments) under the Solutions for Congested Corridors Program.

The Capital SouthEast Connector Expressway Project is a \$20 million dollar grant with specific projects within the City of Elk Grove that includes: \$3 million for reconstruction of Kammerer Road between Big Horn Boulevard and Lotz Parkway and \$7 million for reconstruction of Grant Line Road between Waterman Road and Bradshaw Road. The Sac 5 Corridor Enhancements/I-5 HOV Lanes-Phase 1 Project provides for \$15 million for HOV lanes on I-5 to Elk Grove and the Franklin Boulevard Cycle Track Extension within the City of Elk Grove.

Elk Grove is the second largest City in Sacramento County with a population of more than 171,000 residents. These projects provide necessary improvements to the transportation infrastructure that will drastically reduce traffic congestion, while improving public health, increasing safety, and improving air quality. Further, the investments in Class IV bikeways will encourage alternate modes of transportation (cycling and light rail). As an aside, these projects have been worked on by several agencies through years of mutual collaboration.

In conclusion, I reiterate my support for the CTC staff recommendations, specifically for these projects of interest to the City of Elk Grove.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Cooper".

JIM COOPER
Assemblymember, 9th District

Cc:

Commission Chair, Fran Inman

Commission Vice-Chair, James Earp

Commissioner Bob Alvarado

Commissioner Yvonne B. Burke

Commissioner Lucy Dunn

Commissioner James C. Ghielmetti

Commissioner Carl Guardino

Commissioner Christine Kehoe

Commissioner Jim Madaffer

Commissioner Joseph Tavaglione

Commissioner Paul Van Konyenburg

Commissioner Jim Beall

Commissioner Jim Frazier



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Andy Wong
Mekdem Wright

Chief Executive

Bill Mueller

Managing Directors

Trish Kelly
Meg Arnold

May 9th, 2018

Ms. Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: 2018 Solutions for Congested Corridor Program Application for US 50 Multimodal Corridor Enhancement Project

Dear Chair Inman:

We are writing to express our strong support for the Department of Transportation (Caltrans) District 3 application for the California Transportation Commission's 2018 Solutions for Congested Corridor Program (SCCP) – the US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes, submitted with the Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT), and the City of Sacramento.

As leaders of economic development organizations in the region, we see tremendous economic benefits from this multi-modal project. This corridor is a main artery for commuters, connecting the region's two largest job centers, and is an important corridor for goods movement through our region and beyond. US 50 already has significant congestion that will only get worse without the requested investments. An SCCP award will provide critical funding to strengthen access and mobility, while also becoming a catalyst for private investment along this 30-mile corridor.

The US 50 project will close a gap in the Sacramento region's HOV Lane Network, extending the existing HOV lanes on US 50 from Watt Avenue, where they terminate, to the I-5 interchange, and rehabilitate existing lanes on the highway to extend the service life of the pavement and reduce maintenance expenditures. The project also constructs improvements to the SacRT Light Rail system, which will support increasing the frequency of service to downtown Folsom from every 30 minutes to every 15 minutes.

The US 50 corridor is experiencing substantial recurring congestion during peak commute periods which this project will help to alleviate. HOV lanes will increase total capacity, while encouraging a more efficient use of the roadway for longer-distance trips. Complementary SacRT improvements will boost transit ridership to further support US 50 congestion relief.



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Overall, this project will provide both regional and statewide benefits, including reduced congestion for commuters and goods movement, improved travel time reliability, improved freeway operations and safety, increased infrastructure stability, and expanded mobility options along the corridor for all modes. We urge the Commission to support the staff recommendations to fund the project.

Sincerely,



Bill Mueller
Chief Executive



 2320 Broadway, Sacramento, CA 95818

 (916) 325-1630

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Sincerely,



Bill Mueller
Chief Executive



GREATER SACRAMENTO
ECONOMIC COUNCIL



May 9, 2018

Ms. Fran Inman, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: 2018 Solutions for Congested Corridor Program Application for US 50 Multimodal Corridor Enhancement Project

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Overall, this project will provide both regional and statewide benefits, including reduced congestion for commuters and goods movement, improved travel time reliability, improved freeway operations and safety, increased infrastructure stability, and expanded mobility options along the corridor for all modes. We urge the Commission to support the staff recommendations to fund the project.

Sincerely,

Amanda Blackwood
President & CEO
Sacramento Metro Chamber of Commerce

Barry Broome
President & CEO
Greater Sacramento Economic Council

Joshua Woods
Chief Executive Officer
Region Business

Pat Fong Kushida
President & CEO
Sacramento Asian-Pacific Chamber of Commerce

Clarence Williams
President & CEO
California Capital Financial Development Corporation

Arlen Orchard
Chief Executive Officer and General Manager
SMUD

cc: Mr. James Earp, Commissioner – Vice-Chair
Mr. Bob Alvarado, Commissioner
Ms. Yvonne Burke, Commissioner
Ms. Lucetta Dunn, Commissioner
Mr. James Ghielmetti, Commissioner
Mr. Carl Guardino, Commissioner
Ms. Christine Kehoe, Commissioner
Mr. James Madaffer, Commissioner
Mr. Joseph Tavaglione, Commissioner
Mr. Paul Van Konynenburg, Commissioner
Mr. Brian Annis, CalSTA Secretary
Ms. Laurie Berman, Caltrans Director
Ms. Susan Bransen, CTC Executive Director

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Sincerely,

Amanda Blackwood
President & CEO
Sacramento Metro Chamber of Commerce

Joshua Woods
Chief Executive Officer
Region Business

Clarence Williams
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Arlen Orchard
Chief Executive Officer and General Manager
SMUD

cc: Mr. James Earp, Commissioner – Vice-Chair
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Mr. James Ghielmetti, Commissioner
Mr. Carl Guardino, Commissioner
Ms. Christine Kehoe, Commissioner
Mr. James Madaffer, Commissioner
Mr. Joseph Tavaglione, Commissioner
Mr. Paul Van Konyenburg, Commissioner
Mr. Brian Annis, CalSTA Secretary
Ms. Laurie Berman, Caltrans Director
Ms. Susan Bransen, CTC Executive Director



May 10, 2018

Honorable Fran Inman
 Chair
 California Transportation Commission
 1120 N Street, MS 52
 Sacramento, CA 95814

Dear Chair Inman and Honorable Members of the California Transportation Commission:

We urge your approval of the recommendation of \$233 million in Solutions for Congested Corridors Program and \$20 million in Local Partnership Competitive Program for the San Mateo and Santa Clara U.S. Highway 101 Managed Lanes Project.

San Mateo County has long been a birthplace of innovation. Collectively, we lead the world in education, healthcare, biotechnology, technology, software, online media, social media, as well as in many other areas. The original success which created the suburban communities between San Francisco and San Jose has now intensified to the point where our region is one of the most highly sought after places to live, work, and create transformational companies.

But no issue touches the life of almost every resident, commuter or business of every size on a daily basis more than traffic congestion and mobility.

The stretch of Highway 101 that runs from San Francisco to Silicon Valley is among the primary commute corridors used by our employees, member employees, trade routes, and thousands of others to get to and from work. Over the last several years, particularly along the portion of this corridor that falls within San Mateo County, traffic congestion has become untenable.

The 101 Managed Lanes Project proposes to build a unique public-private partnership dedicated to reducing congestion, increasing reliability and throughput for people and express transit, improving safety and environmental factors, and allowing faster travel times and travel mode shifts to employment centers and the transport of goods and freight in support of continued economic vitality in the region.

The importance of this project is why major employers and the private sector have stepped up to help advance approval and funding through advocacy and their own significant private financial commitment.

We want to recognize and applaud the incredible work of the California Transportation Commission staff in implementing the many SB1 programs, especially the recommendation of \$233 million in Solutions for Congested Corridors Program and \$20 million in Local Partnership Competitive Program for the 101 Managed Lanes Project.

We urge the Commission's full support and approval of the recommendation of these funds for the 101 Managed Lanes Project. Thank you in advance for your consideration of this request.

Sincerely,

Bay Area Council
BKF Engineers, Surveyors, Planners
Bohannon Development Company
Business Leadership Council
California Apartment Association, Tri-County
Division
Cargill
Carr McClellan
DES Architects
Dignity Health Sequoia Hospital
Facebook
Foster City Chamber of Commerce
Genentech
Google
Graniterock
Joint Venture Silicon Valley
Kaiser Permanente
LinkedIn
Lucile Packard Children's Hospital Stanford
Oracle
Oyster Point Development, LLC

Peninsula Mobility Group
Pierry, Inc.
Recology San Mateo County
Redwood City/San Mateo County Chamber of Commerce
San Francisco International Airport (SFO)
San Mateo County Community College District
San Mateo County Economic Development Association (SAMCEDA)
San Mateo Credit Union
Scoop
Seaport Industrial Association
Silicon Valley Leadership Group (SVLG)
South San Francisco Chamber of Commerce
Uber
Universal Paragon Corporation

CC: Brian C. Annis, Secretary, CalSTA
State Senators Jerry Hill and Scott Wiener
Assembly Members Kevin Mullin, Marc Berman and Phil Ting
Laurie Berman, Director, Caltrans
Steve Heminger, Executive Director, MTC
Dave Pine, President, San Mateo County Board of Supervisors
Charles Stone, Chair, SMCTD
Jim Hartnett, CEO, SMCTD
Sandy Wong, Executive Director, C/CAG

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Assembly California Legislature



JIM COOPER

CHAIR: BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION
ASSEMBLYMEMBER, NINTH DISTRICT

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SOCIAL SECURITY

SELECT COMMITTEES
CHAIR: COMMUNITY AND LAW
ENFORCEMENT RELATIONS AND
RESPONSIBILITIES

May 9, 2018

Susan Bransen
Executive Director, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Director Bransen,

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- **Capital SouthEast Connector Expressway Project** (Applicant Agency is Sacramento Transportation Authority) under the Local Partnership Competitive Program; and
- **Sac 5 Corridor Enhancements/I-5 HOV Lanes-Phase 1 Project** (Applicant Agency is Department of Transportation / Sacramento Area Council of Governments) under the Solutions for Congested Corridors Program.

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In conclusion, I reiterate my support for the CTC staff recommendations, specifically for these projects of interest to the City of Elk Grove.

Sincerely,

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JIM COOPER
Assemblymember, 9th District

Cc:

Commission Chair, Fran Inman
Commission Vice-Chair, James Earp
Commissioner Bob Alvarado
Commissioner Yvonne B. Burke
Commissioner Lucy Dunn
Commissioner James C. Ghielmetti
Commissioner Carl Guardino
Commissioner Christine Kehoe
Commissioner Jim Madaffer
Commissioner Joseph Tavaglione
Commissioner Paul Van Konynenburg
Commissioner Jim Beall
Commissioner Jim Frazier



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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May 10, 2018

Jake Mackenzie, Chair
Sonoma County and Cities

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

James E. Davis
California State
Transportation Agency

Carol Dutra-Vernaci
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U.S. Department of Transportation

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City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

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Association of Bay Area Governments

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Amy R. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bochtelman
Deputy Executive Director, Policy

Andrew B. Freeman
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Senate Bill 1 (SB 1) Solutions for Congested Corridors (SCC) and
Trade Corridor Enhancement Program (TCEP) Support Letter

Dear Ms. Bransen:

The Metropolitan Transportation Commission (MTC) supports the California Transportation Commission (CTC) staff's recommendation for the Solutions for Congested Corridors (SCC) and Trade Corridor Enhancement Program (TCEP), released on April 25, 2018. Both programs are largely funded by Senate Bill 1 (SB 1).

MTC nominated four projects requesting a total of \$541 million from the SCC program. The two recommended projects will relieve congestion along the 101 technology corridor linking San Francisco with Silicon Valley, and eliminate a bottleneck on 101 in Sonoma County.

We are also appreciative that CTC staff recommends funding five of the seven nominated projects in the Bay Area from TCEP. All recommended projects will contribute to more efficient movement of goods and freight going through the Bay Area.

The region understands that CTC had the difficult task of choosing among outstanding projects, and some critical projects could not be funded in this initial round. While we are disappointed that not all projects are recommended, such as the BART Train Control System project serving the region's top congested corridor and the Solano I-80 Express Lanes providing improved mobility in this key goods movement and interregional corridor, the region looks forward to future funding for these and other key investments.

Thank you and your staff for your hard work in thoughtfully prioritizing all project nominations. The region looks forward to working with the CTC to deliver the Bay Area's SB 1-funded projects in this and future funding rounds. Should you require any additional information, please contact me, or Anne Richman, Director of Programming and Allocations, at (415) 778-6722.

Sincerely,

Steve Heminger
Executive Director

cc: Laurie Berman, Director, California Department of Transportation
James Davis, District 4 Director, California Department of Transportation

SH:kk

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Assemblymember.Daly@assembly.ca.gov

Assembly
California Legislature



TOM DALY
ASSEMBLYMEMBER, SIXTY-NINTH DISTRICT

COMMITTEES
CHAIR: INSURANCE
TRANSPORTATION
GOVERNMENTAL ORGANIZATION
VETERANS AFFAIRS

May 10, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

**RE: Reconsideration Request to Allow Full Funding of the Orange County
Central Corridor Improvement Project**

Dear Ms. Bransen:

I am pleased to see the expeditious nature by which the California Transportation Commission (CTC) has sought to create guidelines and funding recommendations for the new transportation programs created by SB 1 (Chapter 5, Statutes of 2017). This will allow transportation agencies to immediately invest this funding in significant transportation improvements throughout the State, that otherwise would have taken much longer to deliver without the passage of SB 1.

In my district, several applications were submitted to make multi-modal improvements that will help reduce congestion, improve air quality and generate economic activity. I am happy to say that several of these projects received recommendations for funding in initial round of funding requests, and will allow for the delivery of signal synchronization, transit and active transportation improvements. However, I am concerned about the process employed to reach the recommendation to not fully fund the Orange County Transportation Authority and California Department of Transportation's (Caltrans) joint application for the Central County Corridor Improvement Project (Project) under the 2018 Solutions for Congested Corridors Program (SCCP).

The Project, as proposed, will allow for significant congestion improvements in the State Route 55 (SR-55) Corridor through a multi-modal investment plan. As one of the most congested corridors in the State, these improvements together will allow an increase in transportation choices and provide a reduction in congestion delay. This includes adding one high-occupancy vehicle (HOV) lane in both directions, Bus Rapid Transit service, the addition of three signal synchronization corridors, and several active transportation projects.

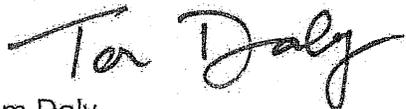
This multi-modal corridor approach to reducing congestion is exactly what was envisioned when SB 1 created the SCCP. Simultaneous to these improvements, OCTA and Caltrans are also proposing to build general purpose lane improvements through other funding sources, which will provide additional benefits for the corridor.

In CTC's proposed funding recommendations for the SCCP, however, funding is only recommended for the signal synchronization, transit and active transportation portions of the Project application (which represent only one-fifth of the requested funding), with a footnote detailing that the HOV lane component is ineligible for funding. This directly conflicts with the statutory language and guidelines governing the SCCP, which clearly allow eligibility for the funding of HOV lanes. While improvements to the corridor do include general purposes lanes, funding from the SCCP was not going to be used for them. OCTA and Caltrans certified this multiple times within its Project application. The SCCP guidelines acknowledge this exact situation, specifying that there could be other improvement components within a submitted corridor plan that are ineligible for funding, but funding can still be provided for the Project if this certification takes place.

While it is very much appreciated that \$20 million is recommended for the Project, I would encourage the CTC to reconsider the application as a whole, and provide SCCP funding for the HOV lane component of the Project. This will allow for the full benefits described in the application to accrue. If SCCP is not available, I would encourage the exploration of other alternative SB 1 funding streams. I would also like to request a written response on how the initial ineligibility determination was made so I can work with the CTC to ensure that future SB 1 funding can continue to flow in a predictable manner consistent with statute.

Again, I truly appreciate all of the time, work and effort that CTC has made to ensure SB 1 funding can immediately be put to work. I look forward to collaborating on the continued implementation.

Thank you,

A handwritten signature in black ink that reads "Tom Daly". The signature is written in a cursive, flowing style.

Tom Daly
Assembly Member, 69th District

cc: Members, California Transportation Commission