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Making Conservation a California Way of Life.

January 8, 2018

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
West Building, 1200 New Jersey Avenue, SE 9th Floor
Washington, DC 20590

Dear Secretary Chao:

Thank you for your leadership in enacting the Fixing America's Surface Transportation Act (FAST Act; P.L. 114-094) that authorized the Infrastructure For Rebuilding America (INFRA) Program, and the Consolidated Appropriations Act, 2017 (P.L. 115–31) that appropriated funding for the Transportation Investment Generating Economic Recovery (TIGER) Program.

I respectfully request your support for the grant applications that the California Department of Transportation (Caltrans) recently submitted to the United States Department of Transportation's (USDOT) INFRA and TIGER programs.

Caltrans' 2017 INFRA Projects

Under this year's INFRA Notice of Funding Opportunity, which solicits applications for up to $1.56 billion in federal Fiscal Year (FY) 2017–2018 INFRA funds, Caltrans is permitted to submit no more than three applications for projects statewide this year. Caltrans utilized the flexibility of the INFRA program to work with its partners to develop creative solutions for the complex needs of our communities. Caltrans submitted applications for the following projects:

San Mateo County US 101 Managed Lanes Project: This project consists of a partnership between Caltrans, the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County to construct a continuous Managed Lane in the northbound and southbound directions of United States 101 (US 101) from the terminus of Santa Clara County Managed Lane at Matadero Creek, to north of Interstate-380 in San Mateo County. Project limits extend an additional one mile beyond the actual terminus of the Managed Lane for incorporating informational signs and electrical/communication systems. US 101 is a north-south freeway serving local and interregional traffic along Santa Clara Valley, the Peninsula, and the greater San Francisco Bay Area. Nationally and regionally recognized, the US 101 corridor functions as the gateway to the Silicon Valley, serves over a dozen local jurisdictions, and provides direct access to San Francisco and San Jose International Airports, the maritime Ports of San Francisco and Redwood City, and numerous Fortune 500 companies. During peak periods, generally all lanes are heavily congested. Because the corridor is already heavily developed, expansion of the

facility is limited, resulting in a need for operational improvements to address congestion. This is a $75 million INFRA grant request with a total project cost of $534 million.

Border System Management: Applying Advanced Technology to Transportation Corridors at California's Land Ports of Entry: Through a series of binational coordination and planning efforts, Caltrans and regional stakeholders have recognized that the transportation infrastructure and border crossings in the greater California/Baja California border region act as a comprehensive mobility network. Goods and people may use one crossing or access roadway one day, and another the next day, depending on anticipated conditions. The historic approach of treating each border crossing and the connecting mobility facilities independently cannot be successful as the demands and strains placed on the border mobility network continue to increase. Cross-border economic activity is key to the economic vitality, growth, and success of San Diego and Imperial County with many firms locating business activities on both side of the border. However, both commercial and passenger vehicle mobility in the border area is subject to uncertainty, and there is currently a general lack of reliable consistent information on wait times and border crossing conditions. In addition, the level, accuracy, and methods of collecting, calculating, and disseminating this information has varied across different border crossings and facilities. This has made it difficult for businesses and the traveling public to make informed decisions about which border crossings and access facilities/services to use, as well as make decisions about trip and crossing timing.

This project will construct a border management system utilizing a suite of emerging technologies at various Land Ports of Entry along the United States-Mexico border that aim to reduce border crossing wait times, traffic congestion, and vehicular emissions while improving cross-border trade. This highly leveraged project will deliver economic benefits by providing improved travel times for freight, as well as passenger vehicles, in a region that hosts fifteen percent of total United States merchandise trade. Using advanced technologies, the innovative project also will improve mobility and increase connectivity for one of the nation's most critical trade corridors. This is a $12 million INFRA grant request with a total project cost of $36.9 million.

America's Global Freight Gateway: Southern California Highway Strategy: This project was submitted by Caltrans, in partnership with the regional and local transportation agencies, the Southern California Association of Governments Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, and San Bernardino County Transportation Authority.

This highway strategy embraces a comprehensive systems management approach to achieve critical bottleneck relief and traffic flow improvements to one of the most densely concentrated manufacturing and logistics hubs in the nation. The three project components support the four key objectives in the INFRA Notice of Funding Opportunity (economic vitality, leveraging federal funding, innovation, and performance and accountability), improving critical linkages between the Ports of Los Angeles and Long Beach and the rest of the country. Approval of this INFRA application is critical to ensure the completion of these components in order to achieve the freight

efficiency objectives of the INFRA Program, as well as those envisioned under the National Freight Program. This is a $155 million INFRA grant request with a total project cost of $998.7 million.

Caltrans' 2017 TIGER Projects

Likewise, under the TIGER Program, funded nationally at $500 million for FY 2017, Caltrans is permitted to submit no more than three applications for projects statewide this year. Caltrans worked with its partners to develop innovative projects that will improve the safety and mobility of America's passengers and goods, and submitted the following projects:

Tagus Six-Lane Widening Project: The project consists of a collaborative effort between Caltrans and the Tulare County Association of Governments to widen lanes on State Route 99 (SR-99) in Tulare County to increase the capacity of a 4.6-mile segment located between Prosperity Avenue to 1.2 miles South of Avenue 280 Overcrossing. SR-99 is a major truck and motor vehicle corridor which connects Southern and Northern California. It is also a major freight shipping corridor for agricultural products from Tulare County and the San Joaquin Valley to markets and ports located in Los Angeles, San Francisco and beyond.

The project would convert the four-lane freeway to a six-lane freeway. The project proposes to provide an acceptable Level of Service for future 20-year traffic projections. The project will construct one lane in the median for each direction of travel. The shoulders would be widened to current standards. It will construct median barriers where needed, sound walls, and storm water infiltration basins and weaving lanes on various locations within the project limits. Six projects consisting of 37 miles of lane widening from four to six lanes have been funded or completed in this corridor within the last eight years. This project would complete the remaining 4.6 miles of four to six lane widening between the major commerce and population centers within Tulare and Fresno counties. This is a $25 million TIGER grant request with a total project cost of $97.2 million.

The San Diego Border Region's Southbound SR-125 to Westbound SR-905 Connector Project: This project reflects a partnership between Caltrans and the San Diego Association of Governments to construct the San Diego Border Region's Southbound State Route 125 (SR-125) to the Westbound State Route 905 (SR-905) Connector. This critical project will construct a freeway to freeway connector providing greater mobility and access throughout the border region just north of the Otay Mesa Port of Entry (POE) at the U.S.-Mexico border.

The existing Otay Mesa POE is the busiest California-Mexico commercial border crossing and the second busiest U.S.-Mexico commercial border crossing. There are three major state roads serving this area: SR-905, which runs east-west, and connects the Otay Mesa POE with San Diego's border communities (San Ysidro and Otay Mesa) to the rest of the State via Interstate 5 (I-5); SR-125, which is a 10-mile toll road that runs north-south, from Spring Valley in eastern San Diego to Otay Mesa near the border; and, State Route 11 (SR-11), a new toll road currently under construction that will connect SR-905 and SR-125 to the future Otay Mesa East border crossing. Annually, the border region accommodates 1.8 million northbound and southbound trucks as a result of North American Free Trade Agreement trade. There currently is no direct connector linking southbound SR-125 to

westbound SR-905. Vehicles that need to make this movement are forced to use local roads. This has resulted in significant congestion, pollution and safety challenges in the surrounding communities.

This infrastructure improvement will provide significant benefits to the burgeoning population base in southern San Diego County, as well as help to promote economic growth at a major commercial border crossing that facilitates $42 billion in trade per year with the rest of the country. This is a $17.2 million TIGER grant request with a total project cost of $37.1 million.

The Interstate-5 Union Pacific Redding to Anderson Six-Lane Project (I-5 UP RASL): This project consists of a collaborative effort between Caltrans, the Shasta Regional Transportation Agency, the County of Shasta, and the cities of Redding, Shasta Lake, and Anderson, that will meet the long-term needs of the region as well as the economic interests shared with state and federal partners. Where there is currently a bottleneck between six travel lanes to the north and south of the project, a TIGER grant would maintain six lanes through the city of Anderson. These improvements, in combination with a comprehensive interagency corridor management strategy, will effectively meet local travel and freight demand for the foreseeable future, and improve the operations of this vital transportation network. Specifically, the project's major components are as follows: 1) Replace the South Anderson Overhead, where the Union Pacific Railroad passes under Interstate 5 (I-5); 2) Widen three I-5 bridge decks and one culvert; 3) Add an additional northbound and southbound lane on I-5, within the existing median right of way, for 3.2 miles between the cities of Redding and Anderson in Northern California. Additional elements include intelligent transportation systems, electrical infrastructure, safety enhancements, and signage. This is a $25 million TIGER grant request with a total project cost of $108.2 million.

We respectfully ask you to support USDOT approval of Caltrans' INFRA and TIGER grant applications. For additional information about these projects, please contact Giles Giovinazzi, Federal Transportation Liaison, Caltrans, and the California High-Speed Rail Authority at giles.giovinazzi@dot.ca.gov or (916) 214-6144. Moreover, to view the list of other California INFRA and TIGER projects that Caltrans is supporting, or for other information regarding Caltrans' efforts to implement the FAST Act, please visit the Caltrans FAST Act/MAP-21 Implementation Website at:
http://www.dot.ca.gov/hq/transprog/map21/map21_implementation.htm

Thank you again for your leadership, and I urge you to support these critical projects.

Sincerely,

MALCOLM DOUGHERTY
Director