

## Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.5  
Information

From: SUSAN BRANSEN  
Executive Director

Subject: **PRESENTATION OF THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) STAFF RECOMMENDATIONS**

### **ISSUE:**

Based on the amended 2016 Fund Estimate, the STIP is over programmed in the first three years of the 2016 STIP period (fiscal years 2016-17 through 2018-19) by \$1.5 billion, and there is no capacity to add new projects. As a result, project funding carried forward from the 2014 STIP for fiscal years 2016-17 through 2018-19 totaling \$754 million must be deleted, and an additional \$755 million must be delayed to the last two years of the 2016 STIP (fiscal years 2019-20 and 2020-21).

The 2016 STIP Staff Recommendations, based on the amended 2016 Fund Estimate, include (1) no new projects, (2) project deletions and delays proposed by Regional Transportation Planning Agencies and the State Department of Transportation, and (3) additional project deletions and delays. The adopted 2016 STIP Guidelines included a one-time allowance for agencies to delay current year (fiscal year 2015-16) projects into the 2016 STIP period.

The 2016 STIP Staff Recommendations were released to Regional Transportation Planning Agencies and the State Department of Transportation on April 22, 2016. Several letters were received regarding project recommendations, and those letters are attached.

### **BACKGROUND:**

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. The 2016 STIP will cover the five-year period from fiscal year 2016-17 through fiscal year 2020-21. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the amended fund estimate for the 2016 STIP on January 21, 2016, it scheduled the STIP adoption for May 18-19, 2016. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the Staff Recommendations for program adoption.

Adoption of the 2016 STIP is scheduled following this review and discussion at the May 18-19, 2016 Commission meeting.

Attachments

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae •  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

April 19, 2016

Chair Bob Alvarado  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

RE: Request for funding \$9.399 million in STIP funds for US 101 HOV/Express Lanes Project

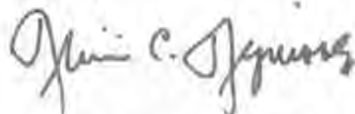
Dear Chair Alvarado:

We strongly urge the CTC to program \$9.399 million in STIP funding for the next phase of the “US 101 HOV/Express Lanes” project. The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County. In response to the CTC direction of a \$754 statewide reduction in programming, C/CAG cooperated with the Metropolitan Transportation Commission (MTC) in proposing a \$71 million postponement package from the Bay Area region. The MTC’s recommended \$71 million package included \$18 million from San Mateo County, which is much larger than San Mateo County’s fair share of the statewide reduction. We cooperated, with the understanding that the “US 101 HOV/Express Lanes” project will be programmed in the 2016 STIP

The “US 101 HOV/Express Lanes” project is the highest priority project in San Mateo County in that it has the largest countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and two bridges connecting to the East Bay in between. It is arguably the backbone corridor for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion. If it is not fixed in a timely manner, it will result in severe negative impacts to our local community as well as enormous negative regional and statewide economic impacts.

While this project may be considered a new project from STIP standpoint, C/CAG, the San Mateo County Transportation Authority, the Metropolitan Transportation Commission, and California Department of Transportation (Caltrans) have been collaborating on this project for several years to-date. Moreover, San Mateo county spent its own local funds to pay for the Project Initiation Document and the Environmental phases of this project. Thus far, a total of \$14 million has been spent and/or committed to the early phases of this project. This project also has garnered true public-private partnership.

We strongly urge you to program \$9.399 million in the 2016 STIP for this project.  
Sincerely,



Alicia C. Aguirre, Chair of C/CAG

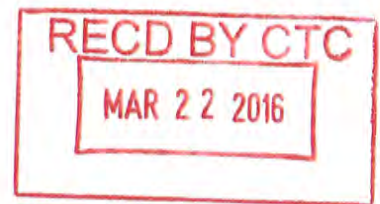
cc: Susan Bransen, Executive Director of CTC  
Adrienne Tissier, MTC Commissioner  
Steve Heminger, MTC  
Bijan Sartipi, Caltrans  
Jim Hartnett, San Mateo County Transportation Authority  
Sandy Wong, Executive Director of C/CAG



CITY OF  
**PALO  
ALTO**

OFFICE OF THE CITY MANAGER

250 Hamilton Avenue, 7th Floor  
Palo Alto, CA 94301  
650.329.2392



March 22, 2016

Mr. Bob Alvarado, Chair  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

**Re: City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge – STIP Funding**

Dear Mr. Alvarado:

In anticipation of the 2016 State Transportation Improvement Program (STIP) hearing this month, we humbly request that the allocation of \$4,350,000 in construction funding for the City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge be programmed in STIP Fiscal Year 17-18. This project is a model for effective state, local and private partnerships, as the \$4,350,000 in STIP funds will be used to match \$4,000,000 in previously authorized county funds and \$4,650,000 in city funds. Google Inc. has also been working very closely to support this project. To date, Google has partnered with the city in planning efforts for the project and committed to provide the needed right-of-way, and Google is considering additional efforts.

This project has already absorbed substantial cost increases, due to delays in preparing environmental studies and an extensive public involvement process. We cannot afford to postpone this project any longer. The City of Palo Alto has been working diligently to begin construction on this project in early 2018, and the current schedule is necessary for the following reasons:

- The \$4,000,000 in county funds may be reprogrammed if this project is not completed as currently scheduled.
- Several locally-funded bicycle boulevards and enhanced bikeways, which will link cyclists directly to the US-101/Adobe Creek Bicycle and Pedestrian Bridge, will be constructed in 2017.
- The seasonal undercrossing at this location already sees over 43,000 annual bicycle and pedestrian trips, and it is only open for about six months per year. This project will help the state, region and city meet their aggressive vehicle miles traveled and greenhouse gas emissions goals by increasing the active transportation mode share significantly.

The goal of this project is to provide year-round bicycle and pedestrian access between Palo Alto, Stanford University, San Francisco Bay Trail, Baylands recreational areas, and large job centers east of US 101. An existing bicycle and pedestrian overcrossing at Oregon Expressway is approximately 1.4 miles north and is inconvenient for active transportation users who live in south Palo Alto and commuters to the Google and Facebook campuses.



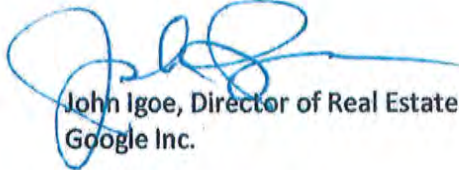
[CityOfPaloAlto.org](http://CityOfPaloAlto.org)

We support the continued funding of this project through the STIP, and request that the construction funding be programmed in STIP Fiscal Year 17-18.

Sincerely,



James Keene, City Manager  
City of Palo Alto

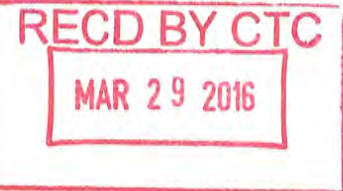


John Igoe, Director of Real Estate  
Google Inc.

cc: Carl Guardino, California Transportation Commission  
John Ristow, Santa Clara Valley Transportation Authority  
Members of the California Transportation Commission  
Members of the local legislative delegation  
Members of the Palo Alto City Council

# CALIFORNIA LEGISLATURE

STATE CAPITOL  
SACRAMENTO, CALIFORNIA  
95814



March 21, 2016

California Transportation Commission  
Attention: Chair Bob Alvarado  
1120 N Street, MS-52  
Sacramento, CA 95814

**SUBJECT: Support for Calaveras Council of Governments (CCOG) Regional Transportation Improvement Program (RTIP) and State Route 4 (Wagon Trail) Project.**

Dear Chair Alvarado and Commissioners:

We are writing to express our support for fully funding the regionally significant project in Calaveras County on State Route 4, identified in the Calaveras Council of Governments' Regional Transportation Improvement Program (RTIP).

We understand there is a statewide funding crisis which necessitates cuts to the State Transportation Improvement Program (STIP) due to lower forecasted state gas tax revenues and the Commission will be funding only those STIP projects which meet prioritized criteria, which leaves only hard decisions when defunding STIP projects statewide. We believe that in considering the potential deletion of \$754 million in statewide funding, it is important to make the distinction that a reduction in state transportation funding will disproportionately impact rural areas versus urban areas because of limited, alternative financial resources in rural regions.

We strongly believe the State Route 4 (Wagon Trail) project meets several of the top criteria identified by the Commission staff as funding priorities, in fact, four of the criteria at the top of CTC's list, apply to the SR 4 project. However, the CTC has directed CCOG to delete \$1.5 million from the Regional Improvement Program (RIP) and any deletion of these funds eliminates the chance of constructing a meaningful project on SR 4.

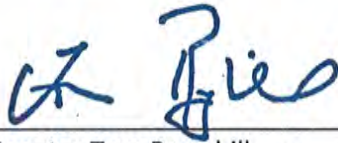
Calaveras Council of Governments, Caltrans District 10, Calaveras County, and City of Angels Camp has worked collaboratively on this project for many years. SR 4 is a 150 year old wagon trail whose very alignment was the result of terrain suitable for horse drawn wagons and does not meet today's transportation engineering standards for motorized vehicles. The "Wagon Trail" on SR 4 earned its name when this stretch of state highway was merely paved over with asphalt to accommodate vehicles. Its ongoing deteriorating roadway conditions, sight distance, sharp curves, and lack of shoulders are merely some of the many challenges on a state highway that serves as an artery for commerce and recreation.

After decades of community planning and input, project partners and residents have been able to craft a design option that results in constructible segments offering safety and operational improvements to this major state highway. What makes the project even more unique is the fact that the State Transportation Improvement Program funding on the project leverages \$10.3 million from the competitive State Highway Operation and Protection Program (SHOPP). CTC will be considering approval of these competitive funds as part of the 2018 SHOPP.

Finally, we cannot emphasize enough how rural regions rely on STIP funding—arguably even more than urban areas. In many urban regions, reductions in STIP revenue means fewer projects for the urban area are completed, or backfilling from local sales tax measures keeps projects moving. Rural Calaveras County does not have this option. A reduction in STIP revenue to SR 4 Wagon Trail will decimate the region's only RTIP project and nullifies the region's ability to make any meaningful improvements.

Again, we urge the California Transportation Commission to approve the full amount of STIP funding identified in CCOG's RTIP. We stand ready to work with the CTC and the Calaveras Council of Governments in their efforts to complete this project. If there are additional questions, we will be happy to discuss these issues in more detail.

Sincerely,

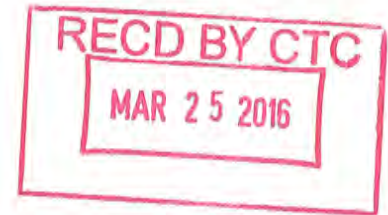


Senator Tom Berryhill  
8th Senate District



Assembly member Frank Bigelow  
5th Assembly District

Cc: Mr. Brian Kelly, Secretary, California State Transportation Agency  
Mr. Will Kempton, Executive Director, California Transportation Commission  
Mr. Malcom Dougherty, Director, California Department of Transportation  
Mr. Bill Higgins, Executive Director, California Council of Governments  
Mr. Paul Smith, Senior Policy Advisor, Rural County Representative of California  
Ms. Melissa Eads, Executive Director, Calaveras Council of Governments



March 15, 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 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.

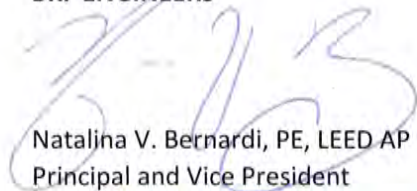
The Highway 101 projects are coupled with new rail service that is slated to start in the same north/south corridor in late 2016. This corridor approach addressing car, bus and rail components has long been the vision of local and regional transportation planning – which my organization supports. If 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.

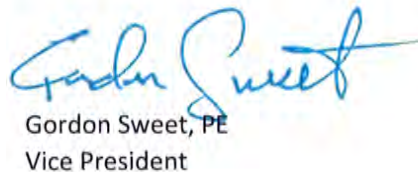
At the same time, we commit that we will inform our Legislative delegation how critical it is to act as part of the Special Session or as part of the FY16/17 budget process to approve a reliable funding proposal that will keep California moving.

Thank you for your consideration.

Sincerely,  
**BKF ENGINEERS**



Natalina V. Bernardi, PE, LEED AP  
Principal and Vice President



Gordon Sweet, PE  
Vice 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  
Assembly Member Bill Dodd



March 7, 2016

Chair Lucy Dunn  
Company  
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 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 that the Highway 101 project, sponsored by SCTA, is the highest and best use of a portion of the funds available to the Bay Area.

Thank you for your consideration.

Sincerely,



Jasper Lewis-Gehring, P.E.

Principal

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