

Memorandum

TAB 104

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 19-20, 2011

Reference No.: 4.9
REPLACEMENT ITEM
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) accept the attached report on the status of State Transportation Improvement Program (STIP) and the Proposition 1B Bond Program projects that have been delivered (deemed ready to go).

ISSUE:

Due to financial constraints of the State, the Commission has been unable to allocate funds to allow the implementing agencies to award contracts for transportation projects that have been delivered.

BACKGROUND:

The attached lists identify those projects that have been delivered in Fiscal Year (FY) 2008-09, FY 2009-10, and FY 2010-11 but the agencies have not been able to proceed due to funding constraints. Some projects previously listed have been removed based on past Commission action or a request from the implementing agency.

With the adoption of the 2010 STIP, projects may have been deleted, proposed for vote or have been reprogrammed beyond the 2010-11 fiscal year. As noticed at the June-July 2010 Commission meeting, projects reprogrammed to a future fiscal year have been removed from the Delivered List report. Local agencies with projects reprogrammed in a future year will need to resubmit an allocation request with a new schedule and funding plan when they are ready to proceed closer to the programmed year.

The projects on the Delivered List attachments are in no particular priority order. The lists are arranged by project category, then district, then county. The current requested allocation amounts by category are reflected on the next page.

Attachment 1- Category	Starts on Page	# of Projects Per Category		Total Funds Requested Per Category
Local STIP	(1 of 18)	1	@	\$ 1,619,000
P1B SHOPP Projects	(1 of 18)	2	@	\$ 14,300,000
P1B State CMIA Projects on the SHS	(2 of 18)	3	@	\$ 120,436,000
P1B State CMIA/STIP Projects on the SHS	(4 of 18)	4	@	\$ 141,118,000
P1B State Route 99 Projects	(7 of 18)	3	@	\$ 50,167,000
P1B TCIF Projects	(8 of 18)	6	@	\$ 96,346,000
P1B Local TLSP Projects	(10 of 18)	6	@	\$ 52,711,600
P1B SLPP Projects	(12 of 18)	14	@	\$ 132,944,000
P1A HSPTB – Positive Train Control	(16 of 18)	5	@	\$ 80,190,000
TOTAL PROJECTS		44	@	\$ 689,831,600

Attachment 2- Category	Starts on Page	# of Projects Per Category		Total Funds Requested Per Category
Local STIP	(1 of 1)	1	@	\$ 38,950,000
P1A HSPTB – Other	(1 of 1)	3	@	\$ 42,736,000
TOTAL PROJECTS:		4	@	\$ 81,686,000

STIP*	\$ 40,569,000
Bond**	\$ 730,948,600

* Some STIP projects may ultimately be bond funded through Proposition 1B STIP Augmentation funding (TFA).

** Bond includes Proposition 1B and Proposition 1A.

Attachment 1
Attachment 2

Projects Delivered But Not Yet Allocated

January 19-20, 2011
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 Reference No: 4.9

ATTACHMENT 1

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Locally Administered STIP Projects off the State Highway System				
1 \$1,619,000 Mono County Mono LTC 09-Mono Nov 10	Owens Gorge Road Rehabilitation. Near Toms Place on Owens Gorge Road between Route 395 and the end of existing pavement. Rehabilitate and overlay. (CEQA – CE, 04/25/08) <u>Outcome/Output:</u> Stabilize hillside erosion and rehabilitate, widen, and extend the useful life of approximately 4.3 miles of deteriorated roadway.	09-2012 RIP/10-11 CONST \$1,619,000	2009-10 401-0042 SHA 2010-11 104-6058 TFA	\$1,619,000
Proposition 1B – SHOPP Project Allocations				
2 \$10,500,000 San Diego 11S-SD-78 14.3/15.5 Sept 10	In San Marcos and Escondido, from Woodland Parkway/Barham Drive to Nordahl Road. <u>Outcome/Outputs:</u> Construct an auxiliary lane between interchanges to help relieve traffic congestion. (FCO to the City of San Marcos)	11-0905 SHOPP/10-11 CONST \$10,500,000	2009-10 304-6064 HSRPA	\$10,500,000
3 \$3,800,000 San Diego 11S-SD-78 15.5/R16.5 Sept 10	In San Marcos and Escondido, from Nordahl Road to Route 15. <u>Outcome/Outputs:</u> Extend the connector onramp to help relieve traffic congestion.	11-0892 SHOPP/10-11 CONST \$6,723,000	2009-10 304-6064 HSRPA	\$3,800,000

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January 19-20, 2011
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Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1B – State-Administered CMIA Project on the State Highway System				
6 \$34,144,000 \$32,636,000	In San Mateo County, between University Avenue and Marsh Road. Construct auxiliary lanes in both directions.	04-0658B CMIA/10-11 CONST ENG	004-6055 CMIA	\$8,259,000
Department of Transportation MTC San Mateo 04N-SM-101 0.9/3.6	Final Project Development Support Estimate: \$8,230,000 Programmed Amount: <u>\$8,856,000</u> Adjustment: \$ 0 (<20%)	\$8,259,000 CONST \$47,939,000 \$24,377,000	2009-10 304-6055 CMIA	\$25,885,000 \$24,377,000
Sept 10	Final Right of Way Right of Way Estimate: \$ 281,000 Programmed Amount: <u>\$ 316,000</u> Adjustment: \$ 0 (<20%)			
	(CMIA savings of \$22,054,000 \$23,562,000 from Construction to be returned to the CMIA Program.)			
	(Contribution from local sources: \$3,620,000)			
	(Project scope is consistent with CMIA amendment approved on 9/10/09 [Resolution CMIA-PA-0910-005])			
	(Future Consideration of Funding – Resolution E-09-77, October 2009.)			
	<u>Outcome/Output:</u> When combined with other two segments (PPNO 0658C and PPNO 0658D) the overall project, when completed, will result in daily vehicle hours of delay savings of about 13,752 hours.			

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Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B –State Administered Multi-Program CMIA/STIP Projects on the State Highway System				
7 \$38,833,000 Department of Transportation MTC Marin 04N-Mrn-101 18.6/22.3	In and near Novato on Route 101. Construct a northbound HOV lane from Route 37 to Atherton and southbound HOV lane from Route 34 to Rowland Boulevard. Final Project Development (IIP): Support Estimate: \$2,000,000 Programmed Amount: <u>\$2,000,000</u> Adjustment: \$ 0	04-0360F RIP / 10-11 CONST ENG \$2,650,000 CONST \$3,050,000	2010-11 304-6058 TFA 004-6055 CMIA	\$3,050,000 \$4,350,000
Aug 10	Final Project Development (RIP): Support Estimate: \$ 570,000 Programmed Amount: <u>\$ 570,000</u> Adjustment: \$ 0	CMIA / 10-11 CONST ENG \$4,350,000 CONST \$31,433,000	2010-11 304-6055 CMIA	\$31,433,000
	Final Right of Way: (RIP) Right of Way Estimate: \$ 342,000 Programmed Amount: <u>\$ 840,000</u> Adjustment: \$ 498,000 (Credit)			
	(A CMIA amendment to reprogram CMIA savings to other two contracts of the overall Marin-Sonoma Narrows Project will follow.)			
	(Future Consideration of Funding – Resolution E-09-70, September 2009.)			
	<u>Outcome/Output:</u> When combined with other segments (PPNO 0360H and 0360J), the overall Marin-Sonoma Narrows Project will result in daily vehicle hours of delay savings of about 10,368 hours.			

Yellow Replacement Item

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 Reference No: 4.9

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Proposition 1B –State Administered Multi-Program CMIA/STIP Projects on the State Highway System				
8 \$33,150,000	Near Santa Maria, from north Junction 135 to north Junction 166. Add one northbound and one southbound lane.	05-A4459 RIP TE/10-11 CONST	2010-11 2009-10 304-6058 301-0890 FTF	\$1,550,000
Department of Transportation SLOCOG/SBCAG San Luis Obispo/ Santa Barbara 05S-SLO/SB-101 0.0/0.8, 91.0	Final Project Development – (SLO County RIP) Support Estimate: \$579,000 Programmed Amount: <u>\$614,000</u> Adjustment: \$ 0 (< 20%)	CMIA/10-11 CONST ENG \$6,600,000 CONST \$25,000,000	004-6055 CMIA	\$6,600,000
Aug 10	Final Project Development – (SB County RIP) Support Estimate: \$579,000 Programmed Amount: <u>\$614,000</u> Adjustment: \$ 0 (< 20%)		2010-11 2009-10 304-6055 CMIA	\$25,000,000
	Final Project Development – (IIP) Support Estimate: \$2,017,000 Programmed Amount: <u>\$2,140,000</u> Adjustment: \$ 0 (< 20%)			
	Final Right of Way – (SLO County RIP) Right of Way Estimate: \$58,000 Programmed Amount: <u>\$82,000</u> Adjustment: \$24,000 (Credit)			
	Final Right of Way – (SB County RIP) Right of Way Estimate: \$58,000 Programmed Amount: <u>\$82,000</u> Adjustment: \$24,000 (Credit)			
	Final Right of Way – (IIP) Right of Way Estimate: \$221,000 Programmed Amount: <u>\$300,000</u> Adjustment: \$ 79,000 (Credit)			
	(Contributions from local sources: \$11,150,000.)			
	(Concurrent CMIA baseline approval [Resolution CMIA-P-1011-01B].)			
	(Future Consideration of Funding – Resolution E-10-51, June/July 2010.)			
	<u>Outcome/Output:</u> Daily travel time savings is 220 hours. Peak period travel time savings is 21,300 minutes.			

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Proposition 1B –State Administered Multi-Program CMIA/STIP Projects on the State Highway System				
9 \$29,935,000	Near Sonora on Route 108 from Peaceful Oak Road to Via Este. Construct a 2-lane expressway.	10-0021B IIP / 09-10	2010-11 304-6058	\$13,800,000 \$11,047,000
Department of Transportation TAPC Tuolumne 10N-Tuo-108 R4.0/R6.0	Final Project Development (RIP) Support Estimate: \$ 3,291,000 Programmed Amount: <u>\$ 3,477,000</u> Adjustment: \$ 0 (<20%)	CONST ENG \$2,125,000 CONST \$13,800,000 \$11,047,000	TFA	
June 10	Final Project Development (IIP) Support Estimate: \$ 2,601,000 Programmed Amount: <u>\$ 2,643,000</u> Adjustment: \$ 0 (<20%)	RIP / 09-10 CONST \$5,642,000 \$4,358,000	2010-11 304-6058 TFA	\$5,642,000 \$4,358,000
	Final Right of Way (RIP) Right of Way Estimate: \$ 8,698,000 Programmed Amount: <u>\$12,387,000</u> Adjustment: \$ 3,689,000 (Credit)	CMIA / 09-10 CONST ENG \$3,375,000	004-6055 CMIA	\$3,375,000
	Final Right of Way (IIP) Right of Way Estimate: \$ 6,100,000 Programmed Amount: <u>\$ 8,613,000</u> Adjustment: \$ 2,513,000 (Credit)	CONST \$13,858,000 \$11,155,000	2010-11 304-6055 CMIA	\$13,858,000 \$11,155,000
(RIP savings of \$1,284,000 to be returned to Tuolumne County regional shares. IIP savings of \$2,753,000 to be returned to interregional shares. CMIA savings of \$2,703,000 to be returned to the CMIA program.)				
(Future Consideration of Funding – Resolution E-10-15, February 2010.)				
<u>Outcome/Output:</u> Project benefits show the daily time savings for individual person-minutes saved is 4.7, the cumulative person-minutes saved is 25,592 resulting in a total daily vehicle hours saved of 644.				
10 \$39,200,000	In Murietta, from the Route 15/215 interchange to Scott Road. Construct a third mixed-flow lane in each direction.	08-9991A RIP/10-11	2010-11 304-6058	\$11,760,000
Riverside County Transportation Commission RCTC Riverside 08S-Riv-215 R9.0/R15.5	Final Project Development: N/A Final Right of Way Share Adjustment: N/A	CONST \$16,530,000 \$11,760,000	TFA	
Aug 10	(RIP savings of \$4,770,000 to be returned to the Riverside County shares. CMIA savings of \$11,130,000 to be returned to the CMIA Program.)	CMIA/10-11 CONST \$38,570,000 \$27,440,000	2010-11 304-6055 CMIA	\$27,440,000
(Future Consideration of Funding – Resolution E-08-27, December 2008.)				
<u>Outcome/Output:</u> Once completed, the project will result in daily vehicle hours of delay savings of about 2,424 hours.				

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Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – Locally Administered TCIF Projects				
16 \$22,642,000 Orange County Transportation Authority OCTA 12-Orange Aug 10	TCIF Project 38. Kraemer Boulevard at the Burlington Northern Santa Fe Railroad (BNSF) tracks. Construct undercrossing. (Local match: \$32,734,000.) (Concurrent Consideration of Funding – Resolution E-10-74) <u>(LONP for approved by the CTC [Resolution LONP1B-A-1011-02] on 8/12/10.)</u> <u>Outcome/Output:</u> Decrease in traffic congestion and travel time. Eliminate potential collision points and provide greater driver safety.	TCIF / 10-11 CONST \$22,642,000	2009-10 104-6056 TCIF	\$22,642,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – State Administered TCIF Projects				
17 \$7,200,000 Southern California Regional Rail Authority LACMTA 07-Los Angeles Aug 10	TCIF Project 18. In Lancaster, between Lang and Vincent on the Antelope Valley Line. Construct siding for freight trains - UPRR. (Contributions from local sources: \$7,500,000.) (CEQA - Exempt) <u>Outcome/Output:</u> Construct up to 7,000 feet passing siding south of Vincent Station on the Antelope Valley Line to increase freight capacity and reduce travel times from an average of 30 minutes to about 15 minutes.	F002BA 07-2897 TCIF / 10-11 CONST \$7,200,000	2010-11 304-6056 TCIF	\$7,200,000
18 \$10,500,000 San Diego Association of Government SANDAG San Diego 11-San Diego June 10	TCIF Project 75. In San Diego, National City and Chula Vista. Installation of a communication and railroad signaling fiber backbone. (Partial allocation of \$10,500,000 is for Phase 1 of TCIF Project 75. A LONP was approved for this phase in April 2010. Phase 2 is the Signaling for Track Improvements Project and will be for \$15,500,000. Phase 3 is for the Palomar Siding and System Upgrades Project and is programmed for \$72,060,000. Both Phases 2 and 3 are programmed in FY 2011-12 and SANDAG will request the remaining programmed amounts at a later date.) (Contributions from other sources: \$8,970,000.) (Future Consideration of Funding – Resolution E-10-30, April 2010.) <u>Outcome/Output:</u> Increased safety by removing up to 31,800 trucks from the highway system, reduction of 2 injury accidents per year, and increased freight train velocity from 10 mph to 40 mph.	F003BA 11-1012 TCIF / 10-11 CONST \$98,060,000	2010-11 304-6056 TCIF	\$10,500,000 (Partial)

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Proposition 1B – State Administered TCIF Projects				
19 \$15,500,000 San Diego Association of Governments SANDAG 11-San Diego Aug 10	TCIF Project 75.2. In the cities of San Diego, National City and Chula Vista, on the San Diego and Arizona Eastern Railroad between Commercial Street in San Diego and the San Ysidro Rail Yard. Signal reversing and track improvements. (TCIF Project 75 = \$98,060,000, including Phase 1 [Project 75 for \$10,500,000-previously allocated]; Phase 2 [Project 75.2 for \$15,500,000-current request]; and Phase 3 [Project 75.3 for \$72,060,000-future request].) (Concurrent LONP request [Resolution LONP1B-A-1011-01.] <u>(LONP for approved by the CTC [Resolution LONP1B-A-1011-01] on 8/12/10.)</u> (Federal Border Improvement Match Funds: \$600,000.) (Future Consideration of Funding – Resolution E-10-30, April 2010.) <u>Outcome/Output:</u> Improvement of the signaling system to allow for reverse running including; 10 at-grade crossings, new interlockings and signals; a powered crossover; and modifications to the Palomar siding.	F004BA 11-1012 TCIF / 10-11 CONST \$15,500,000	2010-11 304-6056 TCIF	\$15,500,000

Project # Allocation Amount Recipient Agency RTPA/MPO Dst-County	Project Location Project Description	Dst-EA Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects				
20 \$17,679,000 \$21,400,000 Alameda County Congestion Management Agency MTC 04-Alameda April 10	In Alameda and Contra Costa Counties. <u>Outcome/Output:</u> Install signal interconnects on crossing arterials, emergency vehicle preemption Transit Signal Priority system on crossing arterial intersections, trailblazers for incident management, closed circuit television pan-tilt-zoom cameras at various locations, system wide detections system, additional left-turn movement at Powell Street and I-80 westbound on-ramp, incident management at various locations, pedestrian push buttons at various locations, various traffic improvements (including pedestrian signals, left turn signals, transit information signs, speed feedback signs), LCD television and kiosk Total Construction Cost: \$21,679,000.	04-925692L \$17,679,000 CONST	2010-11 104-6064 TLSP	\$17,679,000 \$21,400,000

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Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects				
21 \$7,963,000 \$11,073,000	In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Wilmington Project. <u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. The increase in travel speeds is a result of fewer starts and stops, with the added effect of reducing air emission by 10.0%. ATSAC facilities will provide for a 32.12 to 1 benefit/cost ration relative to travel time, fuel use and air emission savings. Create the ability to dynamically add new traffic control features through software as they become necessary with out building new systems or replacing large quantities of software.	07-933742L \$12,466,600 CONST	2010-11 104-6064 TLSP	\$7,963,000 \$11,073,000
City of Los Angeles ATSAC 07-Los Angeles May 10	Total Construction Cost: \$12,466,600 \$12,319,700.			
22 \$10,890,000 \$10,316,400	In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Canoga Park Phase 1 Project. <u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. The increase in travel speeds is a result of fewer starts and stops, with the added effect of reducing air emissions by 10.0%. Create the ability to dynamically add new traffic control features through software as they become necessary without building new systems or replacing large quantities of software.	07-4U4464L \$14,293,200 CONST	2010-11 104-6064 TLSP	\$10,890,000 \$10,316,400
City of Los Angeles ATSAC 07-Los Angeles May 10	Total Construction Cost: \$14,293,200 \$11,031,100.			
23 \$7,695,800 \$6,922,200	In the city of Los Angeles, Automated Traffic Surveillance and Control (ATSAC)-Pacific Palisade Project. <u>Outcome/Output:</u> Provide traffic congestion relief by improving travel times by 12.1% and travel speeds by 12.3% and by reducing delay by 32.2%. Create the ability to dynamically add new traffic control features through software as they become necessary without building new systems or replacing large quantities.	07-933746L \$6,261,000 CONST	2010-11 104-6064 TLSP	\$7,695,800 \$6,922,200
City of Los Angeles ATSAC 07-Los Angeles May 10	Total Construction Cost: \$6,261,000 \$7,548,300.			
24 \$2,000,000	In San Bernardino County. San Bernardino Valley Coordinated Traffic Signal System, Tier 3 and 4. This project will interconnect and synchronize approximately 500 traffic signals using primarily wireless methods. <u>Outcome/Output:</u> Per SANBAG, a final performance report will be provided to measure reduction in stops, number of accidents, vehicle delays and travel time.	08-0G0394L CONST \$2,000,000	2010-11 104-6064 TLSP	\$2,000,000
San Bernardino Associated Governments SANBAG 08-San Bernardino June 10	Total Construction: \$4,624,000.			

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Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects				
25 \$1,000,000 Orange County Transportation Authority OCTA 12-Orange	In Orange County. <u>Outcome/Output:</u> The overall project will improve traffic flow, reduce traffic delays, reduce incident response time, and decrease emissions at over 530 intersections along approximately 158 miles of arterial streets Total Construction Cost: \$8,000,000.	12-402874L CONST \$1,000,000	2010-11 104-6064 TLSP	\$1,000,000
Aug 10				

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – Locally Administered SLPP Projects on the State Highway System				
26 \$1,000,000 San Luis Obispo County SLOCOG San Luis Obispo 05S-SLO-101 5.9/6.9	In Nipomo, from 0.9 mile north of Tefft Street to 1.6 miles south of Los Berros Road, and on Willow Road from Pomeroy Road to Thompson Avenue. Extend Willow Road and construct interchange. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Contributions from local sources: \$18,621,000.) (LONP for \$1,000,000 SLPP CONST approved 6/30/10 [Resolution LONP1B-A-0910-04]. STIP allocation of \$10,000,000 approved 7/1/10 [Resolution FP-09-60].) (Future Consideration of Funding – Resolution E-09-85, October 2009.) <u>Outcome/Output:</u> 26 Lane Miles added; Daily Travel Time Savings of 475 hours; Peak Period Time Savings of 5,678 minutes.	47450 05-4745 SLPP / 09-10 CONST \$1,000,000 RIP / 10-11 CONST \$10,000,000	2009-10 304-6060 SLPP	\$1,000,000
June 10				
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				
27 \$20,000,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	Along the Interstate 10 and Interstate 110 corridors. Convert high occupancy vehicle (HOV) lanes to high occupancy toll lanes. (Contributions from local sources: \$44,700,000.) (Concurrent Consideration of Funding – Resolution E-10-76.) <u>Outcome/Output:</u> The conversion of the HOV lanes on these 2 freeways will reduce congestion, decrease greenhouse gas emissions, increase travel time savings and provide better trip reliability.	SLPP / 10-11 CONST \$20,000,000 27440	2009-10 304-6060 SLPP 20.20.724.000	\$20,000,000
Sept 10				
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				

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Proposition 1B – Locally Administered SLPP Projects on the State Highway System				
28 \$1,000,000 City of Riverside RCTC 08S-Riv-91 12.2/12.7 June 10	In Riverside, eastbound between La Sierra Avenue and Tyler Street. Add auxiliary lane. (Contributions from local sources: \$2,100,000.) (CEQA – CE, 06/30/10) <u>Outcome/Output:</u> Ensure travel safety and reliability for all people and goods in the region by constructing an auxiliary lane to accommodate current and estimated future traffic to provide an acceptable level of service and to insure travel safety by reducing the existing queuing on the mainline freeway during peak hours. IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.	0N3201 SLPP / 09-10 CONST \$1,000,000	2009-10 304-6060 SLPP	\$1,000,000

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Proposition 1B – Locally Administered SLPP Projects off the State Highway System				
29 \$31,000 City of Nevada City Nevada CTC 03-Nevada June 10	Searls Avenue Repaving. On portions of Searls Avenue between Bost Avenue and Ridge Road. Repave existing roadway. (Contributions from local sources: \$31,000) (CEQA – CE, 04/27/10) <u>Outcome/Output:</u> Provide a smoother and safer roadway surface and reduce maintenance costs. Extend the useful life of the roadway by at least 20 years.	0L2224 SLPP / 09-10 CONST \$31,000	2009-10 104-6060 SLPP	\$31,000
30 \$1,000,000 City of West Sacramento SACOG 03-Yolo June 10	Tower Bridge Gateway. Along the Tower Bridge Gateway between Garden Street and the Tower Bridge. Construct two new at-grade, signalized intersections at 5 th and 3 rd Streets along with new sidewalks, bike lanes and streetscaping. (Contributions from local sources: \$6,789,000) (Concurrent Consideration of Funding - Resolution E-10-44, June 2010.) (LONP for approved by the CTC [Resolution LONP1B-A-1011-03] on 8/12/10.) <u>Outcome/Output:</u> Convert former State Route 275 to a city street to fully integrate the Tower Bridge Gateway into the City's road system. Connect neighborhoods and provide a safe, attractive gateway into West Sacramento.	0L2314 SLPP / 09-10 CONST \$1,000,000	2009-10 104-6060 SLPP	\$1,000,000

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Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – Locally Administered SLPP Projects off the State Highway System				
31 \$1,000,000 Bay Area Rapid Transit District MTC 04-Alameda Feb 10	Oakland Airport Connector. In Alameda County. Improve access to the Oakland International Airport using Automated Guideway Technology to connect the Airport with the BART regional rail system. The system will have two stations and operate on a 3.2-mile exclusive right-of-way without drivers or on-board attendants. (Contributions from local sources: \$43,800,000.) (Future Consideration of Funding – Resolution E-10-16, February 2010.) <u>Outcome/Output:</u> The Connector would improve the attractiveness and competitiveness of the Oakland air passenger services within the region.	R240GB SLPP / 09-10 CONST \$1,000,000	2009-10 2010-11 104-6060 SLPP	\$1,000,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				
32 \$23,341,000 San Francisco Bay Area Rapid Transit District MTC 04-Alameda Aug 10	BART Warm Springs Extension Construct a 5.4 mile extension from the existing Fremont BART Station through the subway beneath Fremont Central Park to its terminus at the Warm Springs Station. (Contributions from local sources: \$590,037,000.) (Future Consideration of Funding – Resolution E-03-33, September 2003.) <u>Outcome/Output:</u> Project will improve transit connections needed between the Silicon Valley and will reduce vehicle miles travelled.	R898GL SLPP / 10-11 CONST \$23,341,000	2010-11 104-6060 SLPP	\$23,341,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				
33 \$2,295,000 Tulare County TCAG 06-Tulare June 10	Road 108 Widening. Near the City of Tulare and in the City of Visalia, from the TID Canal (Avenue 250 alignment) to Caldwell Avenue (Avenue 280). Widen from 2 to 4 lanes. {Agency sent Letter of No Prejudice to CTC dated: 04/27/10.} (LONP for \$2,295,000 approved by the CTC [Resolution LONP1B-A-1011-03] on 8/12/10.) (Contributions from local sources: \$15,881,000) (Future Consideration of Funding - Resolution E-10-38, May 20, 2010) <u>Outcome/Output:</u> Construct additional lanes and median. Increase capacity and safety.	4C3054 SLPP / 09-10 CONST \$2,295,000	2009-10 104-6060 SLPP	\$2,295,000

Projects Delivered But Not Yet Allocated

January 19-20, 2011
REPLACEMENT ITEM
 Reference No: 4.9

ATTACHMENT 1

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – Locally Administered SLPP Projects off the State Highway System				
34 \$14,700,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles Dec 09	Los Angeles-San Fernando Valley Transit Extension. Extend the existing Bus Rapid Transit Metro Orange Line route 4 miles to the north on dedicated right of way. (Contributions from local sources: \$14,700,000.) (Future Consideration of Funding – Resolution E-09-102, December 2009.) <u>Outcome/Output:</u> Provide new and enhanced bus rapid transit service that will help relieve surface street congestion and improve mobility for residents.	T244GA SLPP / 09-10 CONST \$14,700,000	2009-10 2010-11 104-6060 SLPP	\$14,700,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				
35 \$1,000,000 City of Moreno Valley RCTC 08-Riverside June 10	Cactus Avenue Improvements. In the city of Moreno Valley, on Cactus Avenue from Lasselle Street to Nason Street. Removal of sub-standard paving and replacement with four full travel lanes, sidewalks and parkways. (Contributions from local sources: \$4,500,000.) (Concurrent Consideration of Funding - Resolution E-10-55, June 2010.) <u>Outcome/Output:</u> Widen Cactus Avenue from two lanes to four lanes with sidewalks and parkways and will enhance vehicular capacity, vehicular safety and pedestrian safety.	0G0564 SLPP / 09-10 CONST \$1,000,000	2009-10 104-6060 SLPP	\$1,000,000
36 \$1,000,000 City of Moreno Valley RCTC 08-Riverside Nov 10	In Riverside County. On Eucalyptus Avenue from Redlands Boulevard to Theodore Street. Construct new road. (Note: West-bound (north half) of the new one-mile long road will consist of two travel lanes and a sidewalk. East-bound (south half) will consist of one travel lane. The scope also includes a landscaped median.) (Future Consideration of Funding – Resolution E-10-56, June 2010.) (Contributions from local sources: \$4,404,945.) <u>Outcome/Output:</u> Provide greater capacity of truck traffic. Improvements will allow easier access to this area, increase the safety of vehicle traffic and pedestrians and add a bus stop access.	0G0554L SLPP/09-10 CONST \$1,000,000	2009-10 104-6060 SLPP 20.30.210.200	\$1,000,000
37 \$34,480,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles Aug 10	Los Angeles-San Fernando Valley Transit Extension. Extend the existing Bus Rapid Transit Metro Gold Line route 4 miles to the north on a dedicated right of way. (Contributions from local sources: \$78,214,000) (Future Consideration of Funding – Resolution E-09-102, December 2009.) <u>Outcome/Output:</u> Provide new and enhanced bus rapid transit service that will help relieve surface street congestion and improve mobility for residents.	T244GB SLPP / 09-10 CONST \$34,480,000	2010-11 104-6060 SLPP	\$34,480,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				

Projects Delivered But Not Yet Allocated

January 19-20, 2011
REPLACEMENT ITEM
 Reference No: 4.9

ATTACHMENT 1

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1B – Locally Administered SLPP Projects off the State Highway System				
38 \$1,000,000 City of Merced MCAG 10-Merced Aug 10	City of Merced Yosemite Avenue Reconstruction Project. On Yosemite Avenue between G Street and Mansionette Avenue. Widen and construct curb, gutter, sidewalks and streetscape. (Contributions from local sources: \$1,100,000.) (Concurrent Consideration of Funding – Resolution E-10-72.) <u>Outcome/Output:</u> Widen Yosemite Avenue between G Street and Mansionette Avenue to five lane arterial road, realign the intersections of Yosemite Avenue with G Street and Mansionette Avenue, and construct new curb gutter, sidewalks, and streetscape along Yosemite Avenue between the project limits.	4A3364 SLPP / 10-11 CONST \$1,000,000	2009-10 104-6060 SLPP	\$1,000,000
39 \$31,097,000 San Diego Association of Government SANDAG 11-San Diego Dec 09	Procure 57 new state-of-the-art light rail vehicles. Vehicles will include an on-board deployable bridge plate to board access and mobility devices. (Contributions from local sources: \$197,235,000.) (CEQA – CE, 12/01/09) <u>Outcome/Output:</u> New vehicles will increase passenger capacity by six percent and provide increased efficiency.	R245GA SLPP / 09-10 CONST \$31,097,000	2009-10 2010-11 104-6060 SLPP	\$31,097,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				
Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1A – High-Speed Passenger Train Bond Program - Positive Train Control (Intercity)				
40 \$46,550,000 Southern California Regional Rail Authority SCRRRA 75-Los Angeles Aug 10	Metrolink Positive Train Control Installation of predictive collision avoidance technology along the Metrolink system and Pacific Surfliner Intercity Rail Corridor. (Concurrent LONP request.) (Contributions from local sources: \$3,357,000.) (CEQA - Exempt) <u>Outcome/Output:</u> New control system will help prevent train-to-train collisions, prevent speeding and overspreading derailments, and help prevent train incursions in work zones.	R001HA HSR / 10-11 CONST \$46,550,000	2010-11 304-6043 HSPTBF	\$46,550,000

Projects Delivered But Not Yet Allocated

January 19-20, 2011
REPLACEMENT ITEM
 Reference No: 4.9

ATTACHMENT 1

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1A – High-Speed Passenger Train Bond Program - Positive Train Control (Intercity)				
41 \$2,940,000 Department of Transportation LACMTA 07-Los Angeles Aug 10	Positive Train Control – Los Angeles to Fullerton. Install predictive collision avoidance technology along the Burlington Northern Santa Fe Railroad tracks from Los Angeles to Fullerton. (Contributions from Railroad: \$2,400,000.) (CEQA - Exempt) <u>Outcome/Output:</u> Positive Train Control system installation will provide four components: Back office systems located in Fort Worth Texas; Telecommunication links between the Network Control Center in Fort Worth and key locations; links between transmission stations and multiple control points; and computers, screens, and radios on board the locomotives.	R003HA HSR/10-11 CONST \$2,940,000	2010-11 304-6043 HSPTBF	\$2,940,000
42 \$5,000,000 North County Transit District SANDAG 11-San Diego Aug 10	Positive Train Control – San Onofre to San Diego. Install predictive collision avoidance technology along the Los Angeles-to-San Diego (LOSSAN) rail corridor from San Onofre to San Diego. (Contributions from other sources: \$6,900,000.) (CEQA - Exempt) <u>Outcome/Output:</u> Provide a safety overlay along the tracks that is designed to reduce the potential for train accidents by preventing track authority and speed limit violations through real time positive control of the trains. The proposed project will benefit all parties associated with railroad traffic. Major components of Positive Train Control (PTC) include: trackside signal/interface equipment; on train hardware; communications equipment; and back office equipment (hardware/software). New radio frequencies (FCC licenses) and a PTC-compliant dispatch system are also required and included in the project scope.	R004HA HSR/10-11 CONST \$5,000,000	2010-11 304-6043 HSPTBF	\$5,000,000
Proposition 1A – High-Speed Passenger Train Bond Program - Positive Train Control (Urban/Commuter)				
Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
43 \$3,500,000 North County Transit District SANDAG 11-San Diego Aug 10	Positive Train Control Install predictive collision avoidance technology throughout the Pacific Surfliner Corridor system. (CEQA - Exempt) <u>Outcome/Output:</u> New technology will provide additional safety and security to COASTER operations.	11-Pending HSR / 10-11 CONST \$3,500,000	2010-11 104-6043 HSPTBF	\$3,500,000

Projects Delivered But Not Yet Allocated

January 19-20, 2011
REPLACEMENT ITEM
 Reference No: 4.9

ATTACHMENT 1

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA Dist-PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1A and 1B – Multi-Funded SLPP/High-Speed Passenger Train Bond Program – Position Train Control (Urban/Commuter)				
44 \$22,200,000 Southern California Regional Rail Authority SCRRRA 07-Variou Aug 10	Positive Train Control Install Positive Train Control (PTC) technology, throughout the entire Metrolink system, that includes the following counties: Los Angeles, Orange, San Bernardino, Riverside and Ventura. (Concurrent LONP request.) (CEQA - Exempt)	R256GA HSR / 10-11 CONST \$35,000,000 R256GB SLPP / 10-11 CONST \$10,000,000	2010-11 104-6043 HSPTBF 2010-11 104-6060 SLPP	\$12,200,000 (partial) \$10,000,000
<p><u>Outcome/Output:</u> Enhance safety and eliminate train-to-train collisions, speeding, over-speed derailments, incursions into track work zones and movement of a train.</p> <p>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</p>				

Yellow Handout
 Replacement Item

Projects Delivered But Not Yet Allocated

January 19-20, 2011
REPLACEMENT ITEM
 Reference No: 4.9

ATTACHMENT 2

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Locally Administered STIP Projects off the State Highway System				
1 \$38,950,000 City of Bakersfield KCOG 06-Kern June 10	Westside Parkway-Phase 6. In Bakersfield, from Allen Road to Heath Road/West Beltway. Extend Parkway. The City is requesting an allocation of \$38,000,000 \$38,950,000, which is \$12,000,000 \$12,950,000 over the programmed amount. The project is eligible for federal funds. If approved for funding with federal funds then the split will be \$33,644,400 \$34,482,435 federal and \$4,358,500 \$4,467,565 state. (Additional \$12,950,000 to be programmed from future Kern County RIP shares.) <u>Outcome/Output:</u> Extend new freeway from Allen Road to Heath Road/West Beltway (Segment 6) to improve traffic operation, provide new access, and improve safety conditions.	06-8705H RIP / 12-13 CONST \$26,000,000 \$38,950,000	2010-11 101-0042 SHA	\$38,950,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
Proposition 1A – High-Speed Passenger Train Bond Program - Other (Urban/Commuter)				
2 \$19,285,000 San Diego Association of Governments SANDAG 11-San Diego Aug 10	Blue Line Light Rail Improvements Improve existing rail infrastructure on the Blue Line trolley including replacement of the switches and signaling system, and reconstruction of existing station platforms. (CEQA - Exempt) <u>Outcome/Output:</u> Provide for improved service flexibility and reliability for light rail operations.	11-Pending HSR / 10-11 CONST \$19,285,000	2010-11 104-6043 HSPTBF	\$19,285,000
3 \$17,707,000 Southern California Regional Rail Authority LACMTA 7-Los Angeles Aug 10	Rehabilitation and Renovation of the Metrolink System Improve railroad infrastructure for continued operations on the Metrolink system. (CEQA - Exempt) <u>Outcome/Output:</u> Allow for more reliable and timely connections to high-speed train system.	7-Pending HSR / 10-11 PS&E \$884,000 CONST \$16,823,000	2010-11 104-6043 HSPTBF	\$17,707,000
4 \$5,744,000 Los Angeles Metropolitan Transportation Authority LACMTA 07-Los Angeles Sept 10	Regional Connector Transit Corridor. Construction of two mile extension that will connect the Metro light rail system to high speed rail through downtown Los Angeles. <u>Outcome/Output:</u> Completion of State and federal environmental documents.	07-4381 HSR/10-11 PA&ED \$114,874,000	2010-11 104-6043 HSPTBF 30.10.100.000	\$5,744,000 (Partial)

TAB 142
Tab 104

STATE CAPITOL
SACRAMENTO CA 95814
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DISTRICT OFFICES
1910 PALOMAR POINT WAY
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California State Senate

SENATOR
MARK WYLAND

THIRTY-EIGHTH SENATE DISTRICT



COMMITTEES
BUSINESS & PROFESSIONS
VICE-CHAIR
LABOR & INDUSTRIAL RELATIONS
VICE-CHAIR
APPROPRIATIONS
BUDGET & FISCAL REVIEW
EDUCATION
GOVERNMENTAL ORGANIZATION
VETERANS AFFAIRS

January 4, 2011



James Earp, Chair
California Transportation Commission
California Alliance for Jobs
928 Second Street, Suite 200
Sacramento, CA 95814

Re: SHOPP funding for San Marcos, San Diego County

Dear Chairman Earp:

This letter is to express our support for Prop 1B SHOPP augmentation funding for two projects in San Diego County up for consideration before the CTC January 19 and 20, 2011. The first is for \$10,500,000 in San Marcos and Escondido, from Woodland Parkway/Barham Drive to Nordahl Road to construct an auxiliary lane between interchanges to help relieve traffic congestion. The second is for \$3,800,000 in San Marcos and Escondido, from Nordahl Road to Route 15 to extend the connector onramp to help relieve traffic congestion.

These projects are critical to our region as Eastbound State Route 78 at Barham Drive in San Marcos was the most congested rush-hour spot in San Diego County in 2009, bypassing notorious choke points such as northbound Interstate 5 through Del Mar and Solana Beach. The highway at Barham Drive was backed up during rush hour 243 days last year, or just about every workday. The length of each slowdown averaged more than four miles, according to an analysis of state traffic data by The San Diego Union-Tribune.

We appreciate your consideration of our request for this important project to our district.

Sincerely,

Mark Wyland
Senator 38th District

Martin Garrick
Assembly Member 74th District

Cc: California Transportation Commission Members
Bimla G. Rhinehart, Executive Director California Transportation Commission

January 19, 2011

Ms. Bimla Rhinehart, Executive Director
Mr. James Earp, Chairman
California Transportation Commission
1120 N Street Room 2233
Sacramento, CA 95814

Re: Highway 108 East Sonora Bypass II

Dear Ms. Rhinehart and Mr. Earp and Members of the California Transportation Commission:

I am writing to you regarding State Highway 108 East Sonora Bypass Stage II. This is a proposed highway project that will replace Highway 108 from west of Peaceful Oak Road to west of Via Este. Construction is planned to start in Spring 2011 and will continue for two years, until Spring 2013. The project is approximately two miles long and costs approximately \$66,000,000, more than \$30,000,000 per mile. The cost is high because Bypass Stage II includes three stunningly expensive and unnecessary components: a monumental new bridge over the old highway, a new intersection east of the new bridge and a freeway interchange at Peaceful Oak Road.

Components

The first high-cost component in this project is a bridge that is 750' long and 85' high. 750' is the length of 2 ½ football fields. 85' is the height of an eight-story building. This proposed bridge will soar over the existing highway and continue high above a small creek that is south of the highway. This creek is part of the reason for building a 750' long bridge. Although it is seasonal and carries little water, there is a site of archeological interest. To avoid touching the site and having to remunerate the native people, Bypass Stage II builds a multi-million dollar bridge high over the top of it.

The second expensive component in this project is a new intersection east of the new bridge, to be built where there are no streets or cars at present. This will be an entirely new creation, made by extending the old highway so that it dead-ends into the new highway, at a new intersection. The new intersection is being called "temporary," that it will be replaced when Bypass Stage III is built. However, Bypass Stage III is not funded and, according to Caltrans, there is no funding for it. As a practical matter, the new intersection will be permanent. All Highway 108 traffic will have to go through it, either slowing down or stopping entirely. This

project won't reduce traffic congestion, it will increase traffic congestion. If it is built, we will have worse traffic congestion than we do now.

It is my understanding that this project will be funded in part by the Corridor Mobility Improvement Account. By its title, this account appears to be intended for projects that improve mobility. At present, there is no signal here and this stretch of highway flows like a river, even on busy weekends. Adding a signal will cause traffic to slow down or stop entirely. Corridor mobility will be reduced, not improved by this project. How can this project be considered for funding under Corridor Mobility Improvement, since it will make traffic congestion worse than it is now?

In addition to a monumental bridge and a congestion producing new signal, Bypass Stage II includes a road to nowhere. Peaceful Oak Road is a narrow, short road with minimal daily traffic. Why does this project build an interchange at Peaceful Oak Road? The new interchange turns out to be part of a long-term county plan that involves extending Peaceful Oak Road to Phoenix Lake Road, sometime in the future. An extension of Peaceful Oak Road to Phoenix Lake Road might, perhaps, be built someday in the future, if the county can find money for such a project and if other more urgent county road projects are put on hold for it. Meanwhile today, this project asks taxpayers to borrow money to build a multi-million dollar freeway interchange for a small road that dead-ends in less than a mile in someone's front yard.

Impact of Construction

If Bypass Stage II were what it says it is, a "bypass," it would actually bypass the old highway. Two years of construction could take place on it with little disruption of daily traffic. However, Bypass Stage II does not bypass the existing highway but wraps around it like a snake. Construction will take place next to and above the existing highway, guaranteeing significant traffic disruption. What is being proposed here is effectively two years of intermittent road closure on Highway 108. The three expensive components in this project are designed in such a way that the construction of each one will require significant traffic interruption.

- (1) The proposed interchange at Peaceful Oak will be built alongside the existing r/w.
- (2) The 750' long bridge will be built over the existing highway. This will require scaffolding, large parts delivered on huge trucks, assembling and welding work performed high above the existing highway, followed by concrete and paving work. Expensive equipment will be operated and highly paid workers will work 85' above an existing highway, a dangerous, technical and very expensive operation. Traffic will not be allowed to flow normally or be allowed to flow at all, while a 750' long bridge is being built 85' in the air over the existing highway.

(3) The new intersection at the east end of the bridge will be a totally new creation. It will require a small universe of construction equipment and materials for site preparation, grading, electrical work, drainage, concrete work, paving and signals. The intersection construction will also be tangled up in extending the old highway to dead-end into the new highway, very difficult to keep the highway open at this point.

For local people, two years of traffic jams on Highway 108 above Standard Road will mean they'll start using nearby county roads. Standard Road to Tuolumne Road and Black Oak Road to Soulsbyville Road will be one route. Another will be Crystal Falls Drive and Phoenix Lake Road. This project will increase traffic and reduce safety on nearby county roads for two years, including in front of Curtis Creek School and Soulsbyville School. Have the school districts been informed of the impact that this project will have on their schools?

For tourists, two years of lengthy and unpredictable traffic delays will make travel up Highway 108 out of the question, reason to go elsewhere. California tourists have many options for travel destinations in the Sierras. They don't have to include bumper-to-bumper traffic, stopped for highway construction in their travel plans. Highway information is readily available, two years of traffic jams will become well known and tourists will begin going elsewhere. This seems like an especially poor time to start a project that will make it difficult for tourists to get here and harder for people dependent on the tourist economy to stay in business.

Highway 108 is the only arterial into the high country, both for everyone living there and for winter sports and summer tourists. What happens on Highway 108 near Standard Road will impact everyone who lives and works uphill.

Voodoo Economics

The government agencies promoting this project are trying to present it as something that will stimulate the local economy. That doesn't add up. Tax revenues are down at all levels of government, essential programs are being cut and budgets are not being balanced. This project will be built by borrowing money and increasing debt. Bypass Stage II will stimulate the banks that finance it and the corporations that build bridges, interchanges and intersections for Caltrans. The people who live here will be burdened by it in three ways. They will have to help pay for it. They will have to live with two years of construction mess and traffic delays. Afterward, they will have worse traffic congestion than they do now, having spent millions of dollars that don't exist.

Take the short drive up Highway 108 from Standard Road to west of Via Este, for yourself. See if you notice anything so wrong with this stretch of highway that it needs to be replaced.

Notice how smoothly traffic flows. Then, imagine two years of construction delays, with traffic stopped uphill past the Tin Man and downhill below Standard Road, a multi-million dollar bridge 85' above the old highway, a new intersection slowing and stopping all Highway 108 traffic and a freeway interchange for a road that goes nowhere. Does any of that make sense? Is any of it necessary? Would you do it if it were your money? Would you borrow money to do it?

The last project bypassed a developed commercial area, allowing shoppers to shop more conveniently and the through traffic to get through more easily. That does not apply to the area covered by Bypass Stage II. Between Standard Road and Via Este, there is mostly open space. There is no commercial need for building this.

None of the large-scale residential developments being proposed in Tuolumne County are near this project and none of them will be benefited by it.

We could say, "This is Tuolumne County's chance to scoop up some debt-financed money from taxpayers somewhere else who won't know the difference" but that would be wrong. The simple truth is that the existing road does not need to be replaced. Bypass Stage II is entirely unnecessary. It is an extravagant waste of public funds when there are no public funds left to waste and should not be built.

In one way or another, everyone I've discussed this with said the same thing: "I had no idea of what was being proposed here. It's a terrible idea and shouldn't be built." Very few people actually know the details of this project. When they hear what is being proposed, they don't want it. Monumental bridges and signals are not only unnecessary in the mountains but they do not draw people to the mountains. People come here to get away from that. There is something very inappropriate with putting a highway up in the air on a long bridge in a rural area where highways can much more easily, cheaply and attractively be built on the ground. The design of this project is appropriate for a highly developed urban area where intersections and monumental bridges high above other roads may be necessary. That isn't the case here.

While money has been spent, that is no excuse for throwing away another \$35,000,000-40,000,000 on the largest item, the construction contract. It's a matter of good money after bad. I'd like to see an itemized listing of the money that has been spent up to now. Along with many other people, I find it difficult to see how \$30,000,000 has been spent. If it has, taxpayers should be able to see some documentation.

Because of California's current debt ratings, bond interest will be at junk bond rates, adding more unnecessary cost to an extravagant and unnecessary project.

A Useful, Common Sense, Affordable Alternative

A reasonable improvement for this section of Highway 108 would be to widen the existing road and put in a center turning lane, using local road building firms to do the work. This would provide a project that is affordable, increase highway safety and stimulate the local economy. It is interesting that, without prompting, everybody living here comes up with this same, simple, affordable common sense solution for this short two-lane stretch of road. What is wrong with the highway planners that they cannot come up with similar plans? Why can't they listen to the public?

Summary of Main Points

- >There's nothing wrong with the existing road. It carries traffic very smoothly, even on busy weekends. This project is entirely unnecessary.
- >The project is also unnecessarily extravagant. None of the expensive components are needed or appropriate in a rural area.
- >The construction will cause serious traffic jams on Highway 108 for two years.
- >The project will harm the tourist economy.
- >The new intersection will be permanent. The project will increase traffic congestion on Highway 108. It should not receive CMIA funding.
- >Peaceful Oak Road is a road to nowhere. It does not need a multi-million dollar debt-financed freeway interchange.
- >A better plan is to widen the existing road and put in a center turning lane from Standard Road to the four-lane at Soulsbyville, like was recently done in front of the Tin Man.

Overview

The more I learned about this project, the less sense it made. In talking with people about it, I discovered that very few people know what is being proposed here and when they find out, every one is opposed to it. It seems that there has been a successful effort to keep the public in a state of delusion, ignorance and half-truths about this project. Most people think that the new intersection will be temporary; that the bridge over the existing highway will be a low over-crossing, not a 750' long 8-story high monumental bridge; and no one has any idea why an interchange is being built at Peaceful Oak Road.

This experience has caused me to start wondering about the whole process of government in which bureaucrats who are not interested in citizen opinion push a waste of money project on a public that doesn't want it. The distinction between providing essential services and proposing unnecessary extras seems to have been lost. This project may be a very good illustration of a

larger problem in government that developed during the years when tax revenues were always increasing. It is a poster child for government waste. In today's economy, government needs to get back to its basic job of providing essential services and stop coming up with stuff we can't afford and don't need. If this project is any indicator, there are areas of bureaucracy that cost us a lot of money while doing a really poor job of providing the public with good value, with projects that we actually need. If we are to regain control of government budgets, some common sense needs to be restored to the spending of public money. For a start, Bypass Stage II should be put on hold. It is not needed and we can't afford it.

This is how we got where we are right now, by spending public money for expensive projects that make very little difference to the public, by throwing tax dollars into projects that don't provide much bang for the buck. East Sonora Bypass Stage II is pie-in-the-sky at a time when we can hardly afford meat and potatoes. Surely, the benefits of stimulus can be better applied and received.

I invite anyone from the Commission staff and any of the Commission members to come here and look at this on the ground, to see how well the existing highway works as well as to look at the areas of the proposed interchange, bridge and intersection. I think that you will say, "This is a terrible project, a waste of taxpayers' money and a betrayal of their trust in us. It will *reduce* corridor mobility. It should not be built."

Like you, I am concerned about the future about our great state. As a fourth generation Californian, I have a heartfelt commitment to doing a better job with our resources. If you come to Sonora, I will be happy to meet with you.

Thank you for your kind consideration.

Sincerely,

Alan Haack
209-533-3810