

Memorandum

REVISED

TAB 103

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 30-July 1, 2010

Reference No.: 2.5c(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION FOR STATE-ADMINISTERED STIP PROJECTS
ON THE STATE HIGHWAY SYSTEM (ADVANCEMENTS)
RESOLUTION FP-09-52**

Attached is a revised copy of the book item Vote List for Tab 103 (Reference 2.5c(4)). Corrections have been made to the funding information under the Project Description column for two of the projects (PPNO 01-0125Y and PPNO 01-0125X) split off from the parent project (PPNO 01-0125F). These changes were included in the version contained on the CD Book and the Web Book. Changes are reflected in strikethrough and bold in the Project Description column.

There are no changes to the original book item Memorandum.

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA PPNO Program/Year Prm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
2.5c.(4) State Administered STIP Projects on the State Highway System (Advancements) Resolution FP-09-52				
1 \$126,201,000 Department of Transportation MCOG Mendocino 01N-Men-101 T43.5/51.3	Near Willits (Willits Bypass), from Haehl Creek overhead to Reynolds Highway. Construct 2 lane highway on new alignment. Final Project Development: NA Right of Way Estimate RIP: \$ 14,012,000 Programmed Amount: \$ 14,012,000 Adjustment: \$ 0 Right of Way Estimate IIP: \$ 12,738,000 Programmed Amount: \$ 12,738,000 Adjustment: \$ 0 This allocation splits off Coho Salmon Mitigation project PPNO 0125Y, EA 26201. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: RAW \$ 50,000 IIP FY 2011-12 Const \$ 1,850,000 IIP FY 2012-13 Const \$ 1,900,000 IIP FY 2012-13 Total \$ 1,910,000 * Project includes Grandfathered Support This allocation splits off Wetland/Riparian Mitigation project PPNO 0125X, EA 26202. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: Const \$ 23,770,000 IIP FY 2010-11 Const \$ 30,420,000 IIP FY 2010-11 * Project includes Grandfathered Support This allocation splits off Willits Bypass Relinquishment. PPNO 0125W, EA 26203. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: Const \$ 5,680,000 IIP FY 2014-15 (The remaining \$6,500,000 IIP CONST to return to the interregional share balance.) Outcome/Output: Reduce vehicle delay, improve safety and Level of Service for local and interregional traffic.	262001 01-0125F RIP / 10-11 CONST \$17,310,000 IIP / 10-11 CONST \$146,891,000 \$108,891,000	2007-08 801-3008 TIF 301-0890 FTF 2007-08 801-3008 TIF 301-0890 FTF	\$1,985,000 \$15,325,000 \$12,489,000 \$96,402,000
2 \$7,040,000 Department of Transportation LACMTA Los Angeles 07S-LA-138 54.3/55.3	Near Littlerock, from 77th Street East to 89th Street East. Widen from 2 to 4 lanes with median turn lane. Final Project Development Adjustment: N/A Final Right of Way (RIP) Right of Way Estimate: \$1,403,000 Programmed Amount: \$2,694,000 Adjustment: \$1,291,000 (Credit) Final Right of Way (IIP) Right of Way Estimate: \$105,000 Programmed Amount: \$196,000 Adjustment: \$ 91,000 (Credit) Outcome/Output: Widen roadway from 2 to 4 lanes with median turn lane and improve drainage.	127221 07-3326 RIP / 10-11 CONST \$7,040,000	2007-08 801-3008 TIF 301-0890 FTF	\$807,000 \$6,233,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
2.5c.(4) State Administered STIP Transportation Enhancement Projects on the State Highway System (Advancement)				Resolution FP-09-52
3 \$4,706,000 Department of Transportation TRPA El Dorado 03N-ED-50 77.3/79.3	In South Lake Tahoe (TRPA), from Trout Creek to Ski Run Boulevard. Roadway improvements. Final Project Development Support Estimate: \$2,619,000 Programmed Amount: <u>\$2,500,000</u> Adjustment: \$ 0 <20%	1A73U1 03-3208 RIP / 10-11 CONST ENG \$2,000,000 CONST \$6,700,000 \$4,404,000	2008-09 801-3008 TIF 301-0890 FTF	\$539,000 \$4,167,000
	Final Right of Way Right of Way Estimate: \$1,800,000 Programmed Amount: <u>\$1,800,000</u> Adjustment: \$ 0	RIP TE / 09-10 CONST \$302,000		
	(Construction savings of \$2,296,000 to return to El Dorado county regional share balance.)			
	(STIP project EA 03-436010 is combined for construction with SHOPP project EA 03-1A7331 under new EA 03-1A73U1. Concurrent vote under 2.5b.(1), Project 7.)			
	(Contributions from local sources: \$ 4,544,000.)			
	<u>Outcome/Output:</u> Class II bike lanes, curb and gutter, sidewalks, ADA compliant curb ramps, and landscaping with pedestrian lighting. Four miles of Class II bike lanes.			

Print Handout

JUN 21 2010

Dear Mr. Earp,

June 12, 2010

The proposed Willits Bypass has so many design flaws that it has become an unworkable solution to our traffic congestion problem. Our community will be much better off without it. I want you to stop the funding for this project.

The bypass offers us a 1950's solution that doesn't work in our post peak oil world. The bypass in its current iteration is too big because it presumes a future of cheap oil that is obviously over. The traffic it is designed to handle will not materialize, and we will have sacrificed another strand of the web of life for the almighty auto. It degrades our valleys environment, and our rural quality of life for little pay back. We value our salmon and wetlands far above smooth traffic flow. Since the proposal does not include a Hwy 20 connection it will not even improve the congestion.

Do not fund this project. After all the cutbacks in the states budget this is the cut I want to happen. This is an opportunity for the state to save a lot of money and leave our ecosystem in tact for local development. Defunding this misfit project is the best possibility for Willits to develop into a self sustaining community.

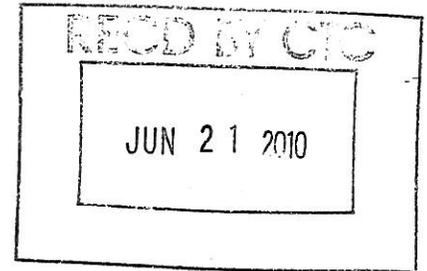
Kill this bypass!



Lynn Dee Johnson
3001 Ridgewood Rd
Willits, Ca 95490

June 15, 2010

Mr. James Earp, Chair
Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2221 MS-52
Sacramento, CA 95814



Dear Mr. Earp:

I wish to express to you my thoughts about the Willits Bypass Project. I am a member of the Willits City Council, speaking not for the Council but for myself and a significant number of my constituents.

I, and that significant number of citizens, feel that we are on the brink of a major mistake. The four-lane free way portends an economic and ecological poor decision.

First, let's address economics. This project is estimated to cost 239 million dollars. In California's financial crisis can any rational objective person suggest that this project is the best use of limited funds? Cal-Trans is a juggernaut. It is out of control. Decades old plans and ideas are not being looked at from a 2010 perspective. Peak oil, climate change and economic cataclysm were not in the picture when these plans were originally made. Together their impact on the fifty year future of transportation changes the perspective. An old Turkish proverb says "No matter how far you have gone on the wrong road, turn back." This bypass is the wrong road. This project is not right for Willits and it's not right for the State of California.

Now let's address the ecology. The April 30, 2010 issue of the Willits News addresses the recent Cal-Trans/Confusion Hill project just north of Willits. I quote "The North Coast Regional Water Quality Control Board alleges that during construction of the Confusion Hill bypass, Cal-Trans violated its 401 Clean Water Act permit 154 separate times and had 141 days of violation during the construction period August 17, 2006 and June 1, 2007."

This is totally outrageous and absurd. The 1.5 million dollars in fines recommended by NCWQCB Assistant Executive Officer Luis G. Rivera do not, in my mind, mitigate ecological disdain.

Can we not learn from the current Gulf oil spill crisis that rubber stamping permits in the name of progress is counter productive? Cal-Trans should not be given any leeway just because they are Cal-Trans. The NCWQCB has

determined that the Cal-Trans application is incomplete due to lack of sufficient information.

Do not support the project just because it is so late in the game. Remember, no matter how far you have gone on the wrong road, turn back.

Sincerely



Gregory J. Kanne
Willits City Councilman
20 Pine St., #4
Willits, CA 95490

Meeting Handout

California Transportation Commission
Attn: Chairman Earp
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814
Telephone: (916) 654-4245
FAX: (916) 653-2134

June 28, 2010

Dear Chairman Earp,

I am asking you to deny the funding for a wasteful and ill conceived highway bypass project on highway 101 in Willits. Even Caltrans says that less than 10,000 vehicles per day would use this massive 4 lane bypass the size of I-5. This traffic could be easily accommodated by a 2 lane expressway that would not impact sensitive wetlands. The cost of mitigation for the wetlands is one of the reasons the price of this project has spiraled out of control. Caltrans is asking that you provide \$159 million at the June 30 meeting to fund only Phase 1 of this project. I believe that this project should not be funded as currently designed for the following reasons.

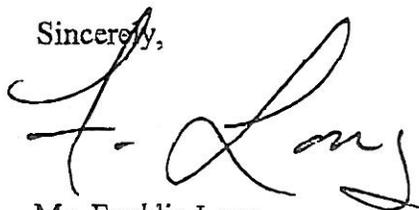
The current design is unsafe. It is a 2-lane undivided highway with design speeds of 68 miles per hour with a "viaduct" (narrow bridge) that is one full mile long. And since, according to Caltrans, the full four-lane highway will not be built for a long time our community will be left with this very dangerous situation perhaps forever.

Caltrans is not providing a direct connection from the Bypass to Highway 20 which creates an untenable situation. It is clear that traffic to and from Highway 20 and Highway 101 north of Willits will use Main Street rather than go miles out of their way (on another congested road) to the south Willits interchange. Thus downtown Willits will continue to experience not only major congestion, including truck traffic, but also heavy wear-and-tear on Main Street.

And, finally, even the business community in Willits has expressed its dissatisfaction with the current bypass design as not serving Willits.

I hope you will take these things into consideration before allocating the funds to Caltrans at your meeting on June 30th.

Sincerely,



Ms. Freddie Long
24378 Birch Dr
Willits, CA 95490