

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 2-3, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.7, Action

Prepared By: Christine Gordon
Associate Deputy Director

Published Date: November 20, 2020

Subject: 2020 Local Partnership Competitive Program Adoption – Program of Projects, Resolution G-20-79

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the staff recommended (Attachment B) 2020 Local Partnership Competitive Program, consistent with the attached resolution.

Issue:

The Commission established the 2020 Local Partnership Competitive Program as a three-year, \$216 million (Fiscal Years 2020-21 through 2022-23) program. The 2020 Local Partnership Competitive Program proposes to program 21 projects for a total of \$213 million. These projects combined are valued at more than \$1.4 billion.

The recommend program of projects includes an overprogrammed amount of \$28 million for two projects listed on the contingency list to be funded with unused incentive funding set-aside each Fiscal Year. The unused incentive funding available for Fiscal Year 2020-21 is \$4 million, with a maximum available of \$20 million over the three-year period. Any overprogrammed amount on the contingency list will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle.

The recommendation includes a variety of projects that provide multimodal transportation improvements in localities across the state. Collectively, the projects recommended will maintain roadways, construct high occupancy vehicle (HOV), high occupancy tolling (express), and auxiliary lanes; active transportation improvements; bridge improvements; transit improvements; traffic management system enhancements; local road improvements and rehabilitation; and a soundwall.

The recommended list was posted on the Commission's website on November 16, 2020 and is included in the book item as Attachment B.

Development of Staff Recommendations

The Commission received 62 project nominations seeking over \$647 million. An evaluation team, consisting of Commission and Caltrans staff, reviewed project nominations based on the screening and evaluation criteria set forth in the Commission's adopted Local Partnership Guidelines. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package including the required performance metrics outlined in the program guidelines.

Recommendations for funding are set forth on the attached list of projects. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines. Based on the information submitted by applicants, the recommended projects are anticipated to provide the following benefits over 20 years:

- Reduce 509 million vehicle miles traveled
- Reduce 1.3 million tons of greenhouse gas (CO₂) emissions
- Save 44 million person hours of travel time
- Create over 12,000 jobs over the next several years

The projects recommended for funding include:

- 12 Local Road Improvements: active transportation, new and modified bridges, complete streets, connectors, gap closures, road rehabilitation, traffic management system enhancements, safety improvements
- 5 Highway Improvements - Interchanges, HOV, auxiliary, and express lanes
- 2 Active Transportation - Gap closure and safe routes to school
- 1 Transit: Bus-priority lanes, bus mobile validators, transit signal improvements
- 1 Soundwall

The projects proposed for funding meet the following requirements: applicant agencies possess an eligible tax or fee within their jurisdiction that solely dedicates revenue to transportation; programming is for construction in an eligible fiscal year; each project has a full funding commitment and there is a commitment by the applicants to fund cost increases. All applications were organized into eligibility types (voter approved or imposed fee) and population categories pursuant to the guidelines. The recommended list of projects resembles a similar proportion of these types and categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive for a variety of reasons including: start of construction outside the funding cycle, less committed funds per program dollar leveraged, less benefit demonstrated when compared to cost, and minimal quantifiable air quality improvements demonstrated. Lastly, two projects were deemed

ineligible based on information provided in the application. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this program cycle.

Project Highlights

The recommended projects include a variety of benefits that include: reduction of vehicle miles traveled, safety improvements, increase mobility and accessibility, bridge improvements, increase pavement conditions, reduction of greenhouse gas emissions, and advance transportation and housing goals. The following highlights a few projects contained in the staff recommendations:

- **Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement, \$1,065,000**- in the City of Point Arena the project will remove and regrade roadway, install subsurface drainage, replace sidewalk, and repave roadway. The project will improve safety and pavement conditions, reduce greenhouse gas emissions by improving pavement conditions and increasing active transportation.
- **Golden State Corridor Infrastructure Improvements and Economic Development, \$7,000,000** - in the Cities of Fowler, Selma and Kingsburg, the project will reconstruct and rehabilitate pavement, realign intersections, install three traffic signals, add vehicle turn lanes, construct roadway medians, provide crosswalk improvements, install sidewalk across railroad tracks, add railroad safety features, improve drainage facilities, install ADA compliant facilities upgrades, install street lights, guardrails, and landscaping, rehabilitate bike lane pavement, and upgrade to buffered bike lanes. The project will reduce greenhouse gas emissions, improve safety and pavement conditions, stimulate housing and economic development, increase mobility and accessibility, and promote alternative modes of transportation.
- **Bike Up & Down in Uptown, \$7,000,000** – in the City of San Diego, the project will construct two key bikeways between Uptown San Diego and adjoining communities, construct protected bikeways, traffic calming, safety improvements, and pedestrian improvements closing a missing link between Uptown San Diego to the San Diego Trolley, regional bikeways, and adjacent neighborhoods and jobs. The project will improve safety, connectivity, and accessibility, reduce greenhouse gas emissions and vehicle miles traveled, increase active transportation, improve health, and support housing and economic development.
- **Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard, \$25,000,000** - in Alameda and Contra Costa Counties, the project will construct a southbound HOV/express lane; install electronic tolling equipment and signage; widen pavement in the median and shoulders; construct concrete barriers, retaining walls, and sound walls; and upgrade safety features throughout the project corridor. The project will reduce congestion, improve travel time reliability, reduce greenhouse gas emissions, increase throughput, and improve safety and accessibility.

- **NextGen Bus Speed & Reliability Improvements, \$25,000,000** – in Los Angeles County, the project will expand transit signal priority throughout the NextGen Tier One high frequency bus network; implement bus-priority lane infrastructure on up to 80 lane-miles of Tier One Bus Corridors; and equip buses that serve the Tier One and Tier Two bus networks with bus fare mobile validators to allow all-door boarding. The project will improve safety, reliability, and travel time; and reduce greenhouse gas emissions, congestions, and vehicle miles traveled.

Baseline Agreement Requirements:

All agencies with projects included in the 2020 Local Partnership Competitive Program must comply with the Commission's adopted 2020 Local Partnership Program Guidelines and SB 1 Accountability and Transparency Guidelines, including the requirement to enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

Background:

On April 28, 2017, the Governor signed legislation creating the Local Partnership Program (Senate Bill 1 [Chapter 5, Statutes of 2017]). Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

In March 2019, the California Transportation Commission (Commission) initiated the process to develop the 2020 Local Partnership Program Guidelines. The Commission held eight workshops between March 2019 and February 2020 to solicit input on the development of the Local Partnership Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, and other non-governmental organizations during the development process. The Commission's guidelines, adopted at its March 25, 2020 meeting, describe the policy, standards, criteria and procedures for the development, adoption and management of the 2020 Local Partnership Competitive Program.

Attachments:

- Attachment A: Resolution G-20-79
- Attachment B: 2020 Local Partnership Competitive Program Staff Recommendations
- Attachment C: Comment letters submitted separate from application

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2020 Local Partnership Competitive Program

RESOLUTION G-20-79

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2020 Local Partnership Program Guidelines on March 25, 2020 and adopted amendments to the program schedule in the guidelines on April 29, 2020; and
- 1.4 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.5 **WHEREAS**, the Commission established the 2020 Local Partnership Competitive Program as a three-year, \$216 million (Fiscal Years 2020-21 through 2022-23) program; and
- 1.6 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Local Partnership Program; and
- 1.7 **WHEREAS**, Commission Staff prepared initial program recommendations that included \$213 million for 21 projects valued at more than \$1.4 billion; and
- 1.8 **WHEREAS**, a contingency list totaling \$28 million for two projects included in the initial program recommendations will be funded with unused incentive funding; and
- 1.9 **WHEREAS**, any overprogrammed amount on the contingency list will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle; and

- 1.10 **WHEREAS**, the Commission staff recommendations for the 2020 Local Partnership Competitive Program were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, county transportation commissions, and the public on November 16, 2020; and
- 1.11 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 2-3, 2020 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2020 Local Partnership Competitive Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Local Partnership Competitive Program must be in compliance with the Local Partnership Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within four months of project adoption. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.5 **BE IT FURTHER RESOLVED**, that a recommended project requests allocation in the period between the December 2020 Commission meeting and the March 2021 Commission meeting, the project applicant must submit a Baseline Agreement, if required, for approval by the May 2021 Commission meeting. Following the March 2021 Commission Meeting, the Commission will not consider approval of a project allocation without an approved Baseline Agreement, if required; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Caltrans and project sponsors, is authorized to make minor technical changes as needed to the 2020 Local Partnership Competitive Program in order to reflect the most current information, or to clarify the Commission's programming

commitments, and shall request Commission approval of any substantive changes; and

- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2020 Local Partnership Competitive Program of projects on the Commission's website.

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost (1000s)	Total Construction Cost	Total Recommended Funding	Voter-Approved (V) Imposed	Population Category
Alameda/ Contra Costa	Alameda County Transportation Commission	Caltrans	Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard	In Alameda and Contra Costa Counties, construct 9 miles of one HOV/Express Lane; safety improvements; electronic toll system elements and lighting	2021-22	\$ 259,000	\$ 225,000	\$ 25,000	V	I
Calaveras	Calaveras County	Calaveras County	Route 4 Wagon Trail Realignment	In Copperopolis, construct 3.2 miles of new engineered realignment and turn pockets	2020-21	\$ 30,861	\$ 22,300	\$ 5,988	I	V
El Dorado	El Dorado County Department of Transportation	El Dorado County Department of Transportation	Diamond Springs Parkway- Phase 1B	In Diamond Springs, 2.9 miles of local road improvements including construct 4-lane arterial roadway; widen and realign existing roadway; 3 signalized intersections; pavement improvements; and pedestrian and bicycle facilities	2022-23	\$ 28,293	\$ 19,700	\$ 5,320	I	IV
Fresno	Fresno County Transportation Authority	Fresno County Transportation Authority	Golden State Corridor Infrastructure Improvements and Economic Development	In Fowler, Selma, and Kingsburg, construct 14.1 miles of complete streets improvements including road rehabilitation, bike lanes, sidewalks, ADA and operational improvements.	2020-21	\$ 47,085	\$ 36,753	\$ 7,000	V	II
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	NextGen Bus Speed & Reliability Improvements		2021-22	\$ 50,000	\$ 50,000	\$ 25,000	V	I
			Bus Speed Improvements for Los Angeles Streets	In Los Angeles, design and implement 80 miles of bus priority lanes and operational improvements						
			Transit Signal Priority Transponders	Purchase and install 2,500 transit signal priority transponders on the undercarriage of buses						
			Transit Signal Priority	Purchase and install transit signal priority infrastructure on 200 intersections; replace wireless transit signal priority infrastructure on 300 intersections in the Tier One Network						
			Bus Mobile Validators for All-Door Boarding	Purchase and install 2,900 bus mobile validators on buses that operate on Tier One and Tier Two high frequency corridors						
Los Angeles	Long Beach	Long Beach	Market Street Complete Street in the City of Long Beach	1.8 miles of complete streets including bike lanes; sidewalks; pedestrian and safety improvements; transit enhancements; landscaping; pavement rehabilitation	2021-22	\$ 13,000	\$ 12,000	\$ 2,838	I	III
Los Angeles	Los Angeles County Metropolitan Transportation Authority	La Canada Flintridge	Route 210 Sound wall Improvements, Phase IV	In La Canada Flintridge, construct .84 miles of new soundwall (4 segments)	2022-23	\$ 11,000	\$ 7,800	\$ 5,500	V	I
Mendocino	Point Arena	Point Arena	Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement	.9 miles of pavement rehabilitation; pedestrian and safety improvements	2020-21	\$ 1,420	\$ 1,420	\$ 1,065	V	V
Nevada	Truckee	Truckee	Legacy Trail-Brockway Road Multi-Use Trail Connection	On Brockway Road, construct .32 miles of a multi-use path	2020-21	\$ 1,260	\$ 1,260	\$ 630	V	V
Orange	Orange County Transportation Authority	Caltrans	Route 55 Improvement: from Route 5 to Route 405	In Irvine, Santa Ana, and Tustin: construct 7.4 miles of mixed flow lane; 5.8 miles of HOV/HOT lane; 4.5 miles of auxiliary lane; and other highway improvements	2021-22*	\$ 349,212	\$ 196,599	\$ 25,000	V	I
Riverside	Western Riverside Council of Governments	Eastvale	Limonite Avenue Gap Closure	Local road improvements including construct 2.8 miles of divided four-lane roadway; 1.4 miles of Class I path; construct bridge	2021-22	\$ 21,800	\$ 20,331	\$ 9,475	I	I
Sacramento/Yolo	Sacramento	Sacramento	I Street Bridge Replacement	Local road improvements including bridge replacement; Class II buffered bike lanes; sidewalks; operational improvements	2022-23	\$ 228,248	\$ 187,279	\$ 15,000	I	III
San Diego	San Diego Association of Governments	San Diego Association of Governments	Bike Up & Down in Uptown (BUDU)	Construct 3.2 miles of protected bikeway including pedestrian and safety improvements	2021-22	\$ 16,521	\$ 14,000	\$ 7,000	V	I
San Francisco	San Francisco County Transportation Authority	San Francisco Municipal Transportation Agency	Mission Street and Geneva Avenue Safety Improvements in the City of San Francisco	Local road improvements including sidewalks; transit enhancements; traffic signals; crosswalks; bike lanes; safety improvements	2021-22	\$ 20,548	\$ 17,467	\$ 8,700	V	II
Santa Clara	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	Route 101/De La Cruz Boulevard/Trimble Road Interchange Improvements	In San Jose, reconstruct interchange; bike, pedestrian, and safety improvements	2020-21	\$ 73,391	\$ 59,320	\$ 25,000	V	I
Sonoma	Windsor	Windsor	Windsor River Road/Windsor Road Intersection Improvement and Multi-Use Pathway Connector	.4 miles of local road improvements including construct new roundabout; pedestrian crossing safety improvements; and a multi-use pathway	2020-21	\$ 8,119	\$ 5,841	\$ 2,842	I	V
Stanislaus	Stanislaus Council of Governments	Stanislaus County	McHenry Avenue Widening Improvements in the Cities of Modesto and Escalon	In Modesto and Escalon, widen 3.4 miles of roadway; Class III bike lane; operational and safety improvements	2020-21	\$ 22,322	\$ 17,790	\$ 2,128	V	III
Sutter	Yuba City	Yuba City	Bridge Street Widening and Complete Streets	1 mile of complete streets including widen roadway; safety improvements; sidewalks; bike pathway; synchronized traffic signals; ADA and operational improvements	2020-21	\$ 5,621	\$ 5,621	\$ 2,810	I	V
Tulare	Tulare County Association of Governments	Caltrans	Route 99/Commercial Avenue Interchange	In Tulare, construct new interchange; construct .6 miles of auxiliary lanes; 2.1 miles of bike land and sidewalks; TMS elements; other safety improvements	2021-22	\$ 75,300	\$ 52,800	\$ 9,000	V	III
						\$ 1,263,001	\$ 953,281	\$ 185,296		
						Funding available:		\$ 187,167		

* After staff recommendations were published on November 16, 2020, staff received a request from the Orange County Transportation Authority to shift the Route 55 Improvement project funding request to FY 2021-22 to allow sufficient time for pre-construction activities.

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost (1000s)	Total Construction Cost	Total Recommended Funding	Voter-Approved (V) Imposed	Population Category
Contingency List - Unused Incentive Funding										
Sacramento	Sacramento Transportation Authority	Sacramento County	South Watt Avenue Improvement: Florin Road to Jackson Road	In Sacramento, widen roadway; construct buffered Class II bike lanes; sidewalks; pedestrian and safety improvements; pavement rehabilitation; TMS elements; transit enhancements; rail crossing improvements; replace bridge	2022-23	\$ 35,035	\$ 30,356	\$ 13,277	V	I
Santa Cruz	Santa Cruz County Regional Transportation Commission	Caltrans	Watsonville- Santa Cruz Multimodal Corridor Program	Contract #2 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing	2022-23	\$ 150,568	\$ 136,360	\$ 14,394	V	IV
						\$ 185,603	\$ 166,716	\$ 27,671		

Maximum unused incentive funding available: **\$ 20,000**
Oversubscribed: **\$ (7,671)**

	County	Applicant Agency	Implementing Agency	Project Title	Project Type	Total Project Cost (1000s)	Total Requested Funding	Voter-Approved (V) Imposed Fee (I)	Population Category
Recommended in Other Programs	Monterey	Transportation Agency for Monterey County	Caltrans	Route 156/Castroville Boulevard Interchange	HIGHWAY IMPROVEMENTS	\$ 55,200	\$ 14,750	V	III
	Napa	Napa Valley Transportation Authority	Caltrans	Soscol Junction (Route 29/221/Soscol Ferry Road)	HIGHWAY IMPROVEMENTS	\$ 64,000	\$ 25,000	V	IV
	Riverside	Riverside County Transportation Commission	Riverside County Transportation Commission	Route 71/91 Interchange Improvement	HIGHWAY IMPROVEMENTS	\$ 148,208	\$ 25,000	V	I
Not Recommended for Funding A High-Ranking Project from the Same Agency is Recommended for Funding	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Route 710 Early Action Soundwalls Package 2	SOUNDWALL / HIGHWAY IMPROVEMENTS	\$ 11,690	\$ 5,845	V	I
	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	Route 710 Early Action Soundwalls Package 3	SOUNDWALL / HIGHWAY IMPROVEMENTS	\$ 52,000	\$ 25,000	V	I
	Orange/VAR	Orange County Transportation Authority	Caltrans	Route 241 to Route 91 Express Lanes Connector	HIGHWAY IMPROVEMENTS	\$ 250,000	\$ 25,000	V	I
	Riverside	Western Riverside Council of Governments	Moreno Valley	Indian Street/Cardinal Avenue New Bridge (Over Lateral A)	LOCAL ROAD IMPROVEMENTS	\$ 4,714	\$ 2,000	I	I
	Riverside	Western Riverside Council of Governments	Temecula	Route 15 Congestion Relief	HIGHWAY IMPROVEMENTS	\$ 8,089	\$ 2,743	I	I
	Riverside	Western Riverside Council of Governments	San Jacinto	Ramona Expressway Pavement Rehabilitation and Safety Improvements	LOCAL ROAD IMPROVEMENTS	\$ 5,000	\$ 4,500	I	I
	Sacramento	Sacramento Transportation Authority	Rancho Cordova	White Rock Road Safety and Congestion Relief	LOCAL ROAD IMPROVEMENTS	\$ 37,710	\$ 13,250	V	I
	Sacramento	Sacramento Transportation Authority	Sacramento County	Elverta Road Improvement: Dutch Haven Boulevard to Watt Avenue	LOCAL ROAD IMPROVEMENTS	\$ 25,000	\$ 5,500	V	I
	Sacramento	Sacramento Transportation Authority	Elk Grove	Kammerer Road Reconstruction Between Bruceville Road and Lent Ranch Parkway	LOCAL ROAD IMPROVEMENTS	\$ 14,860	\$ 5,000	V	I
	Sacramento	Sacramento Transportation Authority	Sacramento Regional Transit	Sacramento Valley Station Loop	TRANSIT RAIL	\$ 133,800	\$ 10,000	V	I
	San Diego	San Diego Association of Governments	Caltrans	Build North Coast Corridor: Route 5/56 Roadway/Bike Connectors	HIGHWAY IMPROVEMENTS	\$ 46,690	\$ 15,000	V	I
	San Francisco	San Francisco County Transportation Authority/City and County of San Francisco	Port of San Francisco	Mission Bay Ferry Landing	ALTERNATIVE TRANSPORTATION	\$ 58,400	\$ 7,000	V	II
	Santa Clara	Santa Clara Valley Transportation Authority/San Mateo County Transit District	San Mateo County Transit District	Mountain View Transit Center Grade Separation and Access	TRANSIT RAIL	\$ 78,781	\$ 25,000	V	I
	Santa Cruz	Santa Cruz County Regional Transportation Commission	Santa Cruz County	Route 152/Holohan Road Intersection	LOCAL ROAD IMPROVEMENT	\$ 3,602	\$ 1,350	V	IV
Not Recommended for Funding	Alameda	Alameda-Contra Costa Transit District	Alameda-Contra Costa Transit District	Purchase 40-foot Diesel Buses	TRANSIT BUS	\$ 28,000	\$ 8,000	V	I
	Alameda/Contra Costa/San Francisco	SF Bay Area Rapid Transit District	SF Bay Area Rapid Transit District	Hayward Maintenance Complex Sustainability and Capacity Improvements	TRANSIT RAIL	\$ 800,000	\$ 25,000	V	I
	Orange	Anaheim	Anaheim	Orangewood Avenue Bridge Widening	LOCAL ROAD IMPROVEMENTS	\$ 10,096	\$ 2,000	I	III
	Riverside	Wildomar	Wildomar	Bundy Canyon Road Widening and Active Transportation Corridor	LOCAL ROAD IMPROVEMENTS	\$ 29,847	\$ 11,343	I	V
	Sacramento	Rancho Cordova	Rancho Cordova	White Rock Road Safety and Congestion Relief	LOCAL ROAD IMPROVEMENTS	\$ 37,710	\$ 13,250	I	V
	Sacramento	Sacramento County	Sacramento County	South Watt Avenue Improvement: Florin Road to Jackson Road	LOCAL ROAD IMPROVEMENTS	\$ 35,035	\$ 13,277	I	I
	Sacramento	Sacramento County	Sacramento County	Elverta Road Improvement: Dutch Haven Boulevard to Watt Avenue.	LOCAL ROAD IMPROVEMENTS	\$ 25,000	\$ 5,500	I	I
	San Bernardino	Apple Valley	Apple Valley	Dale Evans Parkway at Waalew Road Realignment	LOCAL ROAD IMPROVEMENTS	\$ 1,360	\$ 680	I	V
	San Diego	Carlsbad	Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvements	ACTIVE TRANSPORTATION	\$ 2,435	\$ 1,000	I	IV
	San Joaquin	San Joaquin County	San Joaquin County	Grant Line Road Realignment	LOCAL ROAD IMPROVEMENTS	\$ 38,655	\$ 14,577	I	II
	San Joaquin	Manteca	Manteca	Airport Way Widening	LOCAL ROAD IMPROVEMENTS	\$ 15,037	\$ 3,150	I	V
	San Luis Obispo	Paso Robles	Paso Robles	South Vine Bridge	LOCAL ROAD IMPROVEMENT	\$ 11,650	\$ 5,500	I	V
	San Mateo	San Mateo County Transportation Authority	South San Francisco	Hillside and Lincoln Traffic Improvements	LOCAL ROAD IMPROVEMENTS	\$ 2,200	\$ 1,100	V	II
	San Mateo	San Mateo County Transportation Authority	San Carlos	Holly Street/ Route 101 Pedestrian and Bicycle Overcrossing	ACTIVE TRANSPORTATION	\$ 11,600	\$ 5,800	V	II
	San Mateo	San Mateo Transit District	San Mateo Transit District	Battery/Electric Bus Charging Infrastructure	TRANSIT BUS	\$ 41,850	\$ 20,925	V	II
	San Mateo	San Mateo County Transportation Authority	Peninsula Corridor Joint Powers Board	Atherton Station Hold Out Rule Removal	TRANSIT RAIL	\$ 7,150	\$ 2,725	V	II
	Santa Barbara	Santa Barbara County Association of Governments	Caltrans	Santa Barbara Route 101 Multimodal Corridor - Segment 4D/4E	HIGHWAY IMPROVEMENTS	\$ 320,315	\$ 25,000	V	III
	Santa Barbara	Santa Barbara County Association of Governments	Santa Barbara	Santa Barbara Route 101 Multimodal Corridor - Cabrillo Boulevard Bicycle and Pedestrian Improvements	ACTIVE TRANSPORTATION	\$ 43,013	\$ 14,920	V	III
	Shasta	Redding	Redding	South Bonnyview Road/Route 5 Interchange Area Improvements	LOCAL ROAD IMPROVEMENTS	\$ 8,050	\$ 3,000	I	V
	Sonoma	Sonoma County Transportation Authority	Santa Rosa/Caltrans	Route 101/Hearn Avenue Interchange	HIGHWAY IMPROVEMENTS	\$ 36,000	\$ 14,000	V	III
	Yolo	Woodland	Woodland	Matmor Road and E. Gum Avenue Complete Streets and Rehabilitation	LOCAL ROAD IMPROVEMENTS	\$ 8,500	\$ 1,500	I	V
	Yuba	Yuba County	Yuba County	Hammonton-Smartsville Road Safety - Final Phase	LOCAL ROAD IMPROVEMENTS	\$ 2,897	\$ 750	V	V
Ineligible Project Not Evaluated	Los Angeles	Manhattan Beach	Manhattan Beach	Manhattan Beach Boulevard and Peck Avenue Improvement		\$ 800	\$ 400	I	V
	San Bernardino	Rancho Cucamonga	Rancho Cucamonga	Foothill Boulevard Complete Streets		\$ 4,570	\$ 2,285	I	IV

E-mailed from the desk of



June 2, 2020

Paul Van Konynenburg, Chair
California Transportation Commission
1120 N St
Sacramento, CA 95814

Re: Support for Rancho Cordova's Application of Funding through Local Partnership Program

Dear Chair Konynenburg,

I write to strongly support the City of Rancho Cordova's application of funding for \$13.25 million through Local Partnership Program (LPP). If funded, the City will proceed with the widening of White Rock Road from Luyung Drive to the city limits in Rancho Cordova, California.

This project is located within my Assembly district, and I recognize the regional significance to provide parallel capacity and congestion relief to U.S. Highway 50. This project is part of a concerted, regional effort to develop a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities, and spurs economic development in the region. The project strengthens connections between rural communities and 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County. The widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, increased pavement width, curve re-alignment, and improved signage. This will also serve as a critical alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado Counties.

As a long-time resident and founding Councilmember of the City of Rancho Cordova, I have seen first hand the fast growth the City has experienced in becoming the second largest job center in our region. I strongly support the City of Rancho Cordova's application for funding of \$13.25 million through the Local Partnership Program. Thank you for your time and thoughtful consideration.

Sincerely,

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

Ken Cooley
Assemblyman, 8th District



RANCHO CORDOVA POLICE DEPARTMENT

Kate Adams
Chief of Police

2897 Kilgore Road
Rancho Cordova, California 95670
916.875.9600 – Main
916.875.8673 – Fax
www.RanchoCordovaPD.com

June 3, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Local Partnership Program Competitive - Grant Request For
White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova. This project lies within my area of command and I recognize the regional significance to provide parallel capacity and congestion relief to US Highway 50.

The project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities and spurs economic development in the region. The project accomplishes these goals by strengthening the connection between rural communities, 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County. In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel; to include improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and better signage. This corridor will serve as an alternate route for first responders, emergency management and national security agencies.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. As the Chief of Police, public safety on city roadways is my top priority. I respectfully request you give the City of Rancho Cordova every consideration for this critical connection.

Sincerely,

Kate Adams, Chief of Police
Rancho Cordova Police Department

cc: Albert Stricker, P.E.
Public Works Director
City of Rancho Cordova

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4004

CHICO DISTRICT OFFICE
2635 FOREST AVE., STE. 110
CHICO, CA 95928
(530) 879-7424

ROSEVILLE DISTRICT OFFICE
2200A DOUGLAS BLVD., STE. 100
ROSEVILLE, CA 95765
(916) 772-0571

YUBA CITY DISTRICT OFFICE
1110 CIVIC CENTER BLVD., STE. 202-A
YUBA CITY, CA 95993
(530) 751-8657

California State Senate



**SENATOR
JIM NIELSEN**

FOURTH SENATE DISTRICT

COMMITTEES

BUDGET & FISCAL REVIEW
VICE CHAIR

ELECTIONS & CONSTITUTIONAL
AMENDMENTS
VICE CHAIR

GOVERNMENTAL ORGANIZATION

GOVERNANCE & FINANCE

VETERANS AFFAIRS

June 3, 2020

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

**Re: Local Partnership Program Competitive - Grant Request For White Rock Road Safety
& Congestion Relief Project**

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the city limits in Rancho Cordova. This project lies within the area I represent in Senate District 4 as a California State Senator, and I recognize the regional significance to provide parallel capacity and congestion relief to U.S. Highway 50.

This project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities, and spurs economic development in the region. The project accomplishes these goals by strengthening the connection between rural communities to the east and 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County, to the west.

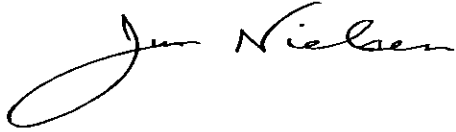
In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and improved signage. This will serve as an alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado counties.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources and completing this last stretch with the LPP grant will close the gap to the city limits. The City of Rancho Cordova has demonstrated its commitment to this important project

and has been consistently moving forward to improve this roadway of regional significance. Please give the City of Rancho Cordova every consideration for this critical connection.

I appreciate your consideration of this request, and for your continued support of residents and businesses in the City of Rancho Cordova and the State of California. If you need further information, please contact my Deputy Chief of Staff, Rob Olmstead, at (916) 772-0571.

Sincerely,

A handwritten signature in black ink, reading "Jim Nielsen". The signature is fluid and cursive, with a large loop at the beginning of the first name.

JIM NIELSEN
Senator, Fourth District

cc: Albert Stricker, P.E., Public Works Director, City of Rancho Cordova

CAPITOL OFFICE

State Capitol, Room 3082
Sacramento, CA 95814
(916) 651-4008

COMMITTEES

Judiciary
Insurance
Government Organization
Natural Resources and Water
Joint Legislative Audit

California State Senate

ANDREAS BORGEASSENATOR, 8TH DISTRICT**Fresno Office**

567 W. Shaw Avenue, Ste. A3
Fresno, CA 93704
Phone: (559) 243-8580

Oakdale Office

102 Grove Avenue, Ste. B
Oakdale, CA 95361
Phone: (209) 848-8001

Sutter Creek Office

460 Sutter Hill Road, Ste. C
Sutter Creek, CA 95685
Phone: (209) 267-5033

June 8, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Local Partnership Program Competitive - Grant Request For
White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova. This project lies within my district, and I recognize the regional significance to provide parallel capacity and congestion relief to US Highway 50.

This project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities and spurs economic development in the region. The project accomplishes these goals by strengthening the connection between rural communities to the east, 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County to the west.

In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and improved signage. This will serve as an alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado Counties.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor.

The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources and completing this last stretch with the LPP grant will close the gap to the City limits. The City has demonstrated its commitment to this important project and has been consistently moving forward to improve this roadway of regional significance. Please give the City of Rancho Cordova every consideration for this critical connection.

Sincerely,

A handwritten signature in black ink, appearing to read "Andreas Borgeas". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andreas Borgeas
State Senator, 8th District

cc: Albert Stricker, P.E.
Public Works Director
City of Rancho Cordova



TODD HARMS
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

June 8, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Local Partnership Program Competitive - Grant Request For
White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova. This project lies within the Sacramento Metropolitan Fire District and I recognize the regional significance to provide parallel capacity and congestion relief to US Highway 50.

This project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities and spurs economic development in the region. The project accomplishes these goals by strengthening the connection between rural communities to the east, 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County to the west.

In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and improved signage. This will serve as an alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado Counties.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources and completing this last stretch with the LPP grant will close the gap to the City limits. The City has demonstrated its commitment to this important project and has been consistently moving forward to improve this roadway of regional significance. Please give the City of Rancho Cordova every consideration for this critical connection.

Sincerely,



Todd Harms
Fire Chief

cc: Albert Stricker, P.E.
Public Works Director
City of Rancho Cordova



**BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO**

700 H STREET, SUITE 2450 • SACRAMENTO, CA 95814

DON NOTTOLI
SUPERVISOR, FIFTH DISTRICT
Telephone (916) 874-5465
FAX (916) 874-7593
E-MAIL: nottolid@saccounty.net

June 9, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Local Partnership Program, White Rock Road Safety &
Congestion Relief Project

Dear Director Weiss:

I am writing to express strong support for the grant submittal by the City of Rancho Cordova seeking an award from the 2020 - Local Partnership Program (LPP) to fund the reconstruction and widening of the segment of White Rock Road from its future intersection with the Rancho Cordova Parkway easterly to the Rancho Cordova City limits.

This project is located in Sacramento County's Fifth Supervisorial District and is of regional significance because it will provide parallel capacity to U.S. Highway 50. The City of Rancho Cordova and communities along the Highway 50 Corridor are home to tens of thousands of residents and a multitude of commercial enterprises and vibrant job centers.

Complementing its diverse business sector which includes 70,000 jobs, the City of Rancho Cordova is immediately adjacent to Mather Airport and serves as a hub for major medical facilities while offering a wide variety of housing and recreational amenities which are reliant on an integrated and modern transportation system.

Proposed improvements on White Rock Road will enhance the overall safety for all modes of travel by providing improved sight lines, adding shoulders, curve re-alignments, innovative intelligent transportation elements, improved signage and additional capacity.

Mr. Mitch Weiss
June 9, 2020
Page Two

For a number of years, the City has diligently pursued funding for this important project and has committed significant time and effort to advance these needed improvements to White Rock Road. I trust you will give the City of Rancho Cordova's application serious consideration in the 2020 LPP funding cycle.

Thank you in advance for your thoughtful consideration of this request.

Sincerely,



Don Nottoli, Supervisor
District 5

DN:rs

cc: Albert Stricker, P.E., Public Works Director

AMI BERA, M.D.
7TH DISTRICT, CALIFORNIA

COMMITTEE ON FOREIGN AFFAIRS:

SUBCOMMITTEES:

CHAIRMAN, OVERSIGHT AND INVESTIGATIONS
ASIA, THE PACIFIC, AND NONPROLIFERATION

COMMITTEE ON SCIENCE, SPACE, AND
TECHNOLOGY:

VICE CHAIRMAN

SUBCOMMITTEES:

SPACE



Congress of the United States
House of Representatives

WASHINGTON OFFICE
1727 LONGWORTH HOUSE
OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5716
FAX: (202) 226-1298

DISTRICT OFFICE
8950 CAL. CENTER DRIVE
BUILDING 3, SUITE 100
SACRAMENTO, CA 95826
PHONE: (916) 635-0505
FAX: (916) 635-0514

[HTTP://WWW.BERA.HOUSE.GOV](http://www.bera.house.gov)
AMI.BERA@MAIL.HOUSE.GOV

June 10, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: City of Rancho Cordova – Local Partnership Program Competitive Grant Request for the
White Rock Road Safety and Congestion Relief Project

Dear Director Weiss:

It is with great pleasure that I write to you regarding the City of Rancho Cordova's 2020 SB1 –
Local Partnership Program Competitive grant application for the White Rock Road Safety and
Congestion Relief Project.

As part of a concerted, regional effort to develop and implement a coordinated transportation
improvement plan for the Sacramento/El Dorado County area, this project aims to create job
opportunities, generate economic development, and improve the overall mobility in the region. It
will provide parallel capacity and congestion relief to US Highway 50 by widening White Rock
Road from future Rancho Cordova Parkway to the Rancho Cordova city limits.

In addition to regional benefits noted above, the proposed improvements and widening of White
Rock Road from two to four lanes will improve the overall safety for all modes of travel by
providing improved sight lines, additional shoulders, curve re-alignment, innovative intelligent
transportation elements, and improved signage. It will also serve as an alternate route for first
responders and emergency management.

Funding the White Rock Road Safety and Congestion Relief Project will allow the City of
Rancho Cordova to complete the improvements along this integral transportation corridor. Thank
you for your thorough and thoughtful consideration of this proposal.

Be well,

Ami Bera, M.D.
Member of Congress



June 10, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

RE: Local Partnership Program Competitive - Grant Request for White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova. This project lies directly adjacent to Assembly District 6, which I represent, and would be a tremendous asset to the entire region by providing parallel capacity and congestion relief to US Highway 50.

This project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities and spurs economic development in the region. The project accomplishes these goals by strengthening the connection between rural communities to the east, 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County to the west.

In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and improved signage. This will serve as an alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado Counties.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources and completing this last stretch with the LPP grant will close

the gap to the City limits. The City has demonstrated its commitment to this important project and has been consistently moving forward to improve this roadway of regional significance.

I urge you to approve the City of Rancho Cordova's request. Thank you for your consideration.

Sincerely,

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

KEVIN KILEY
Assemblyman, 6th District

July 31, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support for the US 101/De la Cruz/Trimble Interchange Improvements Project

Dear Mr. Weiss,

I am writing to share my strong support for the Santa Clara Valley Transportation Authority's (VTA) \$25.0 million application to the Local Partnership Program (LPP) as established by Senate Bill (SB) 1 - Road Repair and Accountability Act of 2017 - for the construction of the US 101/De La Cruz Boulevard/Trimble Road Interchange Improvements (Project) in San José. The Project is in the design phase and is funded with City of San José and VTA 2016 Measure B funds. The total Project cost is \$73.4 million. The request of \$25.0 million of LPP funds will be a 50% match to VTA's local funds of \$25.0 million, totaling \$50.0 million for the construction phase. The remaining funds needed for the construction phase will be funded with VTA's local funds.

The Project will improve traffic operations for through movements on the local roadway and turning movements to and from the freeway ramps, as well as enhance traffic safety conditions along southbound US 101 between the southbound loop on-ramp, southbound loop off-ramp and the next downstream exit to State Route 87. Improvements are also included to better accommodate and enhance the safety of bicyclists and pedestrians at this critical link across US 101, consistent with the current Complete Streets standards. The Project will provide a Class I bicycle/pedestrian path on the north side of De La Cruz Boulevard on a separate alignment and profile to cross under the southbound off-ramp and under the southbound loop on-ramp, with two undercrossing structures. The project will connect this Class I path to Class IV bikeways and conventional sidewalks from the Trimble Road / De La Cruz Boulevard / Seaboard Avenue intersection to the existing Guadalupe River Trailhead. Lastly, this project will replace the existing outdated overcrossing structure that is too narrow, has nonstandard clearance over US 101, and does not meet current seismic standards.

The Project is needed as a major step to improve inefficient roadway operations that have resulted in substantial traffic congestion on De La Cruz Boulevard as North San José has been transitioning from sprawling single-story office campuses into the dense mixed-use community and new local development. It is a priority transportation project for the City of San José, both in terms of upgrading the regional highway system and supporting economic development opportunities for the city.

The Project is included in the long-range vision of transportation improvements in Santa Clara County (VTA's Valley Transportation Plan 2040) and is also listed as a Phase I regional improvement in the North San José Area Development Policy that supports the North San José developments.

I believe that the US 101/Trimble Road Interchange Improvements Project is well suited to meet the goals of the Local Partnership Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Liccardo". The signature is fluid and cursive, with a large initial "S" and a stylized "L".

Sam Liccardo
Mayor
City of San José

COMMITTEES
CHAIR: HEALTH
BUDGET
JOINT LEGISLATIVE AUDIT
WATER, PARKS, AND WILDLIFE

SUBCOMMITTEE
BUDGET SUBCOMMITTEE NO. 1 ON HEALTH
AND HUMAN SERVICES

Assembly California Legislature



JIM WOOD
ASSEMBLYMEMBER, SECOND DISTRICT

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0002
(916) 319-2002
FAX (916) 319-2102

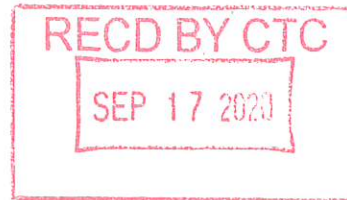
DISTRICT OFFICES
200 S SCHOOL STREET, SUITE D
UKIAH, CA 95482
(707) 463-5770
FAX (707) 463-5773

50 D STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2526
FAX (707) 576-2297

1036 5TH STREET, SUITE D
EUREKA, CA 95501
(707) 445-7014
FAX (707) 455-6607

September 4, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814



Dear Mr. Weiss:

I am writing in strong support of the Town of Windsor's Windsor River Road/Windsor Road Intersection and Pathway Improvement Project.

This project is a transformative investment to reconfigure an intersection for safety, functionality, throughput, and provisions for a new active rail line. The project will enable the Sonoma-Marín Area Rail Transit District (SMART) commuter rail service to extend to Windsor. The Scope of Work includes construction of a roundabout, pedestrian crossing safety improvements, and a multi-use pathway. There are currently no barriers separating pedestrians from the railroad tracks, which will become active in 2021 to make way for the SMART passenger rail service.

The Town of Windsor has made significant local funding contributions to complete design, engineering, and environmental work to expedite the project for construction in 2021. An LPP contribution to the project will ensure timely completion and leverage a significant federal investment:

\$8,118,750 Million: Total Construction Cost (100%)
\$5,277,188 Million: Windsor and OBAG/CMAQ federal funds (65%)
\$2,841,562 Million: LPP Request (35%)

The project will enhance safety for motorists, bicyclists, and pedestrians, provide health benefits via active transportation and enable rail service while support regional connectivity in Sonoma and Marin Counties. By reducing delays and idle time and getting vehicles off the road, the project will reduce vehicle emissions, including 63,804 tons of carbon dioxide.

Thank you for your favorable consideration of this important proposal. Please feel free to contact me with any questions.

Respectfully,

JIM WOOD
Assemblymember, 2nd District



October 15, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Re: Local Partnership Program Competitive - Grant Request For White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2020 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova. UC Davis Health currently has a clinic located in Rancho Cordova and is also expanding further into the City over the next few years. Our organization recognizes the regional significance to provide parallel capacity and congestion relief to US Highway 50.

As part of this project, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel and serve as an alternate route for first responders, emergency management and national security, allowing an additional connection between multiple communities within Sacramento and El Dorado Counties. Improved emergency transportation access is important as UC Davis Health is the region's only Level 1 Trauma Center for both adults and pediatric patients.

As part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area, this project will improve the overall mobility for residents and commuters, create job opportunities and spur economic development in the region. The project accomplishes these goals by strengthening the connection between communities to the east and 65,000 jobs in the City of Rancho Cordova to the west, as well as jobs at Mather Airport and Sacramento County.

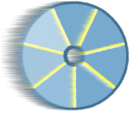
Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources and completing this last stretch with the LPP grant will close the gap to the City limits. The City has demonstrated its commitment to this important project and has been consistently moving forward to improve this roadway of regional significance. I fully support the City of Rancho Cordova in this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Laura Niznik Williams".

Laura Niznik Williams
Interim Director
Government and Community Relations

cc: Albert Stricker, P.E.
Public Works Director
City of Rancho Cordova



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

November 17, 2020

California Transportation Commissioners

RE: Bus-On-Shoulder Instead of Highway 1 Auxiliary Lane Project in Santa Cruz County

Dear Commissioners and Staff,

We are supportive of CalSta's draft policy implementing Governor Newsom's Executive Order N-19-19 including the following:

Promote projects that do not increase passenger vehicle travel, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.

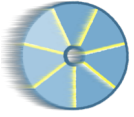
The proposed grant for the Highway 1 Auxiliary Lanes Project in Santa Cruz County does not fit with this policy. The auxiliary lanes are the first phase of a larger "HOV Lane Project" that would double the lanes on Highway 1 on a nine-mile segment between Santa Cruz and Watsonville---adding an HOV and an auxiliary lane in each direction. Caltrans' EIR on the project estimates that vehicle miles traveled will increase by 51% in the Southbound peak period (2-8pm).¹

Our county's Regional Transportation Commission (RTC) acknowledges that limited state and federal funding means the HOV project "will not likely be implemented until after 2035".² In spite of the cloud of uncertainty over future funding, the RTC has applied to secure SB 1 grants to begin the project: 4 miles of auxiliary lanes between Santa Cruz and Aptos. The EIR estimates that congestion relief from the auxiliary lanes will be insignificant.³ The EIR concludes there will be no safety benefit from the auxiliary lanes.⁴

With no money to build the large project and no congestion relief or safety benefit from the small project, why is this project moving forward? One might explain it as appeasement of voters who believe the project could reduce traffic congestion. Unfortunately, the Caltrans EIR, which was begun in 2004, did not conduct an alternatives analysis of the three measures that studies indicate could offer commuters an alternative to being stuck in traffic:

- Bus-on-Shoulder of Highway 1
- Transit on the Rail Corridor
- Increase frequency of bus service on the Watsonville-Santa Cruz corridor

State legislation passed in 2013 to enable bus-on-shoulder in Santa Cruz and Monterey Counties. The *Bus-on-Shoulder Study*, sponsored by the Santa Cruz Metropolitan Transit District and Monterey Salinas Transit indicates that a bus-only lane can be constructed on this segment of Highway 1 without constructing auxiliary lanes. Instead of choosing this option, the RTC intends



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

to build the 4-miles of auxiliary lanes and run the buses primarily in the auxiliary lanes along with other vehicle traffic. To our knowledge, there is no other bus-on-shoulder system in the country that runs primarily in auxiliary lanes. Prior to the pandemic, the existing auxiliary lane between Morrissey Ave. and Soquel Ave. was just as congested as through-lanes during peak hour traffic. And the 91X express bus was stuck in that traffic.

Transit planner Jarret Walker spoke to the RTC in 2018. He said, *"The debate before you is not just the exciting debate over what your infrastructure should be. You have a very immediate debate over whether you want to begin providing competitive transit service...For a community of your size and your density, let alone the degree of progressive values that operate in this community, you do not have very much transit."* Walker said that more frequent transit service would benefit travelers along the Santa Cruz - Watsonville corridor. *"We know that simply a higher level of service would be useful to a lot more people and would be having a lot more benefit particularly in the Santa Cruz-Watsonville corridor."*

In the spirit of fulfilling Governor Newsome's Executive Order to align transportation funding with climate goals, we request that the Commission deny the grant requests for auxiliary lanes and work with the Santa Cruz County RTC to develop these other options.

Thank you,

1. *State Route 1 Environmental Impact Report (2019)* Table 2.1.5-10 The EIR likely underestimates increase in VMT because it doesn't account for induced travel. *"...destination changes and additional trips represent induced travel. Neither of these is accounted for in most traffic models, including the one used to analyze the traffic effects for this project."* – p 2.1.5-23

² Unified Corridors Investment Study (2019)

³ EIR page 2.1.5-16. According to the EIR, the TSM Alternative, which includes both auxiliary lanes and ramp metering, was found to result in *"very slight relief in traffic congestion compared to the No Build Alternative."* Hence the auxiliary lanes project alone would result in even less relief in traffic congestion.

⁴ EIR page 2.1.5-17 *"The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative."*