

STAFF REPORT



MEETING DATE:	February 23, 2016
SUBJECT:	Correspondence
AGENDA ITEM:	6-4
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- September 15, 2015, memo from the Air Resources Board (ARB) to Metropolitan Planning Organizations, regarding the ARB process and schedule for SB375 target update
- December 11, 2015, letter from Shasta Regional Transportation Agency (SRTA) to Will Kempton, Executive Director, California Transportation Commission, regarding the 2016 Shasta Regional Transportation Improvement Program (RTIP)
- December 22, 2015, email from Denise Yergenson, Caltrans District 2, regarding the appointment of Dave Moore to Director
- December 28, 2015, email from Kathy Urlie, Shasta Regional Transportation Agency, regarding the notice of availability of FFY 2014-15 summary of federal transportation funds obligation and de-obligation
- December 31, 2015, FY 2016-17 sustainable transportation planning grant application: A New Generation of Non-motorized Infrastructure and Amenities for Strategic Growth Areas – (Full Grant Application Web Link <http://srta.ca.gov/DocumentCenter/View/2765>)
- January 7, 2016, letter from Shasta Regional Transportation Agency (SRTA) to California Department of Transportation (Caltrans), regarding Formal Amendment No. 5 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- January 8, 2016, letter from California Department of Transportation (Caltrans) to Federal Highway Administration and Federal Transit Administration, regarding Formal Amendment No. 5 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- January 8, 2016, letter from Federal Highway Administration to California Department of Transportation (Caltrans), regarding Formal Amendment No. 5 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- January 11, 2016, letter from California Transportation Foundation to SRTA, regarding the Richard "Dick" Dickerson Memorial Signage Fund
- January 11, 2016, letter from SRTA to Caltrans District 2, regarding the revised FY 2015/16 Overall Work Program Agreement (OWPA)
- January 12, 2016, email from Elaine Houmani, Department of Transportation, in regard to the California Sustainable Freight Action Plan (CSFAP) public workshop
- January 14, 2016, letter from SRTA to Pit River Tribe, regarding an invitation to consult on regionally significant transportation planning projects
- January 14, 2016, letter from SRTA to Redding Rancheria Tribal Council, regarding an invitation to consult on regionally significant transportation planning projects

- January 27, 2016, letter from the California Transportation Commission (CTC) to members of the California State Legislature, regarding the state transportation funding crisis
- February 1, 2016, letter from the California Transportation Commission (CTC) to Regional Transportation Planning Agencies – County Transportation Commissions, regarding 2016 State Transportation Improvement Program (STIP) hearings



Daniel S. Little, AICP, Executive Director

MEMORANDUM

TO: Metropolitan Planning Organizations (MPOs)

FROM: Terry Roberts, Air Resources Board

DATE: September 15, 2015

SUBJECT: ARB Process and Schedule for SB375 Target Update

Senate Bill (SB) 375 requires the Air Resources Board (ARB or Board) to set passenger vehicle greenhouse gas (GHG) reduction targets (targets) and update them no later than every 8 years. As you know, targets were first set by the Board in 2010, which means updated targets are due in 2018. ARB staff recognizes that Metropolitan Planning Organizations (MPOs) will need sufficient lead time to develop Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCSs) that meet their updated targets. Therefore, ARB staff plans to propose updated targets for the Board's consideration in 2016, with the intent to make them effective in 2018. RTP/SCSs adopted in 2018 would be subject to the updated targets.¹

ARB staff plans to begin working informally with MPOs in the fall of 2015 to ensure that ARB's target update process and schedule are clear, and to maximize MPO involvement in the formal process, which will begin in 2016.

The first round of RTP/SCS adoptions is complete. All but two of the SCSs have demonstrated they could achieve their current targets, and these two are currently working to develop a revised SCS or Alternative Planning Strategy to comply with SB 375. Most MPOs showed strong performance in meeting and exceeding their current targets.

ARB published a staff report in October 2014 that outlined a plan to update the targets in a phased process during 2015 and 2016. That timeline has shifted due to internal and external factors, and now ARB staff intends to propose to the Board updated targets for all 18 MPOs in one action during 2016.

The ARB Board and staff continue to support a bottom-up process whereby MPOs can recommend their updated targets as long as they are supported by technical information developed by the MPOs. Also, as discussed in the 2014 staff report, ARB staff will take into consideration technical issues such as a new EMFAC model, new regional

¹ ARB expects MPOs that adopt a second SCS in 2016 and 2017 to maintain good progress by outperforming their current targets, but they will not have official new targets until 2018.

socioeconomic data, and potential new ways of accounting for interregional travel. Furthermore, staff's focus will be on updating the targets for 2035.

The Governor's recent Executive Order B-30-15 established more aggressive statewide GHG reduction goals (40 percent below 1990 levels by 2030) than were in place when the SB 375 targets were first set in 2010. ARB is moving forward with updating the AB 32 Scoping Plan to reflect the new statewide goals. The Scoping Plan Update, which will address emissions reductions from the transportation sector as a whole, will be updated in 2016. It is not clear yet how the Executive Order and Scoping Plan Update will influence the process to update the SB 375 targets, but they raise the possibility that ARB will need to consider a top-down evaluation of what is needed for statewide reductions, in addition to a bottom-up approach based on target recommendations from the MPOs.

ARB staff plans to meet individually or in small groups with MPO staffs during the remainder of 2015 to discuss these issues. These meetings will allow dialogue between ARB and MPO staffs regarding region-specific factors and technical information that may influence their updated targets. MPO boards have the option of making formal target recommendations. Alternatively, MPO staffs can share recommendations with ARB through informal staff-to-staff communication. MPO target recommendations, whether formal or informal, should include a brief description of the scenarios and strategies that they considered, and any GHG emissions reductions from off-model adjustments. ARB staff needs to receive any MPO target recommendations by the spring of 2016 to allow for an adequate public review and vetting process.

We believe this schedule allows for meaningful MPO participation in scenario development and input into target recommendations, and minimizes disruption of MPO workload on RTP/SCSs that are in process.

In spring 2016, the MPO target recommendations will be reviewed and evaluated by ARB staff. ARB staff will then prepare a draft staff proposal identifying proposed targets for each of the 18 MPOs. Staff will also give our Board a progress report on MPO recommendations.

In summer 2016, the draft staff proposal will be vetted through a public process, including the evaluation of potential environmental effects of new targets as required by the California Environmental Quality Act (CEQA). ARB staff anticipates bringing the final staff proposal to our Board for consideration and approval by the end of 2016.

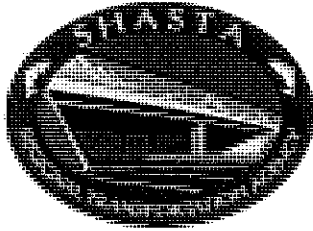
In summary, staff anticipates these key milestones in the target update process:

1. Fall/Winter 2015: ARB-MPO meetings and collaboration.

2. Spring 2016 (April): MPOs provide their recommendations formally or informally so that ARB staff can review and evaluate the recommended targets before incorporating them into an ARB staff proposal.
3. Late Spring 2016 (May): ARB staff provides a progress report to our Board on MPO target recommendations.
4. Summer 2016: ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft CEQA document.
5. Fall 2016: ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the CEQA document.
6. Late 2016: ARB Board considers approval of updated targets, which would become effective for RTP/SCSs that will be adopted by MPOs after January 1, 2018.

ARB staff will be contacting MPO staffs in the near future to schedule meetings or conference calls to discuss the target update process.

If you have any questions, please contact me or Heather (Phillips) King (heather.phillips@arb.ca.gov; 916-322-0339).



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

December 11, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2016 Shasta Regional Transportation Improvement Program

Dear Mr. Kempton:

Enclosed, please find the 2016 Shasta Regional Transportation Improvement Program (RTIP) adopted December 8, 2015, by the Shasta Regional Transportation Agency (SRTA) Board of Directors. The 2016 RTIP recommendation totals \$13.367 million in transportation projects, of which all are carryover projects from the 2014 RTIP.

As you know, we are chiefly concerned with deletion of a longstanding regional partnership project on mainline Interstate 5 known as the Redding to Anderson Six-Lane Project, described below. In addition to the \$12.122 million in Regional Improvement Program (RIP) shares, this project leverages \$15.743 million of FY 2016/17 State Highway Operation and Protection Program (SHOPP) Asset Management Pilot funds available only in the 2016/17 fiscal year. As evidenced by the SHOPP participation, this project addresses important goods movement and state-of-good-repair needs on California's only freeway connection to the Pacific Northwest. **SRTA strongly urges the retention of project programming in FY 2016/17. Delaying programming will result in the loss of \$15.743 million in match funds and deletion of project from the five-year program entirely.**

To help accommodate this request, we have delayed all other project funds and would be willing to undergo further delays to maintain the Interstate 5 project. Furthermore, SRTA has been unable to program all of our regional shares. This should be duly considered in your difficult decision to determine which projects will undergo programming delays statewide.

SRTA's 2016 RTIP is summarized below:

- **Interstate 5 Redding to Anderson Six-Lane Project: Phase I Construction (FY 2016/17)** - Construction of the Redding to Anderson Six-Lane Project is the highest priority in the Shasta Regional Transportation Plan (RTP). \$12.122 million of RIP funds would leverage \$5.743 million in SHOPP funds and extend the existing six lanes on Interstate 5 (I-5) from south of the Bonnyview/Churn Creek Road Interchange to Riverside Drive. Please note the following:

- This stretch of I-5 is critical to California's north/south goods movement. Heavy trucks account for over 15% of all vehicle trips.
 - Vehicle surveys show that 50% of all trips on I-5 are interregional trips passing through Shasta County.
 - The project is part of a series of I-5 mainline investments originating from the North State's Fix Five Partnership campaign.
- **Diestelhorst to Downtown Non-Motorized Improvement Project (FY 2018/19)** - This \$400,000 non-motorized project within the city of Redding will help link the Sacramento River Trailhead at the Diestelhorst Bridge to downtown. Regional share funds are committed match to an Active Transportation Program (ATP) grant award by the CTC. SRTA has re-programmed the funding from FY 2016/17 in the 2014 RTIP to FY 2018/19 for the 2016 RTIP to match the ATP award timeframe.
 - **Browning Street Complete Street Improvements (FY 2018/19)** - This \$275,000 non-motorized project would add bicycle lanes and sidewalks on Browning Street in the city of Redding between Hilltop Drive and Canby Road. SRTA has re-programmed the funding from FY 2016/17 in the 2014 RTIP to FY 2018/19 in the 2016 RTIP.
 - **Planning, Programming and Monitoring** – These funds are proposed for project development and to administer the STIP. A total of \$570,000 is recommended over the first three programming years.

I am available at 530-262-6191, or dlittle@sрта.ca.gov. I plan to be in touch soon to review our submittal.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Enclosure: SRTA Resolution Number 15-14: Adoption of 2016 Shasta Regional Transportation Improvement Program (RTIP)
Shasta 2016 RTIP

C: Bruce de Terra, Chief, Caltrans Division of Transportation Programming
Dave Moore, Interim Caltrans District 2 Director
Michael Johnson, Caltrans Asset Manager

Janie Coffman

Subject: FW: Dave Moore appointed Caltrans District 2 Director

From: Yergenson, Denise L@DOT
Sent: Tuesday, December 22, 2015 9:07 AM
To: DOT District 02 - All Users
Subject: Dave Moore appointed Caltrans District 2 Director

It is my pleasure to announce the appointment of Dave Moore as the Caltrans District 2 Director.

Dave has more than 22 years of service with the Department of Transportation (Caltrans). In his role as District Director, he will be responsible for planning and delivering transportation improvement projects in the seven counties making up District 2. He will also be responsible for the maintenance and operations of more than 4,000 lane miles of highways in the second largest geographic district in California.

Dave has served as the Acting District Director since April. Prior to that, he was the Deputy District Director for Planning and Local Assistance for District 2. In addition to providing transportation planning leadership in District 2, his responsibilities also included overseeing federal and State transportation funds that are administered by the 40 local and regional transportation agencies and 10 federally recognized Tribes within the district.

Dave is a registered engineer and holds a bachelors of science degree in civil engineering from the University of California, Davis and a master's certificate in project management from The George Washington University. Dave and his wife, Shellisa, have two children (Creanna and Forrest). Outside of the office he enjoys hunting, fishing, biking and hiking with his family.

I very much look forward to working with Dave in his new leadership capacity! Please help me welcome Dave to his new position as Caltrans District 2 Director!

MALCOLM DOUGHERTY
Director

Janie Coffman

Subject: FW: Notice of Availability: FFY 2014-15 Summary of Federal Transportation Funds Obligation and Deobligation
Attachments: Final Shasta County FFY 2014_15 Federal Obligation Report 12-21-2015.pdf

Subject: Notice of Availability: FFY 2014-15 Summary of Federal Transportation Funds Obligation and Deobligation

Interested Parties/Partners:

SRTA is annually required to prepare a summary of obligations/de-obligations of federal transportation funded projects for Shasta County for the previous federal fiscal year—from October 1st to September 30th. In addition to this attachment outlining projects from October 1, 2014 to September 30, 2015, the summary is also posted to SRTA's website: www.srta.ca.gov. State and local road project information (including bicycle and pedestrian walkway projects) is provided by Caltrans, and enhanced by completing SRTA Federal Transportation Improvement Program (FTIP) numbering for the projects. SRTA compiles transit data from U.S. Department of Transportation grants awards reported by Shasta County local transit providers, and then adds it to the state and local roads summary.

In FFY 2014-15, Shasta County received \$42.648M in federal transportation funds for various projects.

Please let me know if you have questions.

Best New Year Wishes!

Kathy Urlie

Senior Transportation Planner

Shasta Regional Transportation Agency (SRTA)

1255 East St., Suite 202

Redding, CA 96001

530-262-6194

kurlie@srta.ca.gov



Federal Fiscal Year 2014-15 Shasta County Federal Funds Obligation/Deobligation Report (For the period October 1, 2014 to September 30, 2015)

MPO Project#	State Proj No	Project Description	Federal Funds	Funding Source
State and Local Roads Projects				
211-0000-0093	0212000025L	LAKE BOULEVARD FROM STATE ROUTE 299 TO NORTHPOINT DRIVE, RAISED MEDIAN, STRIPING, MARKINGS, LANE RECONFIGURATION	\$99,766.27	HIGHWAY SAFETY IMP PROG
111-0000-0147	022C58045	SHA CO W/ WHISKY TOWN FR 1.0 M W/O CRYSTAL CR, REALIGN CURVE	\$63,862.28	EQUITY BONUS EXEMPT LIM
211-0000-0083	02918248L	ON BUZZARD ROOST RD @ CEDAR CREEK, BRIDGE REPLACEMENT	-\$0.02	HWY BR PROG 85% ON/OFF
211-0000-0083	02918248L	ON BUZZARD ROOST RD @ CEDAR CREEK, BRIDGE REPLACEMENT	-\$0.02	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0083	02918248L	ON BUZZARD ROOST RD @ CEDAR CREEK, BRIDGE REPLACEMENT	-\$1,394.23	BRIDGE 85% ON/OFF S-LU EXT
211-0000-0083	02918248L	ON BUZZARD ROOST RD @ CEDAR CREEK, BRIDGE REPLACEMENT	-\$0.05	BR REPL - 65% ON SYS - TEA21
211-0000-0093	02918248L	WHITMORE RD - 0.3 MILES W OF FERN RD TO SOUTH COW CREEK RD, WIDEN AND PAVE SHOULDERS, INSTALL GUARDRAIL	-\$0.07	HWY-HIGH RISK RURAL ROAD
211-0000-0083	02918248L	SWEDER CREEK ROAD AT SWEDER CREEK, BR # 06C0196, BRIDGE REHABILITATION	-\$0.08	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0083	02918248L	SWEDER CREEK ROAD AT SWEDER CREEK, BR # 06C0196, BRIDGE REHABILITATION	-\$0.05	BRIDGE 85% ON/OFF S-LU EXT
311-0000-0077	023272045	IN SHASTA CO AT VARIOUS LOCATIONS IN REDDING, REHABILITATE PAVEMENT	-\$777,024.27	STP - STATE FLEXIBLE - STEA03
211-0000-0077	020C59045	IN SHASTA COUNTY AT VARIOUS LOCATIONS, INSTALL INTELLIGENT TRANSPORTATION SYSTEM (ITS)	\$1,045,113.80	NHS- NATL HIGHWAY SYS S-LU EXT
211-0000-0082	023280445	IN SHASTA COUNTY IN REDDING FROM LIBERTY STREET TO HILLTOP DRIVE OVERCROSSING, INSTALL LANDSCAPING AND IRRIGATION (ITC)	\$454,497.28	STP- ENHANCEMENT S-LU EXT
211-0000-0083	0200020219L	SOUTH BONNVIEW BRIDGE, REPLACE/REPAIR BRIDGE APPROACH SLAB	-\$7,064.31	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0083	0200020219L	SOUTH BONNVIEW BRIDGE, REPLACE/REPAIR BRIDGE APPROACH SLAB	-\$94,562.50	SURFACE TRANS FLEX - MAP-21
211-0000-0083	0200020219L	SOUTH BONNVIEW BRIDGE, REPLACE/REPAIR BRIDGE APPROACH SLAB	-\$0.01	BR REP & REH 20% ON/OFF-TEA21
211-0000-0083	0214000124L	13 BRIDGES IN SHASTA COUNTY- VARIOUS LOCATIONS, BRIDGE RELATED - OTHER	\$32,549.00	BR REP & REH 20% ON/OFF-STEAO3
211-0000-0083	02918247L	DIESTELHORST BRIDGE, SAC R, IN REDDING, HISTORIC BRIDGE REHAB (TC)	-\$22,374.26	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0098	02918247L	DIESTELHORST BRIDGE, SAC R, IN REDDING, HISTORIC BRIDGE REHAB (TC)	-\$189,161.16	BRIDGE 85% ON/OFF S-LU EXT
211-0000-0086	02918247L	DIESTELHORST BRIDGE, SAC R, IN REDDING, HISTORIC BRIDGE REHAB (TC)	-\$312.93	STP- ENHANCEMENT S-LU EXT
211-0000-0083	0200020220L	S BRIDGE LOCATIONS WITHIN THE CITY OF REDDING, BRIDGE METHACRYLATE DECK SEAL	-\$39,705.07	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0090	0214000160S	IN SHASTA CO AT & NEAR SHINGLETOWN FROM BEAR CREEK BR TO SANDHOUSE RD, PLACE HMA, REPLACE AC SURFACING (ITC)	\$3,055,500.00	SURFACE TRANS FLEX- MAP-21 EXT
211-0000-0093	02456954L	UNION SCHOOL RD: TERRA OAKS DR TO OLD OREGON TRL, SHOULDER WIDENING & GUARDRAIL	-\$17,086.83	HWY-HIGH RISK RURAL ROAD
211-0000-0093	02456954L	UNION SCHOOL RD: TERRA OAKS DR TO OLD OREGON TRL, SHOULDER WIDENING & GUARDRAIL	\$29,568.98	HWY-HIGH RISK RURAL RDS. RE.
211-0000-0083	02918322L	OLD OAKS RD OVER CHURN CREEK, BRIDGE REPLACEMENT (TC)	-\$0.02	BRIDGE PROG 15% OFF S-LU EXT
211-0000-0083	02918322L	OLD OAKS RD OVER CHURN CREEK, BRIDGE REPLACEMENT (TC)	\$97,784.12	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0083	02918322L	OLD OAKS RD OVER CHURN CREEK, BRIDGE REPLACEMENT (TC)	-\$176,661.22	STP OFF-SYSTEM BRIDGE
211-0000-0043	02370504S	SHASTA CO ROUND MOUNTAIN 2.8 KM TO 1 KM W/O BUZZARD ROOST RD, REALIGN HIGHWAY	\$549,459.13	STP - RURAL AREAS <\$,000
211-0000-0093	02184338L	SO SIDE OF MISTLETOE LN (MISTLETOE ES), CURB, GUTTER, SIDEWALK, BIKE LANE	-\$125,552.54	SFE RT'S SCHOOL EITHER S-LU EXT
111-0000-0199	020000216S	IN SHASTA COUNTY ABOUT 17.3 MI W OF REDDING FROM 4.3 TO 5.5 MI E OF TRINITY COUNTY, CURVE IMPROVEMENT (TC)	\$1,200,000.00	HIGHWAY SAFETY IMP PROG
211-0000-0083	02918296L	SWEDER CREEK RD @ LITTLE COW CREEK (BR # 06C-0005), BRIDGE REPLACEMENT	\$169,308.05	BRIDGE PROGRAM - 85% ON/OFF
211-0000-0083	02918296L	SWEDER CREEK RD @ LITTLE COW CREEK (BR # 06C-0005), BRIDGE REPLACEMENT	-\$114,863.22	BRIDGE 85% ON/OFF S-LU EXT
211-0000-0083	0200020259L	LOWER GAS POINT RD AT NORTH FORK COTTONWOOD CREEK BR (06C-0024), BRIDGE REPLACEMENT (TC)	\$350,000.00	STP OFF-SYSTEM BRIDGE EXTENS
211-0000-0083	02456914L	SMITH BOTTOM RD AT ACID CANAL BR#06C0336, BRIDGE REPLACEMENT (TC)	\$93,537.84	STP OFF-SYSTEM BRIDGE
211-0000-0083	0200020233L	SACRAMENTO DRIVE @ OLNEY CREEK, BR # 06C0340, REPLACE BRIDGE (TC)	\$100,000.00	STP OFF-SYSTEM BRIDGE EXTENS
211-0000-0093	0213000111L	ON EAST CYPRESS AVE NEAR INTERSECTIONS WITH ROSEMARY AVE AND BEVERLY DRIVE, RAISED MEDIAN, PED MARKINGS, FLASHING BEACON	\$320,850.00	HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0093	0214000139L	ON VICTOR AVENUE BETWEEN ENTERPRISE PARK AND CHURN CREEK, ROAD DIET, MEDIAN ISLANDS, PED PATH, LIGHTING (TC)	\$17,000.00	HIGHWAY SAFETY IMP PROG
211-0000-0093	0214000139L	ON VICTOR AVENUE BETWEEN ENTERPRISE PARK AND CHURN CREEK, ROAD DIET, MEDIAN ISLANDS, PED PATH, LIGHTING (TC)	\$83,800.00	HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0083	0215000032L	BEAR MOUNTAIN ROAD AT DEEP HOLE CREEK BR (06C-0263), BRIDGE REPLACEMENT	\$209,575.00	HWY BR PROG 85% ON/OFF
211-0000-0093	02120000024L	BUENAVENTURA FROM PLACER STREET TO LAKESIDE DRIVE, TURN LANE, SIGNING AND STRIPING, SHOULDERS	\$403,100.00	HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0048	02397904S	SHASTA CO; W/O SHASTA; @ 0 TO .6 MI E/O TRINITY CO, CURVE IMPROVEMENT	\$62,776.45	SURFACE TRANSPORTATION FLEX
211-0000-0083	0214000140L	ON OLD OREGON TRAIL BETWEEN MIDLAND ROAD AND BEAR MOUNTAIN ROAD, WIDEN SHOULDERS AND UPGRADE DRAINAGE (TC)	\$49,020.00	HWY SAFETY IMP PROG RE.
211-0000-0093	0214000156S	IN SHASTA AND SISKIYOU COUNTIES AT VARIOUS LOCATIONS, INSTALL RUMBLE STRIPS	\$161,600.00	HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0093	0212000062S	IN SHASTA COUNTY NEAR INGTOT FROM 5.0 MILES TO 4.3 MILES WEST OF BUZZARD ROOST RD, CURVE IMPROVEMENT (TC)	\$2,640,500.00	HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0098	02000202165S	IN SHASTA COUNTY IN REDDING FROM WYNDHAM LANE TO PARKVIEW AVENUE, CONSTRUCT & MODIFY ADA CURB RAMPS (TC)	\$1,345,800.00	NATIONAL HWY PERP PROGRAM EXT
211-0000-0083	0200020170L	EASTSIDE RD @ OLNEY CREEK BR # 06C0335, BRIDGE REPLACEMENT	\$136,205.00	BRIDGE 85% ON/OFF S-LU EXT
211-0000-0083	02120000023L	OLD ALTURAS ROAD AT CHURN CREEK BR# 06C0304, BRIDGE REHAB - WIDENING AND SIDEWALKS	\$200,078.00	BRIDGE 85% ON/OFF S-LU EXT
211-0000-0083	0200020234L	SHARON AVENUE AT ACID CANAL, REPLACEMENT (TC)	\$145,006.00	STP OFF-SYSTEM BRIDGE EXTENS
211-0000-0075	024C3040S	SHASTA CO RTE 44 @ POSTMILE 46.5 TO 48.3, CURVE IMPROVEMENT & SHOULDER WIDENING	-\$636,506.80	ARRA AVAIL FOR ALL AREA (FLEX)
211-0000-0083	0200020318S	IN SHASTA COUNTY AT VARIOUS LOCATIONS, BRIDGE REHABILITATION (TC)	\$507,488.00	STP- <200,000 S-LU EXT
N/A	024S1714L	CYPRESS AVE. @ SAC RIVER, BR # 06C0108 I&R (06C0377), REPLACE BRIDGES (POST-CONSTRUCTION AUTHORIZATION)	\$1,150,860.00	NATIONAL HIGHWAY PERP PROGRAM
211-0000-0074	0200000016S	IN SHASTA CO ABOUT 8 MI N OF SHASTA LAKE CITY & NEAR LAKEHEAD FROM TURNABLE BAY CT TO, BRIDGE REPLACEMENT AND SEISMIC RETROFIT (TC)	\$1,729,000.00	NATIONAL HWY PERP PROGRAM EXT
211-0000-0078	0212000034S	IN SHASTA CO IN & NEAR REDDING FROM 1.1 M S OF SMITH RD CT TO 1.1 M N OF E REDDING SEPARATION, UPGRADE AND REPLACE OVERHEAD SIGNS (TC)	\$1,073,900.00	NATIONAL HWY PERP PROGRAM EXT

MPO Project #	State Proj No	Project Description	Federal Funds	Funding Source
211-0000-0075	021400006695	IN SHASTA CO NEAR BURNEY FROM 1.0 MILE WEST OF HAT CREEK BRIDGE TO HAT CREEK BRIDGE, CURVE IMPROVEMENT AND TRUCK LANE (TC)		\$13,023.00 SURFACE TRANS FLEX - MAP-21
211-0000-0075	021400006695	IN SHASTA CO NEAR BURNEY FROM 1.0 MILE WEST OF HAT CREEK BRIDGE TO HAT CREEK BRIDGE, CURVE IMPROVEMENT AND TRUCK LANE (TC)		\$79,544.00 HIGHWAY SAFETY IMP PROG
211-0000-0075	021400005515	IN BUTTE, LASSEN, PLUMAS AND SHASTA COUNTIES AT VARIOUS LOCATIONS, PAVE SHOULDER & LIGHTING AT CHAIN CNTRL (TC)		\$752,600.00 STP <5K POP MAP-21 EXTENSION
211-0000-0093	021300000875	IN SHASTA CO NEAR OLD STATION FROM 0.7 MILE W OF SUGAR LOAF DRIVE TO SUGAR LOAF DR, PLACE FRICTION INCREASING PAVEMENT SURFACE (TC)		\$537,903.00 HIGHWAY SAFETY IMP PROG EXTENS
211-0000-0093	021300000135	IN SHASTA AND SISKIYOU COUNTIES AT VARIOUS LOCATIONS, POLYESTER CONCRETE OVERLAY (TC)		\$3,897,375.00 NATIONAL HIGHWAY PERF PROGRAM
211-0000-0119	021500006665	IN SHASTA CO NEAR PALO CEDRO FROM CLOUGH CRK BR TO 0.6 M W OF DESCHUTES RD UC, CONSTRUCT INTERCHANGE (TC)		\$1,200,000.00 SURFACE TRANSPORTATION FLEX
211-0000-0119	021500006665	IN SHASTA CO NEAR PALO CEDRO FROM CLOUGH CRK BR TO 0.6 M W OF DESCHUTES RD UC, CONSTRUCT INTERCHANGE (TC)		\$200,000.00 STP <5K POP MAP-21 EXTENSION
211-0000-0098	021400000395	IN SHASTA CO NEAR PALO CEDRO FROM 0.1 MILE WEST OF FRENCH ALLEY TO RED BLUFF ROAD, RECONSTRUCT SIDEWALKS (TC)		\$182,879.00 STP 5-200K POP - MAP-21
211-0000-0078	02060202845	IN SHASTA CO AT & NEAR PALO CEDRO FROM 0.1 M W OF STILLWATER CREEK BR TO 0.1 M E OF SE, PAVEMENT REHABILITATION (TC)		\$33,516.00 NATIONAL HIGHWAY PERF PROGRAM
211-0000-0077	02000200425	IN SHASTA CO ABOUT 20 M W OF REDDING FROM 0.3 M E OF TRI CO LINE TO 0.9 M W OF CRYSTAL CREEK ROAD, HIGHWAY REALIGNMENT (TC)		\$2,237,181.00 NATIONAL HIGHWAY PERF PROGRAM
Federal Fiscal Year 2014-15 Shasta County State and Local Roads Project Total			\$39,849,108.98	
Transit-Related Projects				
211-0000-0057, 59, & 60	CA-90-Z278	RABA for operating assistance, and purchase of rolling stock, farebox equipment, computer and server equipment, and grant administration		\$2,398,000.00 FTA 5307 Urban Formula
211-0000-0057		County of Shasta for Contracted Burney Express Operating Assistance		\$334,830.00 FTA 5311 Non-Urbanized
211-0000-0057	SA 643708	Shasta Senior Nutrition Programs (SSNP) for Intercity Feeder Service for Shingletown, Millville, and Operating Assistance		\$49,844.00 FTA 5310 (formerly 5317 New Freedom)
211-0000-0118	6414142	Golden Umbrella Foster Grandparent Program Operating Assistance		\$16,000.00 FTA 5310 (formerly 5311 JARC)
		Federal Fiscal Year 2014-15 Shasta County Transit-Related Projects Total	\$2,798,674.00	
		FEDERAL FISCAL YEAR 2014-15 SHASTA COUNTY FEDERAL TRANSPORTATION PROJECTS TOTAL	\$42,647,782.98	

Note: Negative amounts are de-obligated funds—funds that were previously awarded and not used due to examples like cost underruns and/or time limit expiration.

Fiscal Year 2016-17 SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION

Check One Grant Program:

- ☐ Strategic Partnerships
☒ Sustainable Communities

PROJECT TITLE	A New Generation of Non-motorized Infrastructure and Amenities for Strategic Growth Areas		
PROJECT LOCATION (city and county)	The cities of Anderson, Redding, Shasta Lake, and small communities in Shasta County		
	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	Shasta Regional Transportation Agency (SRTA)		
Mailing Address	1255 East Street Suite 202		
City	Redding		
Zip Code	CA		
Executive Director/designee and title	Mr. ☒ Ms. ☐ Mrs. ☐ Daniel S. Little Executive Director	Mr. ☒ Ms. ☐ Mrs. ☐	Mr. ☐ Ms. ☐ Mrs. ☐
E-mail Address	dlittle@srtc.ca.gov		
Contact Person and title	Mr. ☐ Ms. ☒ Mrs. ☐ Jennifer Pollom Senior Transportation Planner	Mr. ☐ Ms. ☐ Mrs. ☐	Mr. ☐ Ms. ☐ Mrs. ☐
Contact E-mail Address	jpollom@srtc.ca.gov		
Phone Number	530-262-6195		
FUNDING INFORMATION Use the Match Calculator to complete this section. Match Calculator			
Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 500,000	\$ 39,305	\$ 30,060	\$ 569,365
Specific Source of Local Cash Match (i.e. local transportation funds, local sales tax, special bond measures, etc.) Planning, Programming and Monitoring funds			

Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION

LEGISLATIVE INFORMATION

Information in this section must directly be tied to the applicant's address.

All legislative members in the project area do not need to be listed.

State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Ted Gaines	1	Brian Dahle	1
	-		-
	-		-
	-		-
	-		-
	-		-

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes State and Federal Transportation Planning Goals. Select all that apply.

STATE TRANSPORTATION PLANNING GOALS

- ☒ Improve Multimodal Mobility and Accessibility for All People: Expand the system and enhance modal choices and connectivity to meet the state's future transportation demands.
- ☒ Preserve the Multimodal Transportation System: Maintain, manage, and efficiently utilize California's existing transportation system.
- ☒ Support a Vibrant Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.
- ☒ Improve Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.
- ☒ Foster Livable and Healthy Communities and Promote Social Equity: Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.
- ☒ Practice Environmental Stewardship: Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION

FEDERAL TRANSPORTATION PLANNING GOALS

- ☒ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ☒ Increase the safety of the transportation system for motorized and non-motorized users.
- ☒ Increase the security of the transportation system for motorized and non-motorized users.
- ☒ Increase accessibility and mobility of people and freight.
- ☒ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- ☒ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- ☒ Promote efficient system management and operation.
- ☒ Emphasize the preservation of the existing transportation system.

Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION

1. Project Description (100 words maximum) (25 points): Briefly summarize project.

The project promotes advanced non-motorized corridors that support sustainable growth in Strategic Growth Areas (SGAs), equipping community partners with details for the next generation of SGA non-motorized implementation. Project deliverables bridge a gap by taking high level project concepts and adding the necessary level of detail for project programming and delivery. Deliverables are Non-Motorized:

- 1) Complete street corridor layouts within and to SGAs;
- 2) Regional funding policy guidance, e.g. NACTO Urban Bikeway Design Guide; and
- 3) Procurement program for amenities.

Efforts will be coordinated with land use and multi-modal programs to maximize performance outcomes.

Fiscal Year 2016-17 SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION

2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.

The problem is that the Shasta Region requires a new generation of non-motorized infrastructure and amenities to meet the region's greenhouse gas (GHG) emission reduction target pursuant to Senate Bill 375, the Sustainable Communities Act. The '2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County' (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. Furthermore, the RTP/SCS identifies non-motorized project delivery in Strategic Growth Areas (SGAs) as a top priority. If built, advanced non-motorized infrastructure (e.g. Class IV separated bikeways/cycle tracks, protected intersections, rectangular rapidly flashing beacon) and amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.) in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

Unfortunately, the region lacks a shelf of non-motorized project plans. The deficiency is two-fold.

1) Absence of 'pipeline' Complete Street corridor projects - There are no SGA non-motorized Complete Street corridor projects ready for pursuit of programming and funding. In many cases local funding that should be used for construction is being spent on planning alignment and layout. Three times in as many years, Shasta Regional Transportation Agency's (SRTA) Non-motorized Program has been tapped to develop project study reports and the details needed to pursue funding.

2) Non-motorized details - Advanced safety features (e.g. Class IV separated bikeways/cycle tracks, protected intersections) and non-motorized amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters) are too often left out of or not considered for construction by developers, businesses, and community partners. No local agency in the region has an adopted Complete Streets Design Manual.

In and around SGAs, choosing an active form of transportation should be as easy a choice as driving. Whereas automobile drivers have conveniences (e.g. places to park, fill up on fuel and signs directing them), advanced state-of-the-art non-motorized facilities should provide pedestrians and bicyclists comparable conveniences on low-stress travel corridors connected to public transit facilities. If funded, the new generation of non-motorized infrastructure and amenities in SGAs will equip developers, community partners and local agencies with project development details needed to pursue capital funding and construct advanced state-of-the-art non-motorized projects.

A 'pipeline' of projects ready for programming will be generated through:

- Identification, alignment and layout of low-stress, transit-connected non-motorized corridors into SGAs; and
- Non-motorized alignment and layout of destination streets within SGAs.

Non-motorized details will be clarified through:

- A streamlined procurement program for non-motorized transportation amenities; and
- Establishment of regional non-motorized funding policies that point partner agencies to the most up-to-date guidance on advanced bicycle and pedestrian infrastructure (e.g. NACTO Urban Bikeway Design Guide) and promote projects that include non-motorized amenities.

Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION

3. Project Management (50 points)

- A. Scope of Work in required Microsoft Word format (25 points)
- B. Project Timeline in required Microsoft Excel format (25 points)

**Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)

Executive Director

Title

Daniel S. Little, AICP

Print Name

12/31/2015

Date

Signature of Authorized Official (Sub-Applciant)

Print Name

Title

Date

SCOPE OF WORK CHECKLIST

The scope of work is the official description of the work that is to be completed during the contract. **The scope of work must be consistent with the project timeline.**

The scope of work must:

- ☐ Be completed using the Fiscal Year 2016-17 template provided and in Microsoft Word format.
- ☐ List all tasks and sub-tasks using the same title as stated in the project timeline.
- ☐ Have task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline.
- ☐ List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant).
- ☐ Have a thorough Introduction to describe the project and project area demographics.
- ☐ Have a thorough and accurate narrative description of each task and sub-task.
- ☐ Include a task for a kick-off meeting with Caltrans at the start of the grant.
- ☐ Include a task for procurement of consultants, if consultants are needed.
- ☐ Include a task for invoicing.
- ☐ Include a task for quarterly reporting to Caltrans.
- ☐ Include public participation and services to diverse communities.
- ☐ Include project implementation/next steps.
- ☐ NOT include environmental, complex design, or engineering work and other ineligible activities.
- ☐ List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.

NOTE: Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your scope of work is complete.

SCOPE OF WORK:
**A New Generation of Non-motorized Infrastructure and Amenities for
Strategic Growth Areas**

INTRODUCTION:

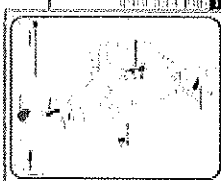
A new generation of non-motorized infrastructure and amenities is required in the Shasta Region to affect sustainable development. Above all, SRTA's '2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County' (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. To ensure a competitive alternative to driving in the region's Strategic Growth Areas (SGAs), new facilities must be appealing, connected, and safe. Therefore the proposed project is needed to ready state-of-the-art non-motorized infrastructure and amenities that will facilitate the mode shift needed to demonstrate progress towards the region's greenhouse gas (GHG) emission reduction target.

Other planning efforts are closely related to the proposed project for a new generation of non-motorized infrastructure and amenities. Building upon the region's extensive and popular system of recreational trails, SRTA has taken the initial steps to connect the trails to the dense concentration of trip generators found in SGAs. These efforts include the creation of a non-motorized program with dedicated funding and policies. Recent calls for local non-motorized projects have resulted in SRTA funding three project study reports instead of capital funding. A gap (red in diagram) exists between project concepts found in high level plans and the necessary level of detail needed to seek grants and other funds for construction. The following diagram (next page) demonstrates the relationship of on-going efforts and the proposed project.

Outside of regional and local planning efforts, the project is also closely aligned with Caltrans objectives. SRTA intends to partner with Caltrans District 2 with regard to state highway corridors that feed into SGAs as well as portions of state highways that serve as destination locations within the SGAs. SRTA consulted with Caltrans staff in Regional Planning, System Planning, Permits, and Traffic Operation on the project scope of work. If funded the project will develop and implement enhancements to capital maintenance projects and seek to use Caltrans's new concept of "asset management" to increase construction project scopes to include the new generation of non-motorized infrastructure and amenities. Additionally, public participation will include outreach and neighborhood focus groups for state highways that lead into or are with SGAs. Findings from this grant funded study will be considered by Caltrans District 2 during development of Transportation Concept Reports.

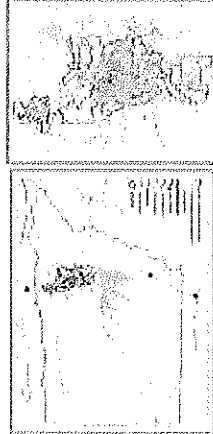
2015 RTP/SCS for Shasta County

High level
20-year Plan
Project Lists, SGAs



GoShasta

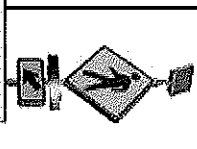
High level
Non-motorized Plan
Data Focus



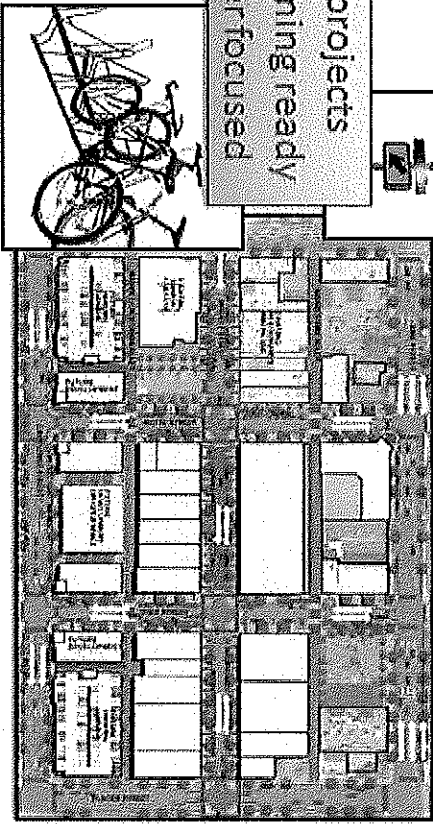
New Generation Non-motorized Infrastructure and Amenities

- Limited conflict corridors into SGAs
- Destination streets within SGAs
- Procurement program for amenities
- Funding policies for advanced projects

Detailed projects
Programming ready
Developer focused



details for portions of SGAs
Downtown Redding Transportation Plan
Pit River Tribe/Burney Bicycle Walkway Plan

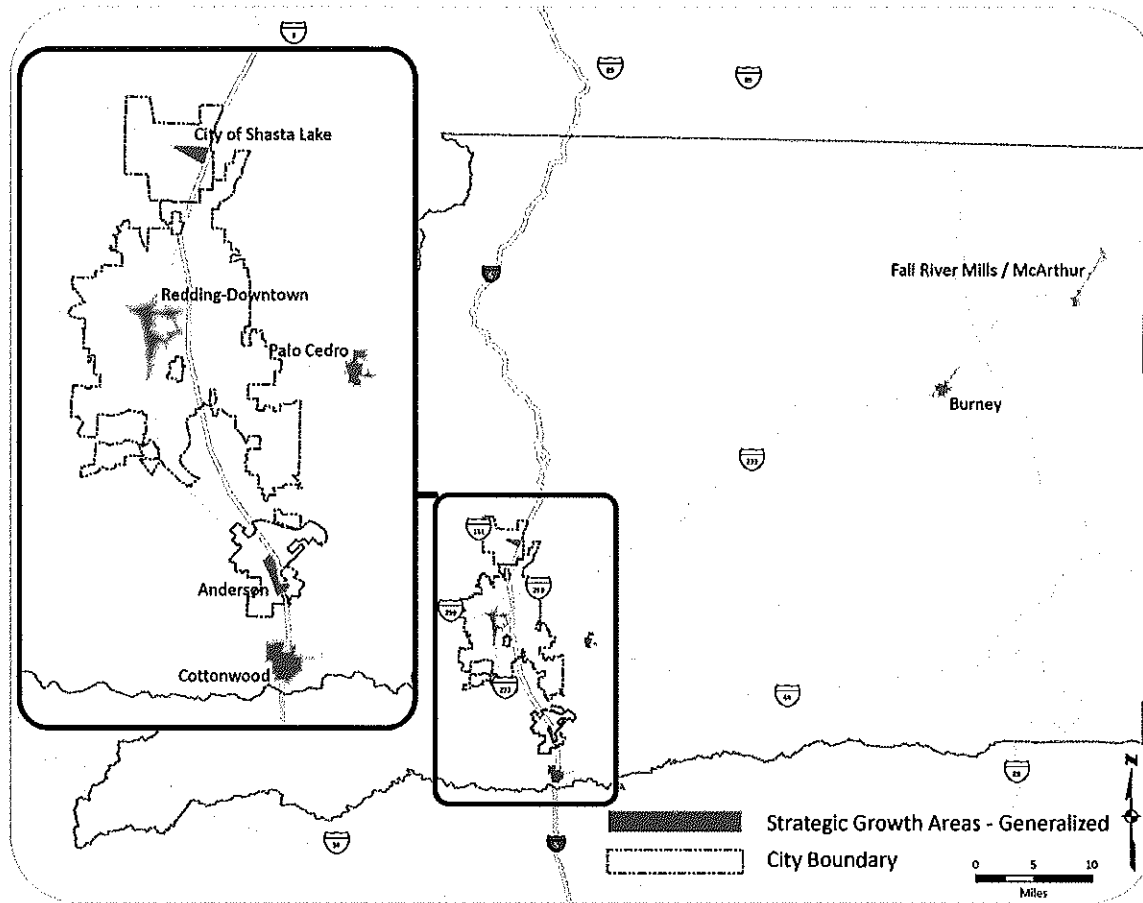


Project Delivery

Engineering, Environmental, ROW, Construction

Increasing Level of Detail

PROJECT AREA - STRATEGIC GROWTH AREAS



SGAs, identified in the 2015 RTP/SCS, are shown in the above map. They are delineated by the urban centers of the three incorporated cities – Redding, Anderson, and City of Shasta Lake – and four unincorporated compact communities of Shasta County.

The proposed project is an application of the Smart Mobility Framework (SMF). Identifying non-motorized project investments in SGAs aligns with SMF principles, specifically, location efficiency, reliable mobility, health and safety, social equity, and robust economy. Regional accessibility and community design have been considered by classifying the SGAs as either ‘urban centers’ or ‘compact communities’ (both SMF place types). The appropriate context and scale will be considered when reviewing alternative corridors, alignments and layouts within and to the SGAs that will achieve smart mobility benefits, e.g. context-sensitive neighborhood solutions.

Inherently the SGAs most closely model the five ‘D’ factors known to reduce vehicle miles traveled and associated GHG emissions: density, diversity, design, destination accessibility, and distance to transit. Accordingly mode shift from automobile dependency to non-motorized transportation is most likely within and to SGAs. The proposed project will strengthen three ‘D’ factors within and to SGAs:

- Design – Street network and non-motorized travel accommodations;
- Destination Accessibility – Number of jobs and other attractions accessible via any travel mode; and
- Distance to Transit – Proximity of high quality public transit service to home and work.

If built, state-of-the-art non-motorized infrastructure and amenities in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

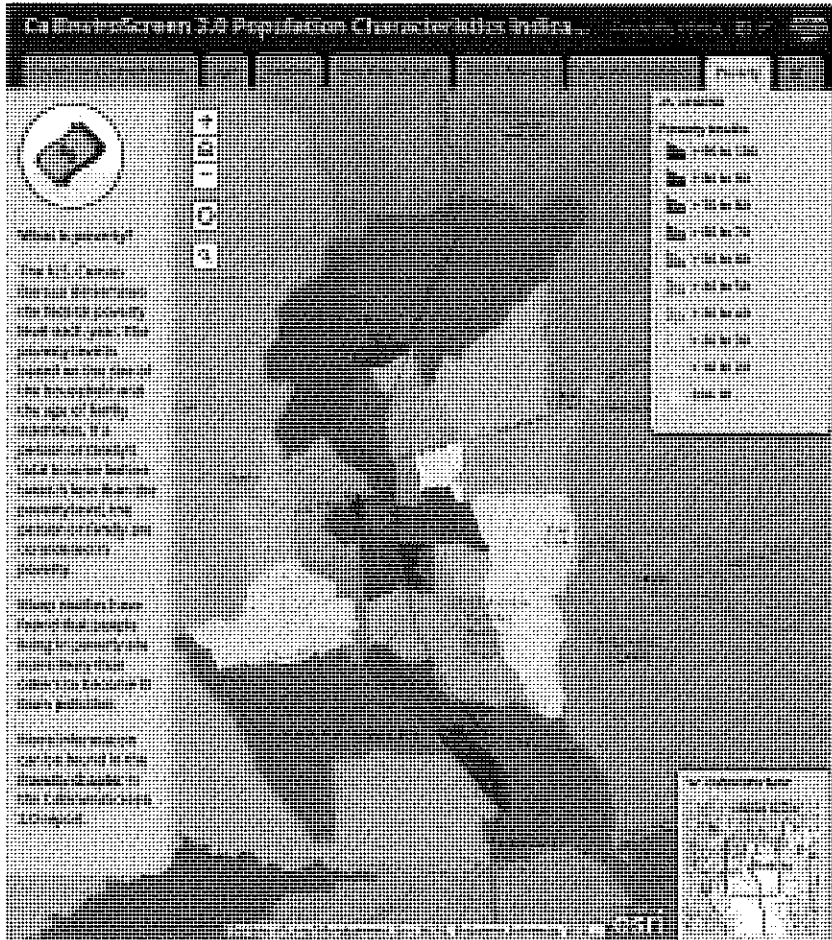
DEMOGRAPHICS

Not only are the SGAs primed for 'D' factor implementation, but their populations are Shasta

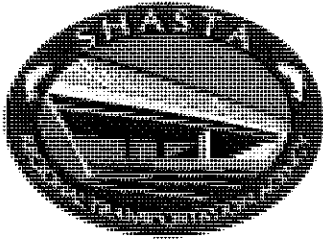
County's most economically disadvantaged (dark purple in map from CalEnviroScreen 2.0).

Shasta County, as a whole, has a median household income of \$44,651 which is only 73% of California's median household income – \$61,094 (ACS 2009-2013).

As shown in the following table the SGAs get high scores (increased vulnerability) based on the CalEnviroScreen 2.0 Population Characteristics. The CalEnviroScreen population characteristics are biological traits, health status, or community characteristics that can result in increased vulnerability to pollution (i.e. age, asthma, low birth weight, low education, linguistic isolation, poverty, and unemployment).



Strategic Growth Area (Census Tract)	CalEnviroScreen 2.0 Population Percentile Score
Anderson (6089012000)	69
Redding (6089010100)	67
Shasta Lake (6089011702)	70
Cottonwood (6089012200)	77
Palo Cedro (6089011900)	40
Burney (6089012701)	63
Fall River Mills/McArthur (6089012702)	65



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 7, 2016

Mr. Bruce de Terra, Chief
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Formal Amendment No. 5 to the Shasta County 2015 Federal Transportation
Improvement Program (FTIP)

Dear Mr. de Terra:

With the delegation authority provided me by the Shasta Regional Transportation Agency (SRTA) Board of Directors per attached SRTA Resolution #13-14, dated December 10, 2013, I hereby approve Formal Amendment No. 5 to the 2015 Federal Transportation Improvement Program (FTIP) for forwarding to Caltrans for review and recommendation of approval to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The amendment is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As amended, the 2015 FTIP is financially constrained and the attached financial summary confirms that funding is available. Additionally, the amendment is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

The amendment notification process complied with SRTA's adopted Public Participation Plan. The public review period was from December 24, 2015 through January 6, 2016. During the review period, a slight increase to the Highway Safety Improvement Program for a city of Redding project was requested by Caltrans, District 2. The increase is minimal (\$64,400 federal), was approved by Caltrans, Headquarters, and did not require re-noticing the amendment.

This amendment updates several grouped project listings revised since preparation of the 2015 FTIP. Formal Amendment No. 5 adds, or revises, the following projects as separate line items:

- **Grouped Projects for Bridge Rehabilitation and Reconstruction – HBP, CTIPS ID 211-0000-0083:**
Various adjustments to Shasta County's Highway Bridge Program (HBP) projects have been made.

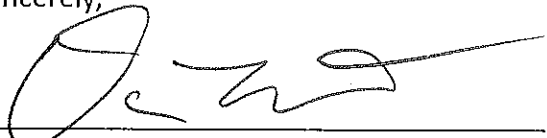
A significant addition to the program is the Cypress Avenue Bridge over the Sacramento River as an arbitration settlement has been issued for the city of Redding to pay the bridge contractor—which both Caltrans and the Federal Highway Administration have agreed to pay with federal-aid funding. In FY 2014/15, \$1.3M is reflected for legal defense expenses, while in FY 2015/16 \$11.67M has been added for the settlement and post-settlement expenses. Therefore, \$11.481M of federal HBP programming has been added to the FTIP, while the city adds \$1.488M local funding as match.

- **Grouped Projects for Safety Improvements – HSIP, CTIPS ID 211-0000-0093:** There are five project adjustments in the Highway Safety Improvement Program (HSIP) listing: a) two with programming year and federal-local share adjustments (Victor Avenue between Enterprise Park and Churn Creek, and Old Oregon Trail between Midland Drive and Bear Mountain Road); b) a slight increase of program funding in FY 2014/15 for the Churn Creek Road project from Bodenhammer Blvd. to the bridge over Boulder Creek; and c) the addition of two new projects in FY 2017/18: Hartnell Avenue between Churn Creek Road and Victor Avenue (\$1.91M); and Riverland Drive from Knighton Road to two miles south (\$1.163M).

With this transmittal, SRTA 2015 FTIP Formal Amendment No. 5 is being provided directly to Caltrans. An electronic copy will be transmitted to Caltrans, FHWA, and FTA. The approved amendment will be posted to the SRTA website at <http://www.srta.ca.gov>. Please recommend this formal amendment for approval.

Please do not hesitate to contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov, if you have questions.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Attachments: SRTA Resolution Number 13-14 – Delegation Authority for Formal FTIP Amendments
Summary of Changes Table
Financial Tables (Tables 1-3)
Amended and Prior/Original Programming Pages for FTIP Projects
Grouped Project Listing Tables

C: Wade Hobbs – FHWA, CA Division
Hymie Luden – FTA, Region 9
SRTA Board of Directors
Scott Wahl – County of Shasta

Chuck Aukland – City of Redding
Rick Somers – Caltrans, District 2
Jan Meyer – Caltrans, District 2

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
1120 N STREET M.S.82
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4013
FAX (916) 654-2738
TTY 711



*Serious drought
Help Save Water!*

January 8, 2016

Mr. Vincent P. Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Mr. Leslie T. Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street, Suite 15-300
San Francisco, CA 94103

Attention: Mr. Donny Hamilton Jr.

Attention: Mr. Ray Sukys

Dear Mr. Hamilton and Mr. Sukys:

The California Department of Transportation (Caltrans) has completed the review of the following amendment to the Shasta Regional Transportation Agency's (SRTA) 2014/15 - 2017/18 Federal Transportation Improvement Program (FTIP):

<u>No.</u>	<u>Description</u>
5	Local Element This amendment modifies projects from the SRTA region. It includes projects with funding from the Highway Bridge Program, and the Highway Safety Improvement Program. See enclosure.

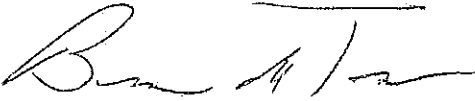
The updated programming is for projects in air quality attainment area that is exempt from the conformity determination requirement. SRTA has certified that this FTIP amendment is financially constrained, and meets the requirements of public involvement procedures per SRTA's Public Participation Plan.

Pursuant to the authority delegated to me by the Director of Caltrans, I approve SRTA's Amendment No. 5. I also recommend that the Federal Highway Administration and the Federal Transit Administration approve this FTIP amendment for inclusion into California's 2015 Federal Statewide Transportation Improvement Program (FSTIP). Approval of this amendment does not constitute an eligibility determination of project for federal funding.

Mr. Vincent P. Mammano/Mr. Leslie T. Rogers
January 8, 2016
Page 2

Please address any questions on this FSTIP approval request to Abhijit Bagde of my staff, at (916) 654-3638.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce De Terra", with a horizontal line above the name.

BRUCE DE TERRA
Chief
Division of Transportation Programming

Enclosures

- c: Karina OConnor - EPA Office of Air Planning (w/enclosure)
Daniel S. little - Shasta County Regional Transportation Agency
Kathy Urlie - Shasta County Regional Transportation Agency



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

January 8, 2016

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra
Chief
Division of Transportation Programming
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Muhaned Aljabiry

SUBJECT: SRTA MPO 2015 FTIP/FSTIP AMENDMENT NO. 5

Dear Mr. de Terra:

We have completed our review of Amendment No. 5 to the Shasta Regional Transportation Agency (SRTA) 2015 Federal Transportation Improvement Program (2015 FTIP) that was submitted with your recent letter. Amendment No. 5 to the SRTA 2015 FTIP was approved on January 7, 2016, by the SRTA Executive Director in accord with the delegation of authority provided by the SRTA Board of Directors by SRTA Resolution #13-14, dated December 10, 2013. This SRTA FTIP amendment modifies the Bridge Rehabilitation and Reconstruction grouped project listing, and the Safety Improvements grouped project listing, that were previously approved for inclusion in California's 2015 Federal Statewide Transportation Improvement Program (2015 FSTIP).

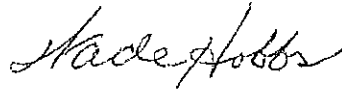
Pursuant to the *December 15, 2014, Memorandum of Understanding between the Federal Highway Administration (FHWA), California Division, and the Federal Transit Administration (FTA), Region IX*, we accept the proposed modifications to the 2015 FTIP/FSTIP for the SRTA Metropolitan Planning Organization (MPO) region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning that was published in the February 14, 2007, Federal Register. We find that the SRTA MPO's 2015 FTIP, including Amendment No.5, was developed through a continuing, cooperative and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the "*Fixing America's Surface Transportation Act*" (FAST Act).

The changes proposed to the Federal Statewide Transportation Improvement Program (FSTIP) by this amendment are associated with projects that are either exempt from the requirements to determine conformity pursuant to 40 CFR 93.126 or 93.127; or are proposed for implementation in

areas of the State of California that are designated as attainment or unclassified for Federal Air Quality Standards, and as a consequence, are not subject to the requirement that an air quality conformity determination be made.

If you have questions or need additional information concerning our approval of this FSTIP amendment, please contact Wade Hobbs of the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov.

Sincerely,

A handwritten signature in cursive script that reads "Wade Hobbs".

For: Vincent P. Mammano
Division Administrator



Acceptance - Remember - Educate

CTF Board of Directors

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RCTC
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Sasha Dansky, P.E.
Mark Thomas & Co.
Vice Chair

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Retired CTC
Treasurer

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Timothy Haile, P.E.
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OCTA

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Bender Rosenthal, Inc.

Stacey Mortensen
SJRRRC

Eric Shen, P.E., P.T.P.
US DOT

Stanley S. Taylor III
Nossaman LLP

Lupe Valdez
Union Pacific Railroad

Tad Widby
Independent Consultant

Ray Wolfe
SANBAG

Executive Director
Sarah West

Emeritus Director
Heinz Heckeroth

January 11, 2016

Richard "Dick" Dickerson Memorial Signage Fund

Dan Little
Executive Director
Shasta Regional Transportation Agency
1255 East St., Suite 202
Redding, CA 96001

Dear Dan:

CTF has approved your request and has established the Richard "Dick" Dickerson Memorial Signage Fund. Donations to this account are tax deductible and because his death was not work related, will not be matched by CTF. **Donations by check should be made out to CTF with "Dickerson Sign" in the memo line and mailed to CTF at 581 La Sierra Drive, Sacramento, CA 95864.** Donations may also be made online with a credit card at www.transportationfoundation.org/donate. Online donations should indicate in the comments section "donation for the Dickerson Memorial Signage Fund." Donors will receive a letter thanking them for the donation.

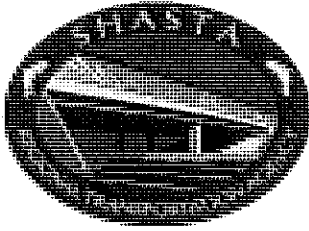
When you are ready to write the check to install the sign along Highway State Route 44, please email an invoice and we will follow with the check. The check from the Dickerson Memorial Signage Fund will be made out to *Denice Yergenson, Caltrans District 2, and mailed to her attention at 1657 Riverside Drive, Redding, CA 96001, as requested.* While we will consult with you regarding when the account should be closed, CTF retains the right to make that decision. We will be able to give you the account balance as of the last day of the previous month. In other words, if you ask on May 15 we will give you the balance as of April 30.

Thank you for your support of California's transportation community as demonstrated by taking the lead on this important fundraising effort to recognize the work of Richard Dickerson. Please call me at (916)489-1629 or email me at sarah_west@transportationfoundation.org if you have any questions.

Sincerely,

Sarah West
Executive Director
California Transportation Foundation

cc: Dave Wallace, CFO Shasta Regional Transportation Agency



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 11, 2016

Kathy Grah
Chief, Office of Regional and Community Planning
Senior Transportation Planner
Caltrans District 2
1657 Riverside Drive
Redding, CA 96001

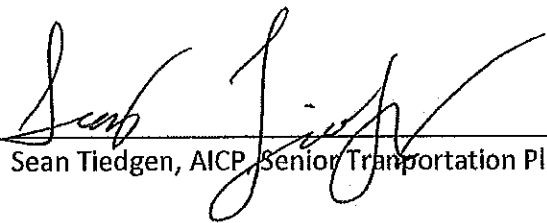
Subject: Revised FY 2015/16 Overall Work Program Agreement (OWPA)

Ms. Grah:

Enclosed is a revised OWPA and supporting documentation, consistent with Amendment #1 to SRTA's Fiscal Year 2015/16 Overall Work Program. This revised OWPA should address corrections requested by Caltrans on December 21, 2015.

Please contact me at (530) 262-6185 or stiedgen@srta.ca.gov if you have any questions.

Regards,



Sean Tiedgen, AICP, Senior Transportation Planner

SMT/jac

Enclosure

C: Aaron Casas, Associate Transportation Planner, Caltrans District 2

OVERALL WORK PROGRAM AGREEMENT (OWPA) FOR
SHASTA REGIONAL TRANSPORTATION AGENCY

1. The undersigned signatory Metropolitan Planning Organization (MPO) hereby commits to complete, this fiscal year (FY) (beginning July 1, 2015 and ending June 30, 2016), the annual Overall Work Program (OWP), a copy of which was approved on June, 2015 and is attached as part of this OWPA.
2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA), numbered numbers and executed with effective dates of January 1, 2015 to December 31, 2024 between Shasta Regional Transportation Agency (MPO) and the Department of Transportation (STATE), are incorporated herein by this reference as part of this OWPA for this FY.
3. The federal letters of approval from the Federal Transit Administration (FTA) and from the Federal Highway Administration (FHWA), dated June 10, 2015, and attachments, if applicable, which approved the attached OWP, are by this reference made an express part of this OWPA.
4. MPO agrees to comply with STATE, FTA and FHWA matching requirements for "Consolidated Planning Grant" funds obligated and encumbered against this OWPA. This OWPA obligates and encumbers only these following state and federal funds: State Highway Account planning funds (SHA); FHWA - Metropolitan Planning (PL), federal/local - 88.53/11.47; FHWA State Planning and Research (SP&R) - Partnership Planning/Strategic Partnerships*, federal/local - 80/20; FTA Section 5303, federal/local - 88.53/11.47; FTA Section 5304 - Transit Planning/Sustainable Communities*, federal/local - 88.53/11.47. All local match funds are to be provided from non-federal sources.
5. Subject to the availability of funds this FY OWPA funds encumbered by STATE include, but may not exceed, the following:

Funding Source	Match %	Funding	Toll Credit (In lieu of local match)	Local Match	Total Expenditures
FHWA PL (Toll Credit Match)	11.47%	\$924,110.00	\$105,995.42		\$924,110.00
FHWA PL (Cash/In-kind Match)	11.47%	\$0.00		\$0.00	\$0.00
FTA Sect. 5303 (Toll Credit Match)	11.47%	\$111,697.00	\$12,811.65	\$0.00	\$111,697.00
FTA Sect. 5303 (Cash/In-kind Match)	11.47%	\$32,962.00		\$4,218.00	\$37,180.00
FTA Sect. 5304*	11.47%	\$0.00		\$0.00	\$0.00
FHWA SP&R*	20%	\$125,000.00		\$31,250.00	\$156,250.00
Total Programmed Amount		\$1,193,769.00	\$118,807.06	\$35,468.00	\$1,229,237.00

6. Should MPO expend funds in excess of those available and programmed in this FY OWPA, those costs shall be borne solely by MPO.

Department of Transportation (STATE)	Shasta Regional Transportation Agency
Authorized Signature	Name of Agency (MPO)
Printed Name of Person Signing	Authorized Signature
Title	Daniel S. Little
Date	Printed Name of Person Signing
	Executive Director
	Title
	January 5, 2016
	Date

(For Use by Caltrans Accounting Only)

The total amount of all Federal funds encumbered
by this document is \$ _____

Fund Title: _____

Item _____ Chapter Statute Fiscal Year _____

Project ID# _____ Encumbrance Document Number _____

The total amount of all State funds encumbered
by this document is \$ _____

Fund Title: _____

Item _____ Chapter Statute Fiscal Year _____

Project ID# _____ Encumbrance Document Number _____

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Accounting Officer

Date

*CFDA for Federal Funds 20.505: Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

WORK ELEMENT 707.04**Goods & Freight Movement Planning**

Agency: SRTA

Total Budget: \$ 125,000

ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2015/16

EXPENDITURES			Revenue by Fund Source (\$)		
Staff Allocations and Funding Requirements					
Shasta RTA	Direct	Indirect	Caltrans Strategic Partnerships Grant (FHWA SP&R)		
Personnel	19,256	9,484	28,741		
Services & Supplies	1,038		1,038		
Consultant Services	94,759		94,759		
Human Resources	462		462		
In-kind Contributions					
Growing Local, SCEDD, Pro-Pacific, CED					
TOTAL	115,515	9,484	125,000		

In-kind match to be provided by project partners in the amount of \$31,250. Total project cost: \$156,250.

Previous Accomplishments

The North State Transportation for Economic Development Study was completed in late 2013. SRTA, in partnership with economic development and private sector partners developed and submitted a Caltrans Strategic Partnerships grant application to carry out the 'Far Northern California Consolidated Goods & Freight Hub Study and Demonstration Project'.

Objective

To utilize regional transportation planning, policy and investments to support the economic vitality of the region through enhanced market competitiveness, productivity, efficiency, and goods and freight movement.

Discussion

Goods and freight movement is a federal priority in support of economic development. SRTA near term focus is to address the lack of data and technical modeling capabilities needed for effective planning and project development, multi-regional coordination, and integration with statewide programs and technology. The grant requires a 20% local match, which is being satisfied by in-kind contributions by the following project partners: Growing Local, Superior California Economic Development District (SCEDD), Pro-Pacific Fresh, and the Center for Economic Development at Chico State University (CED).

Product 1: Far Northern California Consolidated Goods & Freight Hub Study (Strategic Partnerships Grant)

Task/Activity	Resp. Agency	Schedule
1.1 Project Initiation.	SRTA, Consultant	Jul - Jun
1.2 Data development.		
1.3 Outreach and stakeholder communication.		
1.4 Technical analysis and logistics.		
1.5 Agricultural goods movement demonstration project.		
1.6 Prepare and present final report.		

Product 2: In-Kind Participation and Support by Project Partners

Task/Activity	Resp. Agency	Schedule
2.1 Participation by project partners, including contributions of data and expertise, technical advisory committee participation, community and stakeholder communications, and related support tasks.	Project Partners	Jul - Jun

This image shows a full page of graph paper. It features a uniform grid of small squares across the entire surface. The lines are thin and dark, creating a consistent pattern suitable for technical drawing or mathematics. There are no margins, text, or other markings present on the page.

Planning/Administration Funds by Jurisdiction

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Capital Infrastructure & Transit Agency Operations

Description	FY07	FY	TDA	LTOP						Total FY06-Source
P&T Streets & Roads	1,618,729									1,618,729
TDA Streets & Roads			3,975,453							3,975,453
TDA Transit Operation			3,527,315							3,527,315
Low-Carbon Transit Operations Program				62,657						62,657
TDA Bike Pedestrian Program										
TDA Operations and Capital	1,618,729		7,557,618	62,657	0	0	0	0	0	9,180,275
			12,671							12,671

Janie Coffman

Subject: FW: Save-The-Date: California Sustainable Freight Action Plan Workshop
Attachments: CSFS_Factsheet.pdf

From: Houmani, Elaine S@DOT [<mailto:elaine.houmani@dot.ca.gov>] **On Behalf Of** CFAC@DOT
Sent: Tuesday, January 12, 2016 3:10 PM
Cc: Monson, Tyler J@DOT; Oakes, Cameron@DOT; Dreher, Karl L@DOT
Subject: Save-The-Date: California Sustainable Freight Action Plan Workshop

Greetings CFAC Stakeholders (General Distribution):

Please Save-the-Date!

WHEN: January 26, January 28, or February 1, 2015

WHAT: California Sustainable Freight Action Plan (CSFAP) Public Workshop

WHO: Staff from the California Department of Transportation (Caltrans), the California Air Resources Board (ARB), the California Energy Commission (Energy Commission), and the Governor's Office of Business and Economic Development (GO-Biz) invite you to participate in a workshop or webinar.

WHERE: Locations listed below

WHY: Learn about the CSFAP, Governor's Executive Order (E.O.) B-32-15, and the progress of the work completed to date by the State agencies directed by the E.O.
Participate by asking questions and providing input on the CSFAP and the actions needed (e.g. measures, incentives, and partnerships) to develop a sustainable freight transport system in California.

HOW: Attend one of the workshop locations (main or satellite location).
Each workshop and webinar will follow the same format and presentation.

Workshops dates and locations:

Tuesday, January 26, 2016	4 pm-6 pm	
Sacramento	Main	California Energy Commission 1516 9th Street Sacramento CA 95814
Redding	Satellite location	Caltrans District 2 Office 1031 Butte Street #18 Redding, CA West Venture Lassen Training Room

Oakland	Satellite location	Joseph P. Bort Metro Center 101 8th Street Oakland, CA 94607 Claremont Conference Room
Thursday, January 28, 2016	4 pm-6 pm	
Fresno	Main	San Joaquin Valley Air Pollution Control District 1990 East Gettysburg Avenue Fresno, CA 93726
Modesto	Satellite location	San Joaquin Valley Air Pollution Control District 4800 Enterprise Way Modesto, CA 93726
Monterey	Satellite location	Marina Public Library 190 Seaside Circle Marina, CA 93933
Bakersfield	Satellite location	San Joaquin Valley Air Pollution Control District 34946 Flyover Court Bakersfield, CA 93308
Monday, February 1, 2016	3 pm-5 pm	
Los Angeles	Main	Banning's Landing Community Center 100 East Water Street Wilmington, CA 90744
San Diego	Satellite location	Logan Heights Public Library 567 S 28th Street San Diego, CA 92113
San Bernardino	Satellite location	San Bernardino County Association of Governm Santa Fe Depot 1204 W 3rd Street San Bernardino, CA 92410
Imperial	Satellite location	Southern California Association of Governments 1405 N. Imperial Avenue El Centro, CA 92243
Friday, February 5, 2016	10 am-12 pm	
Webinar		Webinar REGISTRATION: https://attendee.gotowebinar.com/register/28523018 WEBINAR ID: 141-713-667

WORKSHOP FORMAT:

The workshops will be held at the locations and on the dates laid out in the table above. The workshops will be held concurrently in-person, at satellite locations, and a separate stand-alone webinar. The agencies will follow the same format and show the same presentation at each location and in the webinar. Interagency staff will be present to give a presentation at the Main locations, which will be broadcast to the satellite locations. Staff will be available at the satellite locations to assist with questions.

During the workshop and webinar, interagency staff will provide an overview of the process for preparing the Action Plan and its content, as well as seek public input on what actions (e.g. measures, incentives, and partnerships) are needed to develop a sustainable freight transport system in California.

BACKGROUND:

In July 2015, Governor Brown issued Executive Order B-32-15 directing the Secretaries of Transportation, Environmental Protection, and Natural Resources to lead other relevant State departments in the development of an integrated action plan, the Action Plan.

The Action Plan will include specific recommendations, actions, investments, and milestones to develop and begin building a sustainable freight transportation system that will demonstrate California's private and public leadership in advancing statewide and national freight priorities, objectives, and goals.

The State will establish clear targets to improve freight efficiency, and transition to zero-emission technologies of the freight transport system, while continuing to support California's economy. The Action Plan will identify State policies, programs, and investments to achieve those targets.

The State will also identify and initiate corridor level freight pilot projects within the State's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development opportunities.

For more information on the California Sustainable Freight Action Plan, please see the [fact sheet](#), or visit Caltrans' [Sustainable Freight Action Plan](#) page and ARB's page on the [Sustainable Freight Transport Initiative](#), where you can find information about pilot project ideas, upcoming workshops and more.

Best regards,

Elaine Houmani
CFAC Coordinator
Office of Freight Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street - MS 32
P.O. Box 942874
Sacramento, CA 94274-0001

What is the California Sustainable Freight Strategy (CSFS)?

It is an initial step in an ambitious, integrated effort to produce and implement a unified sustainable freight transportation vision and action plan for California. The CSFS will include specific recommendations, actions, performance measures, and milestones to develop and begin building a sustainable freight transportation system that will demonstrate California's private and public leadership in advancing statewide and national freight priorities, objectives and goals.

The State will establish clear targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of California's freight system. The CSFS will identify State policies, programs, and investments to achieve those targets. In addition, a vision of California's freight transportation system in 2030 and 2050 will be provided. The State will also identify and initiate corridor-level freight pilot projects within the State's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development opportunities.

The CSFS is one of the first steps in an ongoing and iterative effort that will respond to priorities set by California and the Governor, along with any new federal requirements (i.e. MAP-21 and/or the new Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act). In addition to supporting the environmental, energy, transportation, and economic objectives already established by California, it will help achieve the Governor's 2030 goals of:

- Decreasing greenhouse gas emissions to 40% below 1990 levels
- Safeguarding California against the impacts of climate change
- Reducing today's petroleum use in cars and trucks by up to 50 percent
- Increasing from one-third to 50 percent our electricity derived from renewable sources
- Doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner
- Reducing the release of methane, black carbon, and other short lived climate pollutants; and
- Managing farm and rangelands, forests and wetlands, so they can store carbon

What is a sustainable freight transportation system?

A sustainable freight transportation system is one that meets California's environmental, energy, mobility, safety, and economic needs by: improving community livability; enhancing system efficiency; deploying zero and near-zero emission freight equipment powered by renewable energy sources; providing reliable performance while increasing safety, mobility and capacity; and improving the competitiveness of our logistics system.

Why is this effort important?

California is the largest gateway for international trade and domestic commerce responsible for one-third of the State's economy and jobs, with freight dependent industries accounting for over \$700 billion in revenue and over 5 million jobs in 2013. However, freight transportation generates a high portion of local toxics and criteria pollutants associated with poor air quality and an increasing contribution of greenhouse gas (GHG) emissions which impact the health and well-being of Californians and deplete vital natural resources. Significant investments in freight infrastructure are necessary to ensure the continued quality of life and economic competitiveness of our State. Only through policies, programs, and investments set forth by a coordinated effort by key State agencies and stakeholders, can success be achieved to influence California's freight system to become more efficient competitive, and environmentally sustainable.

What type of strategies or actions will be pursued?

Actions will include early actions of short duration to address immediate needs and long term strategies to address future freight needs. More specific actions will be developed and defined in the vetting process through other opportunities for involvement. These actions have been grouped into categories and described below:

- Engines and Vehicles
- Energy and Fuels
- Freight Infrastructure and Facilities
- Funding and Incentives
- Freight System Efficiencies
- Economy and Jobs

What State agencies are developing the CSFS?

The Secretary of the California State Transportation Agency (CalSTA), the Secretary of the California Environmental Protection Agency (CalEPA), and the Secretary of the Natural Resources Agency (Resources) are leading other relevant State departments including the California Air Resources Board (ARB), the California Department of Transportation (Caltrans), the California Energy Commission (CEC), and the Governor's Office of Business and Economic Development (GO-Biz) in this effort.

What are the major milestones?

The key milestones of the integrated, statewide, public development process are listed below:

Milestone	Date
Launch the development of the CSFS	July 2015
California Freight Advisory Committee meeting	July 2015
California Freight Advisory Committee meeting	Fall 2015
Outreach sessions and stakeholder engagement for all agencies	July 2015—Spring 2016
Regional workshops	Winter 2015
Release of draft CSFS	Spring 2016
Finalize CSFS	July 2016

How will this effort complement other State efforts?

The CSFS will integrate freight elements from a number of existing plans: the California Freight Mobility Plan, California Transportation Plan, the Integrated Energy Policy Report, and the Sustainable Freight Pathways to Zero and Near-Zero Emissions document, which will provide a foundation for the CSFS and will help determine how to achieve a sustainable freight transportation system. In addition relevant planning efforts already underway or upcoming will coordinate with and influence the CSFS development process to ensure consistency across all efforts.

Plan	Agency	Plan Due
Interregional Transportation Strategic Plan	California Department of Transportation	June 2015
State Transportation Improvement Program Guidelines	California Transportation Commission	Summer 2015
National Freight Strategic Plan	Federal Highway Administration	TBD
California Transportation Plan 2040	California Department of Transportation	December 2015
Short-Lived Climate Pollutant Plan	California Air Resources Board	Spring 2016
2014 Integrated Energy Policy Report	California Energy Commission	February 2015
2016 State Implementation Plans	California Air Resources Board	Summer 2016
California State Aviation Plan	California Department of Transportation	Fall 2016
California State Rail Plan	California Department of Transportation	Spring 2017
2030 Scoping Plan	California Air Resources Board	TBD
Regional Transportation Plan Guidelines	California Transportation Commission	TBD

What are the opportunities for involvement?

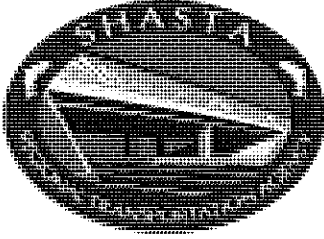
The CSFS public process will provide several opportunities to be involved, including the following:

- California Freight Advisory Committee (CFAC) meetings are open to the public and will provide an opportunity for interested parties to engage in discussions regarding CSFS development.
 - Website: <http://dot.ca.gov/hq/tpp/offices/ogm/cfac1.html>
 - Notifications: Contact CFAC@dot.ca.gov to request to be added to the distribution list.
- Outreach Sessions: Throughout the process, discussions with all of the interested stakeholders such as industry, environmental groups, and community groups will be held as needed.
- Regional Workshops: A series of regional workshops will be held around the State in order to engage the public, provide information, solicit input, and receive ideas.
- Draft Release: The release of the draft CSFS in spring 2016 will provide an opportunity for the public to comment.

Who should I contact?

If you have questions, would like to receive more information, or want to request a meeting, please see the contacts listed below to determine the most appropriate contact. You may also sign up for the listserv through http://www.arb.ca.gov/listserv/listserv_ind.php?listname=sfti.

Topic Area	Contact
General Inquiries	California Air Resources Board: Freight@arb.ca.gov California Department of Transportation: CSFS@dot.ca.gov
Engines and Equipment	California Air Resources Board: Lezlie Kimura Szeto, Lezlie.kimura@arb.ca.gov Governor's Office of Business and Economic Development: Frank Ramirez, Frank.Ramirez@gov.ca.gov
Economy and Jobs/Pilot Projects	California Air Resources Board: Lezlie Kimura Szeto, Lezlie.kimura@arb.ca.gov Governor's Office of Business and Economic Development: Frank Ramirez, Frank.Ramirez@gov.ca.gov
Energy and fuel	California Energy Commission: Andre Freeman, Andre.Freeman@energy.ca.gov
Freight infrastructure and facilities Funding and incentives Logistics and system-wide efficiencies	California Department of Transportation: CSFS@dot.ca.gov



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

January 14, 2016

Mickey Gemmill, Jr., Chairperson
Pit River Tribe
36970 Park Avenue
Burney, CA 96013

Subject: Invitation to Consult on Regionally Significant Transportation Planning Projects

Dear Chairperson Gemmill:

The Shasta Regional Transportation Agency (SRTA) is beginning preparation of several regionally significant transportation planning projects. As the transportation planning agency for the Shasta region, we value the Pit River Tribe's input on the development of them. The table on the back of this letter outlines upcoming planning projects, their descriptions, and anticipated dates.

SRTA formally invites you to consult on the development of these projects. If you require more information, would like to meet, or if the Pit River Tribe has comments or input, please contact either me or SRTA Tribal Governments Liaison Kathy Urlie (kurlie@srta.ca.gov or 262-6190) so we may discuss the tribe's needs and concerns.

We look forward to hearing from the Pit River Tribe.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

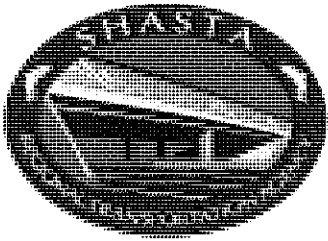
C: Kendee Vance, Caltrans District 2

SRTA Transportation Planning-Programming Projects for Tribal Consultation

Document	Description	Important Dates
FY 2016/17 Overall Work Program	SRTA's annual Overall Work Program (OWP) outlines SRTA's planning and programming activities, as well as activities of sub-recipients of SRTA funding. The annual SRTA Budget is developed from the OWP.	Draft: 2/2016 Final: 4/2016
2018 Regional Transportation Plan and Sustainable Communities Strategy	SRTA's Regional Transportation Plan (RTP) is a long-range (20-year) plan for the management, operation, and develop of a regional intermodal transportation system for Shasta County. It is updated every four years in collaboration with local, state, federal and tribal partners.	Anticipated Start: Summer/Fall 2016 Anticipated Approval by SRTA Board of Directors : June 2018
Orthophoto Imagery Project	The 2016 Digital Orthoimagery Collection Project is a collaborative project between SRTA; the cities of Redding, Shasta Lake, and Anderson; the McConnell Foundation; and the Western Shasta Resource Conservation District to capture aerial imagery for the urbanized area of Shasta County.	Project initiation: 2/24/2016 Project closeout: 9/2016
Intercity Transportation Study	The Shasta Intercity Transportation to Sacramento and the Bay Area Study will analyze the possible expansion of intercity transportation options to airports and passenger rail facilities in Sacramento and the Bay Area as a way to enhance mobility and connectivity to state, national, and international markets.	Anticipated approval by SRTA Board of Directors: 6/2016 Stakeholder/public review and input: 2/2016 to 5/2016
Coordinated Transportation Plan	The Shasta Coordinated Transportation Plan prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults, and people with low incomes.	Anticipated approval by SRTA Board of Directors: 6/2016 Stakeholder/public review and input: 2/2016 to 5/2016
2017 Federal Transportation Improvement Program	A short-term (4 year) programming document outlining funding for transportation system maintenance, operation and/or improvement projects.	Anticipated approval by SRTA Board of Directors: 6/2016. Notice of upcoming FTIP development to RTP contacts database Jan/Feb. Draft FTIP for 30-day public review beginning of May.
Unmet Transit Needs Assessment	Assesses the public's mobility needs and evaluates the effectiveness of current public transit services in meeting those needs within the confines of fiscal and operational feasibility.	Draft: 3/2016 Hearing: 4/2016 Local Transportation Fund (LTF) Allocations: 6/2016
SRTA Public Participation Plan Update	SRTA's Public Participation Plan outlines the methods and protocol for public participation within the development of SRTA products.	Draft: 5/2016 Final: 6/2016
GoShasta: Non-Motorized Transportation Plan	GoShasta is a short and long-term plan for new pedestrian and bicycle facilities, including safety, and connections to public transit services as well as existing non-motorized facilities. The plan will serve as a tool to secure competitive project funding.	Anticipated start: Summer 2016 Anticipated approval by SRTA Board of Directors: December 2017

Key to SRTA Staff Contacts for Above Activities:

Sean Tiedgen	stiedgen@sрта.ca.gov	530-262-6185
Jenn Pollom	jpollom@sрта.ca.gov	530-262-6195
Kathy Urlie	kurlie@sрта.ca.gov	530-262-6194
Keith Williams	kwilliams@sрта.ca.gov	530-262-6192



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Daniel S. Little, Executive Director

January 14, 2016

Mr. Jack Potter, Chairperson
Redding Rancheria Tribal Council
2000 Redding Rancheria Road
Redding, CA 96001

Subject: Invitation to Consult on Regionally Significant Transportation Planning Projects

Dear Chairperson Potter:

The Shasta Regional Transportation Agency (SRTA) is beginning preparation of several regionally significant transportation planning projects. As the transportation planning agency for the Shasta region, we value the Redding Rancheria's input on the development of them. The table on the back of this letter outlines upcoming planning projects, their descriptions, and anticipated dates.

SRTA formally invites you to consult on the development of these projects. If you require more information, would like to meet, or if the Redding Rancheria has comments or input, please contact either me or SRTA Tribal Governments Liaison Kathy Urlie (kurlie@srta.ca.gov or 262-6194) so we may discuss the tribe's needs and concerns.

We look forward to hearing from the Redding Rancheria.

Sincerely,

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Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

C: Kendee Vance, Caltrans District 2

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Key to SRTA Staff Contacts for Above Activities:

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LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
JAMES C. GHIEMMETTI
CARL GUARDINO
FRAN INMAN
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

State Transportation Funding Crisis Continues to Worsen

January 27, 2016

Members, California State Legislature:

This letter is to inform you of recent actions by the California Transportation Commission (Commission) that will reduce funding for state transportation projects by three-quarters of a billion dollars over the next five years. On top of an already significant shortfall in funding for repairs to our existing system, the Commission recently approved a reduced estimate of \$754 million to the funds expected to be available over the five-year State Transportation Improvement Program (STIP) period. This means that in addition to no new projects for the upcoming STIP, programmed projects must be deleted or delayed. The effect of this reduction on the state's transportation system will be nothing short of catastrophic. Attached is a list of those projects that may be delayed or removed from the new STIP in each legislative district.

The Commission strongly urges legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Sincerely,

LUCETTA DUNN
Chair

BOB ALVARADO
Vice Chair

DARIUS ASSEMI
Member

YVONNE B. BURKE
Member

JAMES EARP
Member

JAMES C. GHIEMMETTI
Member

CARL GUARDINO
Member

FRAN INMAN
Member

CHRISTINE KEHOE
Member

JAMES MADAFFER
Member

JOSEPH TAVAGLIONE
Member

Honorable Members of the California State Legislature

January 27, 2016

Page 2 of 2

c: Brian Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, California Department of Transportation
Executive Directors, Metropolitan Planning Organizations
Executive Directors, Regional Transportation Planning Agencies
Matt Cate, Executive Director, California State Association of Counties
Chris McKenzie, Executive Director, League of California Cities

CALIFORNIA TRANSPORTATION COMMISSION
State Transportation Improvement Program (STIP)
Projects at Risk for STIP Deletion or Delay

County	Route	Project Title		Total Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Alameda	rail	Daly City BART Station Intermodal Improvements	*	200	19	11
Alameda	84	East-West Connector in Fremont	*	12,000	20	10
Alameda/Contra Costa	680	Freeway Performance Initiative, Phase 2	*	4,000	20,27	10,15
Alameda/Contra Costa	rail	BART Station Modernization Program	*	16,726	15,16	7,9
Alameda/Santa Clara	rail	Oakland to San Jose Double Track, Segment 2A	*	7,000	18,20, 27,28	9,10,15
Alpine	loc	Hot Springs Creek Bridge Replacement		265	71	38
Alpine	loc	Hot Springs Road Reconstruction		340	71	38
Amador	88	Pine Grove Improvements	*	3,951	5	8
Butte	loc	Midway Bridges Across Butte Creek, Replacement	*	1,499	3	4
Butte	70	Passing Lanes, Cox-Palermo, Segment 2	*	3,000	3	4
Butte	70	Passing Lanes, Palermo-Ophir, Segment 1	*	22,400	3	4
Calaveras	4	Wagon Trail Expressway	*	5,235	5	8
Calaveras	4	Wagon Trail Expressway (Programmed in Alpine)		1,400	5	8
Colusa	loc	Citywide, Various Locations, Rehabilitation and Pedestrian Safety		700	3,4	4
Contra Costa	rail	Walnut Creek BART TOD Intermodal Project	*	5,300	16	7
Contra Costa	rail	Hercules Railroad Station Building	*	5,100	15	9
Contra Costa	80	Central Ave Interchange, Phase 2 (Local Road Realign.)	*	2,000	15	9
Contra Costa	loc	Kirker Pass Rd, North Bound Truck Climbing Lane	*	2,650	14	7
Contra Costa	680	Southbound HOV Gap Closure, N Main-Livorna Road	*	15,557	16	7
Contra Costa	80	San Pablo Dam Road Interchange, Phase 2	*	9,200	15	9
Contra Costa	680	Route 4 Interchange, Widen Route 4, Phase 3	*	36,610	14	7
El Dorado	50	W Placerville Interchanges, Ray Lawyer Dr Interchange, Phase 2	*	5,542	7	1
Fresno	41	Excelsior Expressway, Widen to 4 Lanes	*	2,142	31	14
Fresno	180	New freeway, Segment 3: Smith Ave-Frankwood Ave	*	49,400	23	8,14
Glenn	loc	Lassen Street, Sycamore-Wood St, Reconstruction		503	3	4
Glenn	loc	County Roads 306-200-305, Rehabilitation		1,050	3	4
Glenn	loc	Sixth Street, South City Limit-North City Limit, Rehab.		350	3	4
Glenn	loc	Tehama Street, UPRR-Woodward Ave, Reconstruct		750	3	4
Glenn	loc	Road M 1/2, Route 32-Bryant Street, Reconstruct		630	3	4
Humboldt	101	Eureka-Arcata Corridor Improvement		30,000	2	2
Humboldt	loc	Highland and Koster Rehabilitation		400	2	2
Humboldt	loc	Hawthorne, Felt & 14th Street Rehabilitation		400	2	2
Humboldt	101	Eureka-Arcata Corridor-Mitigation		3,000	2	2
Imperial	8	Imperial Avenue Interchange, Reconstruct	*	33,650	56	40
Inyo	39S	Olancho-Cartago 4-Lane Expressway		88,500	26	8
Inyo	loc	Seibu Lane, Paiute Reservation-Schools, Bike Path		480	26	8
Inyo	39S	Olancho-Cartago Archaeological Pre-Mitigation		5,000	26	8
Kern	58	Westside Parkway Connector	*	33,001	34	16
Kern	46	Widen to 4 Lanes, Segment 4A, Lost Hill Rd-East of I-5	*	4,100	32	16
Kern	14	Kern, Freeman Gulch Widening, Segment 1	*	31,088	34	16
Kern	14	Kern, Freeman Gulch Widening, Segment 2	*	7,610	34	16
Kings	198	12th Avenue Interchange, Hanford, Landscaping		1,376	32	14
Lake	29	Widen to 4 Lanes, Segment 2C	*	24,027	4	2
Lake	loc	Lakeport Blvd at S. Main St, Improve Intersection	*	194	4	2
Lake	loc	S. Main Street, Lakeport-Route 175, Widen, Bike Lane	*	4,369	4	2
Lake	loc	Soda Bay Road, Route 175-Manning Creek, Widen, Bike Lane		662	4	2
Lassen	loc	County Rehab B (Pumpkin Center, Ash Valley Roads)	*	1,950	1	1

County	Route	Project Title		Total	Assembly District(s)	Senate District(s)
				Programmed (\$ thousands)		
Lassen	loc	City Street Rehabilitation		1,846	1	1
Lassen	loc	City Street Rehabilitation		955	1	1
Lassen	loc	City Street Rehabilitation		956	1	1
Lassen	loc	City Street Rehabilitation		2,320	1	1
Lassen	loc	Beaver Creek Bridge #7C-82 (Hwy Bridge Program Match), Replace	*	254	1	1
Lassen	loc	Center Road, Route 395-Johnstonville Road, Reconstruct		2,890	1	1
Lassen	loc	New Main Street-Johnstonville Road Connection		100	1	1
Lassen	loc	Skyline Road East/Extension, Phase 2		3,900	1	1
Los Angeles	gsep	Burbank Airport/Rail Station Pedestrian Grade Separation	*	7,000	43	25
Los Angeles	rail	Light Rail Vehicles	*	102,400	41,48,49, 51,53,54, 59,62,63, 64,70	22,24,25, 26,30,32, 33,35
Los Angeles	138	Widening Segment 6, 87th Street E-96th Street E	*	13,700	36	21
Los Angeles	138	Widening Segment 13, 190th Street E-Route 18	*	41,900	36	21
Madera	99	Madera, Ave 12-Ave 17, Widen to 6 Lanes	*	5,845	5	12
Madera	99	South of Madera, Ave 7-Ave 12, Widen to 6 Lanes	*	3,000	5	12
Marin	loc	Parkade Area Circulation Improvements		255	10	2
Mariposa	loc	Silva Road, Post Miles 10-11.092, Rehabilitation		531	5	8
Mariposa	loc	Triangle Road, Post Miles 11.8-14.11, Rehabilitation		838	5	8
Mariposa	loc	Merced Falls Road, Post Miles 10.00-12.50, Rehab., Phase 1		912	5	8
Mariposa	loc	Ben Hur Road, Post Miles 15.00-18.50, Reconstruction		1,115	5	8
Mendocino	loc	Laytonville, Branscomb Road, Multi-Use Bridge		385	2	2
Mendocino	bus	Revenue Vehicle Replacements, Six (6)	*	88	2	2
Mendocino	loc	Gobbi Street/Waugh Lane Intersection, Traffic Signal		532	2	2
Mendocino	loc	Low Gap Road/N. Bush Street Intersection, Roundabout		703	2	2
Mendocino	loc	Ukiah Downtown Streetscape Improvements, Phase 1		1,155	2	2
Mendocino	101	N. State St Interchange Improvements, Roundabout, Phase 1		468	2	2
Mendocino	1	(Main St) Bike & Pedestrian Access Improvements		1,485	2	2
Mendocino	101	Willits Bypass Relinquishment	*	3,442	2	2
Mendocino	101	Sherwood Road-Geometric Upgrade	*	3,500	2	2
Mendocino	loc	East Side Potter Valley Road, Rehabilitation, Phase 1	*	3,150	2	2
Merced	99	Livingston 6-Lane Widening, Northbound and Southbound	*	2,070	21	12
Merced	99	Livingston 6-Lane Widening, Southbound		34,250	21	12
Modoc	loc	County Road 55, Route 395-County Road 247A, Rehab.	*	75	1	1
Modoc	loc	Pedestrian Improvements Alturas Central Business District		942	1	1
Modoc	loc	Oak and Juniper Streets, From Route 299 to 19th Street, Rehab.		890	1	1
Modoc	loc	County Road 87, In Adin, Route 299-County Road 91, Rehab.		632	1	1
Modoc	loc	County Road 111, Route 139-County Road 108, Rehab.		687	1	1
Modoc	loc	Alturas, on East Street, Modoc Street-4th street, Rehab.		962	1	1
Modoc	loc	County Road 114, Route 139-County Road 101, Rehab.		407	1	1
Modoc	loc	County Road 272, Lassen-Modoc Co Line to Day Road, Rehab.		196	1	1
Mono	loc	Meridian Roundabout and Signal Relocation		2,610	5	8
Mono	203	(W Minaret Rd), Sidewalk & Safety		575	5	8
Mono	loc	Airport Road, Rehabilitation		1,273	5	8
Mono	loc	Countywide Preventive Maintenance Program		1,100	5	8
Monterey	rail	Capitol Corridor Extension - Kick Start	*	18,856	29,30	12,17
Monterey	1	Operational Improvements, Carmel	*	3,000	29,30	12,17
Monterey	rail	Coast Daylight/Caltrain Track Improvements	*	300	29,30	12,17
Monterey	bus	Monterey Salinas Transit Buses		2,000	29,30	12,17
Monterey	loc	Imjin Road Widening to 4 Lanes	*	1,650	29,30	12,17

County	Route	Project Title		Total	Assembly District(s)	Senate District(s)
				Programmed (\$ thousands)		
Monterey	101	South County Frontage Roads	*	5,000	29,30	12,17
Monterey	68	Corral de Tierra Intersection	*	1,700	29,30	12,17
Monterey	156	4-Lane Expressway, Castroville-Prunedale	*	28,000	29,30	12,17
Napa	loc	Devlin Road & Vine Trail Extension	*	1,665	4	3
Napa	loc	Eucalyptus Drive Extension	*	1,154	4	3
Napa	loc	California Avenue Roundabouts	*	1,070	4	3
Napa	128	Petrified Forest Road Intersection Improvements	*	475	4	3
Napa	loc	Hopper Creek Pedestrian Path, Oak Circle-Mission		500	4	3
Napa	loc	Airport Boulevard Rehabilitation	*	1,332	4	3
Nevada	49	La Barr-McKnight Widening	*	3,000	1	4
Orange	rail	Passing Siding, Laguna Niguel-San Juan Capistrano	*	3,000	73	36
Orange	5	Widening, Segment 1, Route 73-Oso Parkway	*	78,949	73	36
Orange	5	HOV Lane Buffer Removal/Continuous Access, Route 57-Route 91	*	3,600	65,69	29,32,34
Orange	57	Lambert Road Interchange Improvements	*	22,100	55	29
Orange	405	Auxiliary Lane Southbound, University-Route 133	*	15,851	74	37
Orange	5	HOV Lanes, Route 55-Route 57	*	36,262	69	34
Placer	rail	Sacramento-Roseville Track Improvements	*	3,000	6	1,4
Plumas	loc	Graeagle-Johnsonville Road Reconstruction		2,327	1	1
Plumas	loc	North Loop, Phase 1		2,581	1	1
Riverside	loc	CV Link, Palm Springs-Coachella, Multi-Use Path, Phase 1	*	2,000	42,56	28
Riverside	15	French Valley Parkway Interchange	*	41,545	75	28
Riverside	60	Truck Climb/Descend Lanes with Shoulders	*	31,555	42,61	23,31
Riverside	215	Southbound Connector (SHOPP)	*	8,975	67	24
Sacramento	loc	Grant Line Road, Waterman-Mosher, Widen, Signals	*	3,800	9	6
Sacramento	loc	ITS Master Plan, Phase 4 Implementation	*	2,312	9	6
Sacramento	loc	Green Valley Road, E. Natoma-Sophia, Widen, Bike	*	3,000	6,7	1
Sacramento	loc	Zinfandel Drive, Olson Dr-White Rock Rd, Improvements	*	700	8	4
Sacramento	loc	14th Avenue Extension, Power Inn-Florin Perkins	*	4,008	7	6
Sacramento	loc	Hazel Avenue, Sunset-Madison, Widen, Signals	*	7,000	6	1
Sacramento	loc	Old Town Florin Streetscape Improvements, Phase 2	*	3,328	9	6
Sacramento	5	HOV Lanes/Soundwalls, Route 50-Laguna Blvd, Phase 1	*	2,000	7,9	6
Sacramento	bus	39 CNG Replacement Buses, Spare Parts	*	18,500	7,8,9	1,4,6
Sacramento	loc	Laguna Creek Trail - North Camden Spur	*	500	8	6
Sacramento	51	Northbound Transition Lane, E Street-Elvas, Close E Street Onramp	*	900	7	6
Sacramento	51	Ramp Meters at Various Locations on Routes 51, 80, 99		11,500	7	6
San Benito	156	4-Lane Expressway, San Juan Bautista	*	38,881	30	12
San Bernardino	10	HOV Lanes Haven Avenue-Ford Street	*	39,745	31,35	20,23
San Bernardino	210	Highland Avenue-San Bernardino Avenue, Widen	*	25,000	40	23
San Bernardino	58	4-Lane Expressway, Kramer Junction, Phase 1	*	155,095	34	18
San Bernardino	215	Mt Vernon/Washington Street Interchange Improvement	*	38,523	47	20
San Bernardino	215	Barton Interchange Reconstruction	*	22,611	47	20
San Diego	rail	Del Mar Bluffs Stabilization	*	2,000	78	39
San Diego	5	Soundwalls, Manchester Avenue-Route 78	*	36,000	76	36
San Diego	5	HOV Extension, Manchester Avenue-Route 78	*	49,000	76	36
San Francisco	loc	Chinatown Broadway Complete Streets, Phase 4		1,910	17	11
San Joaquin	99	Turner Road Interchange Operational Improvements	*	3,061	9	5
San Joaquin	120	McKinley Avenue, New Interchange	*	12,300	12	5
San Joaquin	loc	Stockton Avenue, 2nd Street-Doak Blvd, Widen	*	1,000	12	5
San Joaquin	rail	Stockton to Escalon Double Track, Segment 4	*	23,000	12,13	5
San Luis Obispo	101/46	Interchange Improvements, Phase 3 Roundabouts	*	1,100	35	17
San Luis Obispo	46	Cholame, Convert to 4-Lane Expressway		55,200	35	17

County	Route	Project Title		Total	Assembly District(s)	Senate District(s)
				Programmed (\$ thousands)		
San Luis Obispo	46	Wye, Convert to 4-Lane Expressway	*	19,100	35	17
San Luis Obispo	101	Brisco Road Interchange Improvements/Auxiliary Lane	*	6,624	35	17
San Mateo	loc	Countywide ITS Improvements		4,298	19,22,24	11,13
San Mateo	1	Operational Improvements, Pacifica, Calera Parkway, Phase 1	*	6,900	22	13
San Mateo	loc	El Camino Real Grand Boulevard Initiative	*	1,991	19	13
San Mateo	92/82	Interchange Improvements	*	5,000	22	13
San Mateo	92	Route 101 Interchange Improvements	*	23,839	22	13
San Mateo	101	Willow Road Interchange Reconstruction, Phase 1	*	17,399	24	13
<i>Santa Barbara</i>	<i>rail</i>	<i>Siding Upgrade and Extension</i>	*	<i>12,450</i>	<i>37</i>	<i>19</i>
Santa Barbara	217	Fowler and Ekwill Streets Extensions	*	11,372	37	19
Santa Barbara	101	Carpenteria Creek-Sycamore Creek, Widen	*	15,890	37	19
Santa Barbara	246	East of Lompoc, Widen, Landscaping	*	390	37	19
Santa Clara	101	Adobe Creek Bike/Pedestrian Bridge	*	4,350	24	13
Santa Clara	rail	BART Extension, Berryessa - Santa Clara	*	14,672	25,27,28	10,15
Santa Clara	680	Soundwall, Capitol - Mueller		4,361	25,27	10,15
Santa Cruz	1	Harkins Slough Road Interchange	*	7,340	30	17
Santa Cruz	1	Freeway Service Patrol	*	150	29	17
Santa Cruz	1	Mar Vista Bike/Pedestrian Overcrossing	*	6,064	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 7	*	805	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 18	*	950	30	17
Santa Cruz	loc	Airport Boulevard Improvements	*	1,195	30	17
Santa Cruz	loc	Casslerly Road Bridge Replacement	*	125	29,30	17
Santa Cruz	1/9	Intersection Modifications	*	1,329	29	17
Santa Cruz	1	41st-Soquel Auxiliary Lanes, Bike/Pedestrian Bridge	*	4,000	29	17
Shasta	loc	Browning Street, Canby Road-Churn Creek Road, Complete Street	*	275	1	1
Shasta	loc	Sacramento River Trail to Downtown, Multiple Street Pedestrian Improv.	*	400	1	1
Shasta	5	Redding-Anderson, Knighton-Churn Creek Overcrossing, 6-Lanes		12,122	1	1
Sierra	loc	Smithneck Creek Road Rehabilitation		500	1	1
Sierra	89	Truck Pull-Outs	*	750	1	1
Sierra	loc	Smithneck Creek Bike Path		500	1	1
Siskiyou	loc	South Oregon Street, Lawrence-4H Way		867	1	1
Siskiyou	loc	Oregon Street, Miner Street-North End, Rehabilitation		597	1	1
Siskiyou	loc	Lincoln Road, Union Avenue, Angel Valley Road, Rehab.		785	1	1
Siskiyou	loc	Rehabilitate 6th & Ridgeview		497	1	1
Siskiyou	loc	Vista Drive Rehabilitation		1,795	1	1
Siskiyou	loc	Ream Avenue Rehabilitation		242	1	1
Siskiyou	loc	South 9th Street Rehabilitation		340	1	1
Siskiyou	loc	Overlay & Rehabilitation of Various Streets		812	1	1
Siskiyou	loc	Big Springs Road Rehabilitation, Phase 1		2,700	1	1
<i>Siskiyou</i>	<i>loc</i>	<i>Dunsmuir Road Rehabilitation</i>		<i>188</i>	<i>1</i>	<i>1</i>
Siskiyou	loc	California Street Rehabilitation		130	1	1
Siskiyou	loc	Howell Avenue Rehabilitation		370	1	1
Siskiyou	loc	Matthews & Carlock Streets Pedestrian Improvements		376	1	1
Siskiyou	loc	Mount Shasta Boulevard Rehabilitation		184	1	1
Siskiyou	loc	Ager Road Rehabilitation		1,650	1	1
Solano	loc	Jepson Parkway, Leisure Town Road, Commerce-Orange		9,360	11	3
Stanislaus	132	4-Lane Expressway, Dakota Ave-Route 99, Phase 1A	*	9,641	21	12
Stanislaus	108	Widen McHenry Avenue, Route 108-McHenry Bridge	*	4,100	12	5
Stanislaus	99	Pelandale Avenue Interchange Reconstruction	*	4,336	12	5
Sutter	loc	Replace 5th Street Feather River Bridge, Improve Approaches	*	17,415	3	4
Tehama	loc	Kirkwood Road Bridge, Jewett Creek	*	265	3	4

County	Route	Project Title	Total Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Tehama	loc	Baker Road at Brickyard Creek Bridge *	130	3	4
Tehama	99	Los Molinos Enhancements, Phase 3	1,200	3	4
Tehama	loc	99W, Glenn County Line to City of Corning	3,055	3	4
Tehama	loc	99W, Gyle to South Main at I-5 Overcross	2,950	3	4
Tehama	99	Grant Street, Route 99-Baily Rd, Los Molinos Enhancements, Phase 3	1,200	3	4
Trinity	loc	Wildwood Road Reconstruction, Segment 1 *	60	2	4
Trinity	loc	Lewiston Road No. 202, Postmiles 4.8-5.84, Rehabilitation	400	2	4
Trinity	299	Weaverville, Route 299-Coffee Creek, Turnouts *	850	2	4
Trinity	loc	Lewiston Road Bike/Pedestrian Lane *	331	2	4
Tulare	65	Align Road 204, Route 65-Route 198, 4 Lanes *	1,557	23	14,16
Tulare	99	Tulare, 6-lane Freeway, Prosperity Ave Interchange-Ave 200 *	4,000	23	16
Tulare	99	Tagus 6-Lane Southbound Widening	49,000	23	16
Tulare	99	Tagus 6-Lane Northbound Widening *	10,250	23	16
Tuolumne	loc	Mono Way Operational Improvements *	1,536	25	14
Tuolumne	108	Peaceful Oaks Road Interchange Ramps	8,311	25	14
Various	rail	Capitalized Maintenance (Capitol Corridor)	3,000		
Various	rail	Capitalized Maintenance (San Joaquin Corridor)	2,000		
Various	rail	Capitalized Maintenance (Surfliner)	2,000		
Various-MTC Region	80	Improved Bike/Ped Access to San Francisco Bay Bridge East Span *	15,000	18	9
Ventura	rail	Seacliff Siding Upgrade and Extension	7,870	37	19
Ventura	118	<i>Widening, Los Angeles Avenue-Tapo Canyon Road</i>	3,000	38,44	27
Ventura	101	<i>HOV lanes, Moorpark Road to Route 33</i>	14,000	37,44	19,27
Yola	loc	<i>Village Pkwy Extension, Stanegate-Pioneer Bluff bridge</i> *	2,500	4,7	3,6
Yolo	loc	Mace Blvd Complete Street, Blue Oak-Cowell Blvd *	1,912	4,7	3,6
Yolo	loc	Third Street Improvements, A Street -B Street *	3,292	4,7	3,6
Yolo	loc	East Main Street Improvements, East St-Pioneer Ave *	580	4,7	3,6
Yuba	loc	Olivehurst Avenue Roundabout at Powerline/Chesnut *	717	3	4
Yuba	loc	<i>Powerline Road Safe Route to School, 9th-15th, Phase 2</i> *	500	3	4
Total			2,004,014		

NOTES:

1. This list represents all STIP projects programmed in fiscal years 2016/17 through 2018/19 except Planning, Programming & Monitoring, and AB 3090 Reimbursement projects.
2. Projects in italics were proposed to be deleted from the STIP in the RTIPs and ITIP submitted to the Commission by December 15, 2015.
3. Route acronyms:
number = state highway
loc = local road
gsep = rail grade separation
rail = heavy or light rail project
bus = bus transit

* These projects leverage other funds.

Background Attachment:

The California Transportation Commission has a statutory responsibility to advise the Legislature on transportation policy matters. In our 2015 Annual Report, our primary recommendation to the Legislature was to approve additional funding to support the state's transportation program. This communication serves as a supplement to provide a clear and stark reminder of the magnitude of the program's funding shortfall and the urgent need to respond to this critical problem.

As stated previously, California faces a transportation funding crisis of significant and increasing proportions. We have underinvested in our transportation infrastructure for the past several decades and have failed to fund needed repairs to an aging and failing system that we rely on to move people and goods in this state. Further, we have little capacity to pay for necessary road, transit and rail improvements to meet the demands of a growing population and an expanding economy.

In his inaugural address last year, Governor Brown called attention to this problem and challenged the Legislature to respond. A number of bills were introduced in 2015 but little progress was made in moving this legislation. Over the summer, the Governor convened a special session for the purpose of resolving the issue, and, in late August, he proposed a plan of his own. The plan, subsequently incorporated into his 2016-17 budget proposal, includes new revenue and several reform measures sought by members of the Legislature. Over the fall, Legislative Leadership appointed a conference committee to consider solutions for addressing the funding shortfall.

Currently, there are two comprehensive bills pending in the Legislature (SB 1x1 by Senator Beall and AB 1591 by Assembly Member Frazier) along with the Governor's budget proposal. Each of these measures would provide more revenue and implement serious program reforms. The Governor and legislative authors are seeking a compromise for their proposals that can be supported by enough members to gain approval of a package that begins to address the state's crumbling transportation infrastructure.

While these proposals are appropriately focused on repairing our failing transportation facilities, the programmatic vehicle used to fund other state transportation projects is broken. The Commission previously advised you of the annual gas tax swap adjustment and how it affects the State Transportation Improvement Program (STIP, for short). The requirement for yearly adjustments created by the swap seriously exacerbates the funding picture by reducing transportation revenue at a time when we need to increase investment in our mobility system.

As the Commission considers the upcoming five-year STIP for 2016, the effect of this swap mechanism on a portion of the existing gas tax has been nothing short of catastrophic. As a result of reduced revenue due to the swap, a whopping \$876 million in 2015 alone, the 2016 Fund Estimate adopted by the CTC in August included virtually no money for new projects in the updated program. Now, the Department of Finance is estimating a further reduction in the excise tax for the coming year and that has prompted Caltrans to prepare a revised fund estimate reflecting the additional decline in revenue. The Commission adopted these revisions at its January meeting.

The revised estimate shows a negative programming capacity of more than \$750 million over the five-year STIP period. This means that in addition to no new projects for the upcoming STIP, existing projects already programmed must be deleted. To put this into context, the 2014 STIP included \$4.7 billion in programmed projects. The 2016 STIP will likely include only \$3.2 billion or less in programmed projects, and, in addition to deleting planned projects, it will be necessary to move many projects into the outer years of the five-year plan. The attached is a list of those projects that may be delayed or removed from the new STIP.

All three of the funding proposals before the Legislature include provisions to remedy the impact of the yearly swap adjustment on transportation funding, and the Commission supports any reform and revenue measure that will responsibly address the serious problems identified in this letter. We also recognize the difficult challenges facing the Legislature in coming to agreement on these issues and appreciate the efforts being expended by all parties to identify possible solutions to this enormous problem. While we will provide whatever assistance we can to support you in this task, we strongly urge legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Thank you for your urgent consideration of this important matter.

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIEMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

WILL KEMPTON, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

February 1, 2016

To: Regional Transportation Planning Agencies – County Transportation Commissions

2016 STIP Hearings

The California Transportation Commission has scheduled the following two hearings on the 2016 State Transportation Improvement Program (STIP).

Southern California STIP Hearing
Thursday, March 17 – 1:00 pm
Transportation Corridors Agency
125 Pacifica, Suite 120
Irvine, California

Northern California STIP Hearing
Thursday, March 24 – 10:00 am
Caltrans Basement Board Room
1120 N Street
Sacramento, California

At each hearing, Caltrans will make a presentation of its Interregional Transportation Improvement Program (ITIP) and each regional agency will have the opportunity to make a presentation regarding its Regional Transportation Improvement Program (RTIP) and to comment on the ITIP. Each regional agency should be prepared to explain its RTIP proposals and why the Commission should include the proposed projects in the STIP.

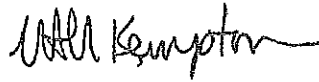
Due to the anticipated reduction in the price-based excise tax in 2016-17, the Commission adopted a revised 2016 STIP Fund Estimate at its January 2016 Commission meeting. This action reduced the amount of funding available for the five-year STIP period by \$800 million. This means that a net \$754 million of existing STIP commitments must be deleted. Each regional agency and Caltrans must delete projects from their RTIPs and ITIP to reach the \$754 million mandatory reduction. In addition, each regional agency and Caltrans must identify projects to delay into the two last years of the STIP. In the event insufficient projects are proposed for deletion and delay by the regions and Caltrans, Commission staff will recommend additional projects to delete and delay in order to remain within the constrained amounts in the revised Fund Estimate.

The Commission asks that regional presentations focus on projects being proposed for deletion or delay, any new projects proposed, and on regional priorities. Presentations should explain the relationship to the region's long-range transportation plan and sustainable communities strategy. The Commission will make programming decisions considering regional agency priorities, cost effectiveness, State highway needs, Fund Estimate targets, and the other criteria described in the STIP guidelines.

We will maintain the same presentation schedule we had for the January hearings. If you want a change in time or want to be included on the list, please contact Teresa Favila at 916-653-2064 (or Teresa.Favila@dot.ca.gov) no later than February 26 for the North hearing, and March 4 for the South hearing.

If you have other questions regarding the STIP hearings and the STIP development process, please address them to Laurel Janssen, the Commission's Deputy Director, e-mail Laurel.Janssen@dot.ca.gov or phone 916-651-6143.

Sincerely,

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

WILL KEMPTON
Executive Director