

CALIFORNIA

RURAL COUNTIES TASK FORCE

LISA DAVEY-BATES, VICE CHAIR
LAKE COUNTY/CITY
AREA PLANNING COUNCIL
707.463.1806 - daveybates@dow-associates.com

KATHRYN F. MATHEWS, CHAIR
EL DORADO COUNTY
TRANSPORTATION COMMISSION
530.642.5260 - kmathews@edctc.org

JERRY BARTON, SECRETARY
EL DORADO COUNTY
TRANSPORTATION COMMISSION
530.642.5260 - jbarton@edctc.org

October 9, 2009

The Honorable Ray LaHood
Secretary, US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary La Hood:

The California Transportation Commission established the Rural Counties Task Force, a coalition of the state's 26 rural, regional transportation planning agencies, in the 1980's for the purpose of representing statewide, rural transportation issues and interests.

In response to the Transportation Investment Generating Economic Recovery, or TIGER, guidance which specifically states that "the Department must take measures to ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities", the Rural Counties Task Force of California has compiled the TIGER grant applications submitted by rural agencies. These 18 grant applications represent roadway, interchange, bridge, transit, and maritime projects submitted by rural transportation planning agencies, transit agencies, cities, counties and tribes, as follows:

- **Butte County** – SR 70 / Ophir Road Interchange Project
- **City of Grass Valley** – Dorsey Drive Interchange
- **City of Plymouth** – SR 49 / Main Street Intersection Improvement Project
- **El Dorado County Transportation Commission** – US 50 HOV Lane Extension
- **Humboldt Bay Harbor** – Humboldt Marine Highway and Modernization Project
- **Humboldt County** – Bald Hills Road Rehabilitation and Paving
- **Imperial Valley Association of Governments** – Calexico East Port of Entry Expansion
- **Inyo County** – South Lake Road Improvement Project
- **Mendocino Council of Governments** – Willits Bypass
- **Mendocino Transit Authority** – E-Sun Transit Facility
- **Placer County Transportation Planning Agency** – SR 65 Lincoln Bypass Phase 2
- **Santa Cruz Metropolitan Transit District** – MetroBase
- **Shasta County** – I-5 South Redding Six Lane Project
- **Shasta County** – SR 299 STAA Project
- **Tehama County** – I-5 / Historic 99 Flores Avenue Goods Movement Connection
- **Town of Mammoth Lakes** – Eastern Sierra Regional Transit Hub Economic Stimulus and Sustainability Project
- **Transportation Agency for Monterey County** – US 101 / San Juan Road Interchange
- **Yurok Tribe** – Requa Road Rehabilitation and Bridge Replacement Project

The attachments to this letter provide a brief overview of each of the 18 projects, which cumulatively seek over \$420 million in TIGER funds. The Rural Counties Task Force is cognizant of the Recovery Act limitation which states that no more than 20 percent, or \$300 million, of the TIGER funds will be made available to projects in a single State; however, the rural counties in California are the most economically disadvantaged and depressed in the State and, therefore, request favorable consideration of each of the rural TIGER requests.

Please feel welcome to call on me if I can provide further information about the Rural Counties Task Force of California or any of the attached, rural TIGER projects.

Sincerely,



Kathryn F. Mathews, AICP
Chair, Rural Counties Task Force

Attachments: 18 TIGER Project Summaries

BUTTE COUNTY

SR70 / Ophir Road Interchange Project

NAME OF SPONSORING ORGANIZATION

Butte County

NAME OF PROJECT

State Route 70 Ophir Road Interchange Project

CONTACT INFORMATION

Barbara O'Keeffe
Tehama County Public Works

FUNDING

TIGER request: \$30,000,000

OTHER INFORMATION

This project serves three primary purposes:

1. address existing safety concerns;
2. to connect the largest urbanized area in California not yet served by a continuous four lanes freeway; and,
3. serve as an economic catalyst to the Oroville region and Butte County.

The proposed TIGER project is considered the "ultimate" Phase 2 of the SR 70 Ophir Road Interchange Project. The project includes the upgrade of SR 70 from a four-lane expressway to a freeway from one mile north of Palermo Road to 0.3 mile south State Route 162 Junction as shown in the following map. The project includes an interchange at Ophir Road and an overcrossing at Georgia Pacific. This phase (phase 2) currently remains unfunded and is the subject of this TIGER application.

This project also serves as an economic catalyst for the economically depressed region of Butte County and in particular, the community of Oroville by providing for adequate trucking access which major employers look for creating or relocating their businesses. As such this project has significant economic ramifications. This project is expected to sustain a minimum of 500 jobs. However, this project is part of a bigger goal to bring a continuous four lane freeway to Chico which is the largest urbanized area in California not yet connected to rest of California's urbanized areas. In completing this basic four lane freeway trunk system, the county will be better able to compete for attracting industries to the region. The existing facility is a rural tow lane highway with two at grade intersections. The proposed project will eliminate these at grade intersections by providing for a complete freeway interchange and overcrossing, and increasing capacity from two lanes to four lanes. In doing so, head on collisions, broadside rural highway collisions will be eliminated. The new freeway will be constructed at current design standards which includes a wider median which also improves safety. Accident rates for the highway segment under study are considerably higher than the statewide average similar facilities. This is primarily due to the presence of at-grade intersections and private driveways. Slow-moving vehicles entering or exiting the two-lane, high-speed rural highways create conflicts with through traffic and increase the potential for accidents. Failure to yield is the primary contributing factor in the at-grade intersection accidents.

CITY OF PLYMOUTH

***State Route 49 and Main Street
Intersection Improvement Project***

NAME OF SPONSORING ORGANIZATION

City of Plymouth

NAME OF PROJECT

State Route 49 and Main Street Intersection Improvement Project

CONTACT INFORMATION

Mr. Dixon Flynn, City Manager

Dflynn@ci.plymouth.ca.us

Phone: 209.245.6941

FAX 209.245.6953

FUNDING TABLE

	TIGER funds (requested)	Federal Funds (High Priority Projects)	Federal Funds (CMAQ)	Local Funds (County RTMF)	Local Funds (City Traffic Impact Mitigation Fees)	Local Funds (Prop 1B)	Total Funds
Project Development /Environmental Approval		\$215,000		\$40,000			\$225,000
Plans Specifications and Estimate		\$78,000		\$12,000	\$85,000	\$30,000	\$205,000
Right of Way (Capital and Support)		\$260,000	\$152,000	\$48,000			\$460,000
Construction (Capital and Support)	\$1,700,000	\$122,000	\$188,000			\$70,000	\$2,080,000
TOTALS	\$1,700,000	\$675,000	\$340,000	\$100,000	\$85,000	\$100,000	\$3,000,000

PROJECT PHASE**PROJECT SCHEDULE**

Approval of Environmental Documents, December 2009

100% Plans, Specifications & Estimate, August 2010

Right of Way Certification, October 2010

Reday to List, December 2010

Advertise for Bid, January 2011 (pending funding)

Award Contract, February 2011 (pending funding)

Begin Construction, May 2011 (pending funding)

OTHER INFORMATION

The State Route 49 and Main Street Intersection Improvement project will convert the existing two-way stop controlled intersection with four-way signalization or a single-lane modern roundabout. Currently, the intersection experiences five times the state's average for accidents and nine times the state's average for injury and fatal accidents.

Plymouth is commonly referred to as the "Gateway to the Shenandoah Wine Region", with SR49 and Main Street functioning as the main point of access to the Shenandoah Valley. Improvements to this intersection will directly benefit this emerging wine region by providing significantly improved access as well as gateway monumentation identifying the somewhat hidden Shenandoah Valley. In addition to the regional benefits, the intersection project will assist three projects located adjacent to the intersection. Because all three projects will modify connections to the state highway, they have been tasked by the City and Caltrans with addressing the deficiencies of the intersection. The intersections geometric challenges exceed the resources of the local developers and have subsequently halted any progress until the intersection is addressed. Currently Main Street businesses provide 33 full time jobs. The proposed site plans for these three adjacent projects offer a variety of businesses that are estimated to provide 75 new and permanent full time jobs.

EL DORADO COUNTY DEPARTMENT
OF TRANSPORTATION
(lead agency)

EL DORADO COUNTY
TRANSPORTATION COMMISSION

***US 50 HOV Lanes Extension
Bass Lake Grade to Ponderosa Road***

NAME OF SPONSORING ORGANIZATION

El Dorado County Department of Transportation (Lead Agency)
 El Dorado County Transportation Commission

NAME OF PROJECT

- US 50 HOV Lanes Extension
- Bass Lake Grade to Ponderosa Road:
 Phase 2A (*Bass Lake Grade to Cameron Park Drive*)
 Phase 2B (*Cameron Park Drive to Ponderosa Road*)

CONTACT INFORMATION

Kathryn Mathews, AICP
 El Dorado County Transportation Commission
 Executive Director
 (530) 642-5260
 kmathews@edctc.org

FUNDING TABLE

	TIGER funds (requested)	State Funds (STIP)	Federal Funds (source)	Local Funds (US 50 TIM Fee Program)	Local Funds (Shingle Springs Band of Miwok)	Local Funds Beyond 2012/2013 (Shingle Springs Band of Miwok)	Total Project Cost
Project Approval/ Environmental Document	\$0	\$1,417	\$0	\$0	\$0	\$0	\$1,417
Plans, Specifications & Estimate	\$0	\$2,171	\$0	\$112	\$4,588	\$300	\$7,171
Right of Way (capital and support)	\$0	\$0	\$0	\$0	\$0	\$131	\$131
Construction (capital and support)	\$20,000	\$0	\$0	\$0	\$0	\$29,620	\$49,620
TOTALS:	\$20,000	\$3,588	\$0	\$112	\$4,588	\$30,051	\$58,339
Percent Share of Totals:	34.3%	6.2%	0.0%	0.2%	7.9%	51.5%	100.0%

PROJECT PHASE

CEQA MND and NEPA FONSI were certified by Caltrans in June 2002.

The project is included in the Caltrans US Highway 50 Corridor System Management Plan (CSMP) updated May 2009, the Sacramento Area Council of Governments' (SACOG) 2009/12 Metropolitan Transportation Improvement Program (MTIP) and 2035 Metropolitan Transportation Plan (MTP), the El Dorado County Transportation Commission (EDCTC) Regional Transportation Plan (RTP) 2005-2025, the El Dorado County US 50 Traffic Impact Mitigation (TIM) Fee Program, and the El Dorado County General Plan (2004).

PROJECT SCHEDULE

Preliminary Engineering, Final Design, Environmental Documentation, and Right-of Way work are 100% complete for Phase 2A. Phase 1 (El Dorado Hills to Bass Lake Grade) is currently under construction. Construction of Phase 2A is scheduled to begin in January of 2010. Plans, Specifications, and Estimates (PS&E) for Phase 2B are underway and scheduled to be complete in spring of 2010. Therefore, Phase 2B will be obligated by summer of 2010. This construction schedule will deliver the US 50 HOV project well in advance of the September 30, 2011 deadline. A project of this magnitude is anticipated to generate 680 construction jobs. The following table shows the estimated number of on-project jobs during each calendar quarter.

Year	Quarter 1 (Jan - Mar)			Quarter 2 (Apr - Jun)			Quarter 3 (Jul - Sep)			Quarter 4 (Oct - Dec)			Avg Jobs Per Qtr Per Yr		
	Inspect	Constr	Subtotal	Inspect	Constr	Subtotal	Inspect	Constr	Subtotal	Inspect	Constr	Subtotal	Inspect	Constr	Subtotal
2010	0	0	0	0	0	0	10	50	60	8	40	48	4.5	22.5	27
2011	4	20	24	10	50	60	10	50	60	8	40	48	8	40	48
2012	4	20	24	10	50	60	10	50	60	8	40	48	8	40	48

OTHER INFORMATION

The project demonstrates a strong collaboration between local and regional agencies, government officials, tribal council members, and the general public. Delivery of the project will include the following unique and dynamic group of participants:

- El Dorado County Department of Transportation (DOT)
- El Dorado County Transportation Commission (EDCTC)
- El Dorado County Chamber of Commerce
- El Dorado Hills Business Park
- El Dorado Hills Community Services District (CSD)
- El Dorado County Transit Authority (EDCTA)
- 50 Corridor Transportation Management Association
- Sacramento Area Council of Governments (SACOG)
- California State Department of Transportation (Caltrans)
- Shingle Springs Band of Miwok Indians

Delivery of the HOV lanes project will be a collaborative effort between El Dorado County Department of Transportation, the El Dorado County Transportation Commission, and Caltrans and involves a funding partnership comprised of federal, state, local, and tribal parties. Non-Federal project funding includes a commitment of \$3,588,000 in California State Transportation Improvement Program funds, \$34,639,000 in local funds from the Shingle Springs Band of Miwok, and \$112,000 in local funds from the El Dorado County Traffic Impact Mitigation Fee program.

Community based organizations (CBO) possess an extensive geographic reach in the project area. By improving access to job centers and services, the HOV lanes project will draw upon the capabilities of CBO's to contribute to an effective, multi-sectoral response to the need to connect disadvantaged people with economic opportunities.

The California Air Resources Board (CARB) recognizes the essential role local government has in achieving greenhouse gas (GHG) emission reduction, particularly local transportation departments since the largest contributor to GHG emissions is from the transportation sector. Therefore, CARB supports El Dorado County's HOV Lanes project and its goal of reducing greenhouse gas emissions and improving the environment through increased energy efficiency.

The Shingle Springs Band of Miwok Indians has committed to supporting nearly 60% of necessary funding to complete the HOV lane project. This commitment reflects their dedication to creating a more livable community and enhancing the quality of life not only for their tribal members, but for the region as well. The Tribe also supports the project's goals of promoting economic growth within the

region while helping the country meet its national goals of reducing GHG emissions while moving towards greater energy independence.

ECONOMIC IMPACT DATA

Job Creation and Economic Stimulus

Short- to medium-term economic growth resulting from a \$20 million award will support:

Leverage of additional \$34.8 million in local infrastructure improvements funds

Input a total of \$54.8 million in total investment in the project area

Generate an additional \$664,000 of output through indirect and induced activities

Creation of more than 680 construction related jobs

Long-term economic growth resulting from a \$20 million award, over the next 25 years, will support:

40,106 new jobs

26,450 new households

HUMBOLDT COUNTY

***Bald Hills Road Rehabilitation
and Paving***

NAME OF SPONSORING ORGANIZATION

Humboldt County

NAME OF PROJECT

Bald Hills Road Rehabilitation and Paving

CONTACT INFORMATION

Thomas K. Mattson, PE
 Director of Humboldt County Public Works
 1106 Second Street
 Eureka, CA 95501
 707.445.7491
tmattson@co.humboldt.ca.us

FUNDING TABLE

	TIGER funds (requested)	State Funds (source)	State Funds (source)	Federal Funds (source)	Federal Funds (source)	Federal Funds (source)	Local Funds (source)	Local Funds (source)	Total Funds
Project Approval/ Environmental Document	0.25	0	0	0	0	0	0	0	0.25
Plans, Specifications & Estimate	0.5	0	0	0	0	0	0	0	0.5
Right of Way (capital and support)	0	0	0	0	0	0	0	0	0
Construction (capital and support)	34.25	1.0 ARRA Yurok	0.5 ARRA - County	6.2 HBBP	0	0	1.0 Yurok	0	44.2
TOTALS:	35.0	1.0	0.5	6.2	0	0	1.0	0	44.2

PROJECT PHASE

NEPA Document Development

PROJECT SCHEDULE**DELIVERY SCHEDULE:**

PHASE	START DATE	COMPLETION DATE
Environmental	Ongoing	October 2010
PS&E	October 2010	March 2010
Right-of-Way	March 2010	June 2010
Construction	June 2010	December 2012

ENVIRONMENTAL APPROVALS

Scoping	2 months
Draft EA	5-6 months
Comment Period	1-2 months
Final EA	2 months
FONSI	1 month
Completion of NEPA	11-13 months

ECONOMIC IMPACT DATA

The project will immediately affect the retention of employees within the three main agencies, the County, the Yurok Tribe, and the National Park to perform the environmental analysis necessary for the project. The workload will provide the demand for the staff expertise in all three agencies as well as the likelihood of retention of specialized environmental consultants

The construction phase of the project is expected to provide approximately 1,557 jobs. These will be a combination of new and retained jobs. This number is based on the normal approximation that every 1 billion invested in infrastructure creates 35,000 jobs.

The completed project will provide dependable access to lands owned by three California tribes: Yurok, Karuk and Hoopa as well as improved access to Redwood National Park. Long term economic benefits will be realized by all of these entities through the proposed roadway improvements.

HUMBOLDT BAY HARBOR
RECREATION AND CONSERVATION
DISTRICT

***Humboldt Marine Highway and
Modernization Project
(four components)***

NAME OF SPONSORING ORGANIZATION

Humboldt Bay Harbor, Recreation and Conservation District

NAME OF PROJECT

Humboldt Marine Highway and Modernization Project (4 Components)

CONTACT INFORMATION

Dave Hull, Chief Executive Officer
 Humboldt Bay Harbor, Recreation and Conservation District
 P.O. Box 1030
 Eureka, CA 95502-1030
dhull@portofhumboltdbay.org
www.humboltdbay.org

FUNDING TABLE

	TIGER FUNDS (requested)	State Funds (source)	Federal Funds (source)	Local Funds (source)	Local Funds (source)	Total Funds
Project Approval/ Environmental Document				\$66,000 (District)		\$66,000
Plans, Specifications & Estimate				\$55,000 (District)	\$200,000 (Headwaters)	\$255,000
Right of Way (capital and support)						
Construction (capital and support)	\$10 mil	\$150,000 (OHS)		\$390,000 (District)		\$10.54 mil
TOTALS:	\$10 mil	\$150,000		\$511,000	\$200,000	\$10.861 mil

PROJECT PHASE

A Feasibility Study and Business Plan was completed for the Project in November 2008 (see District website www.humboltdbay.org for documents). This Project is currently in the environmental documentation process.

PROJECT SCHEDULE

Humboldt Marine Highway Modernization Project - Project Components	Estimated Start	Duration	CEQA Satus
1. Dilapidated Wharf Removal	February 2010	< 1 year	MND-Complete
2. Berth 2 dock repair and utility replacement	June 2010	< 1 year	Cat. Ex – Complete
3. Restoration of Upland Disposal Site	August 2010	6 months	MND – In Process
4. Purchase of mobile harbor crane to support Marine Highway applications	December 2010	< 1 year	N/A

OTHER INFORMATION

In the short-term, the Humboldt Marine Highway Modernization project will require approximately 58 contract construction jobs over an 18-24 month period.

In the medium-term, the Humboldt Marine Highway Modernization project has the potential to have a direct link to the employment of approximately 420 family wage or better jobs within five years of completion. These jobs include professional mariners, crane operators, maintenance personnel, factory workers, operations, stevedore, longshore, logistics personnel and managers.

Every direct job provided by a port supports:

- 1.24 induced jobs in the local and regional economy
- 0.60 indirect jobs in the local and regional economy.

IMPERIAL VALLEY ASSOCIATION OF
GOVERNMENTS

***State of California,
Calexico East Port of Entry Expansion***

NAME OF SPONSORING ORGANIZATION

Imperial Valley Association of Governments

NAME OF PROJECT

State of California, Calexico East Port of Entry Expansion

CONTACT INFORMATION

Bob Ham, Executive Director
 940 Main Street, Suite 208
 El Centro, CA 92243
 PH (760) 482-4282
 bobham@co.imperial.ca.us

FUNDING TABLE

Task	TIGER Funds Requested	%
Project approval/Environmental Documentation	\$2.0 million	8%
Plans, Specifications, & Estimates	\$2.0 million	8%
Right of Way (capital and support)	\$2.0 million	8%
Construction (capital and support)	\$18.0 million	75%
TOTAL	\$24.0 million	

PROJECT PHASE**Environmental Approvals:**

This project may be granted environmental clearance with a supplemental environmental analysis under the previously approved EIR for the initial Calexico East POE. The anticipated additional clearances should not impact the design-build phasing for this project.

The following is a list of receipt of all environmental approvals that include satisfaction of all Federal, State and local requirements and completion of NEPA:

Calexico East Border Station and SR-7 Between the POE and SR-98 Environmental Impact Statement / Environmental Impact Report. (GSA/Caltrans: August 6, 1993)

U.S. GSA Public Buildings Service - Record of Decision; New POE; Imperial County, California (GSA: November 12, 1993)

Calexico East Border Station and SR-7 Between the POE and SR-98 Environmental Impact Statement/Environmental Impact Report, Addendum. (FHWA/Caltrans June 30, 1994)

PROJECT SCHEDULE

The project will be initiated upon receipt of the TIGER Discretionary Grant. Utilizing a Design-Build Method of Construction, the following represents the proposed delivery schedule:

Project Approval and Environmental Document:

12/09 through 8/10

Design/Build:

9/10 through 2/12

Economic Impact Data

Job Creation & Economic Stimulus

This capacity increase will provide temporary as well as permanent job creation. During construction, using a ratio of \$55,555 per person combined with a total capital cost of \$24 million, an estimated 440 jobs will be created. Post construction will yield a minimum of 18 jobs to accommodate the additional inspection booths and ancillary maintenance staff. (According to the *Economic Impact of Funding California's Transportation Infrastructure* by the California Infrastructure Coalition.)

IVAG and Caltrans are dedicated to the development and success of outreach programs aimed at promoting a successful community in Calexico, California and Imperial County. Accompanied by necessary assistance from the State of California EDD and the U.S. Department of Labor, outreach efforts will be sponsored by IVAG, Imperial County, and community organizations based in these communities for outreach to disadvantaged workers seeking employment opportunities.

IVAG and Caltrans contracting procedures regarding labor compliance are closely monitored and will adhere to Federal, State and local laws to ensure all labor practices are safe and fall within the guidelines of Title VI of the Civil Rights Act and related statutes. Contracting procedures prohibit discrimination on the basis of race, religion, color, gender, age, national origin and/or disability. Contracting requirements maintained by IVAG and Caltrans will provide equal employment opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses. Procurement programs established by the State of California will be upheld through specialized outreach directed towards these groups.

Executive Order 11246 will be followed, which states: "Equal employment opportunity, federal contractor, nondiscrimination, affirmative action, AAP, EEO-1 Report, EEO Poster. Section 503 of the Rehabilitation Act – disability employment, rehabilitation act, affirmative action. 38 USC 4212 – The Vietnam Era Veteran's Readjustment Assistance Act of 1974 (VEVRAA), Vietnam veterans, veterans employment, disabled veterans, protected veterans, federal contractors, subcontractors."

Economic Competitiveness

In 2007, IVAG contracted with HDR/HLB Decision Economics, Inc. to perform the "Economic Impacts of Cross-Border Wait Times in the California-Baja California Border Region". This study specifically addressed the POEs in Imperial County of West Calexico, Calexico East and Andrade.

The study revealed that impacts of foregone personal trips due to excessive delays in border crossings into the U.S. was greater for the U.S. economy than for Mexico, with California experiencing economic losses totaling \$436 million. Comparatively Mexico experienced losses of \$161 million. See Table 4 for additional data related to Monetary and Employment Impacts due to Calexico East POE Congestion.

The report concludes a No-Build alternative to the Calexico East POE expansion would contribute to a doubling of the region's current economic downturn by 2016.

INYO COUNTY

***South Lake Road Improvement Project,
near Bishop, California***

NAME OF SPONSORING ORGANIZATION

Inyo County

NAME OF PROJECT

South Lake Road Improvement Project, near Bishop, California

CONTACT INFORMATION

Ted Pedersen, P.E., Director
 County of Inyo Public Works Department
 PO Drawer Q
 Independence, CA 93526
 760.878.0201
tpedersen@inyocounty.us

FUNDING TABLE

	TIGER funds (requested)	State Funds (Grandfather STIP)	State Funds (STIP)	Federal Funds (TEA-21)	Federal Funds (SAFETEA-LU)	Federal Funds (source)	Local Funds (RTIP)	TOTAL Funds
Project Development /Environmental Approval	\$175,000							\$175,000
Plans Specifications and Estimate	\$200,000							\$200,000
Right of Way (Capital and Support)	\$100,000							\$100,000
Construction (Capital and Support)	\$3,645,000							\$3,645,000
TOTALS	\$4,120,000							\$4,120,000

PROJECT PHASE

Due to lack of available local funding, Inyo County will begin the preliminary studies (preliminary engineering and environmental studies) for the project after the requested TIGER funding has been approved and obligated.

PROJECT SCHEDULE

CEQA/NEPA Complete: 12/30/2010
 Final Engineering Complete: 9/30/2010
 Begin Construction: 6/1/2011
 End Construction: 12/30/2011
 Project Closeout: 6/30/2012

OTHER INFORMATION

This project is designed for system preservation and safety. Since the project is reconstructing existing roadway and will not be substantially expanding the existing facility, the environmental and design components will be relatively easy to implement.

It is anticipated that the NEPA document will be either Categorical Exclusion or a Finding of No Significant Impact. The reason for this is that this project will reconstruct roadway in its existing footprint. The main potential impact will be from the construction of new guardrail. The project will require the completion of an environmental document to comply with the California Environmental Quality Act (CEQA). This will likely be a Categorical Exemption or some type of a Negative Declaration. It is not anticipated that any other permits will be required for this project.

Public Works staff has a proven track record in having completed twenty-three state and federally funded road projects since 2000, including grant and project management, engineering, and construction activities. A consulting firm prepares environmental documents for the projects. Five of those projects, which are similar to the proposed South Lake Road Improvement Project, have been completed, including environmental studies, engineering and construction, within the previous three years. The estimated costs for South Lake Road are based on updated construction cost information for recently completed projects.

The Inyo National Forest (the adjacent landowner) has submitted a letter in support of this project. Again, the project goal is to improve pavement condition and decrease maintenance costs on a road that is primarily an important recreational access.

MENDOCINO COUNCIL OF
GOVERNMENTS

***Willits Bypass (new freeway construction)
on U.S. 101 in Mendocino County in and
near Willits, California***

NAME OF SPONSORING ORGANIZATION

Mendocino Council of Governments

NAME OF PROJECT

Willits Bypass (new freeway construction) on U.S. 101 in Mendocino County in and near Willits, California

CONTACT INFORMATION

Phillip J. Dow, P.E., Executive Director
 Mendocino Council of Governments
 367 N. State Street, Suite 206
 Ukiah, CA 95482
 707.463.1806
dowp@dow-associates.com

FUNDING TABLE*(in millions)*

	TIGER funds (requested)	State Funds (Grandfather STIP)	State Funds (STIP)	Federal Funds (TEA-21)	Federal Funds (SAFETEA-LU)	Federal Funds (source)	Local Funds (RTIP)	TOTAL Funds
Project Development /Environmental Approval	0	\$4,699	0				0	\$4,699
Plans Specifications and Estimate	0	\$10,122	0			0	0	\$10,122
Right of Way (Capital and Support)	0	\$1,725	\$12,738	\$650	\$5,600		\$140,12	\$34,725
Construction (Capital and Support)	\$29,000	\$18,647	\$146,891				\$17,310	\$211,848
TOTALS	\$29,000	\$35,193	\$159,629	\$650	\$5,600	\$100,000	\$31,322	\$261,394

PROJECT PHASE

CEQA/NEPA Complete
 Design Complete 1/1/2010
 Right-of-Way Acquisition Complete 12/1/2010
 Construction Begins 9/1/2010

PROJECT SCHEDULE

Year	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	Inspect	Const	SubT	Inspect	Const	SubT	Inspect	Const	SubT	Inspect	Const	SubT
2010	0	0	0	0	0	0	10	30	40	10	30	40
2011	10	30	40	15	50	65	15	60	75	15	60	75
2012	10	30	40	8	30	38	0	0	0	0	0	0
Total Quarter Years			Total Work Years									
Inspect	Const	SubT	Inspect	Const	SubT							
3	310	403	23	78	101							

OTHER INFORMATION

Mendocino County, in which this project is located is an economically distressed area that is a pre-existing condition to the world-wide recession of the past two years.

This project has the support of the California Department of Transportation, the Mendocino County Board of Supervisors, the Mendocino Council of Governments, and the City of Willits.

In terms of job creation, we estimate that the project construction would support 2,916 equivalent full-time total jobs mostly in the region. About half of the jobs would be highway construction jobs, and the other half (indirect jobs) would be mostly in service sectors. Overall, the region is an economically distressed area, has below the state-average wages, and heavily dependent on service sectors which also tend to pay below average wages. This project would primarily benefit low-paying jobs and small businesses, many of which serve recreational travel/tourism which is the economic base of the region

In terms of impacts of this project on household budgets, the project will result in time savings valued at \$1 million per year and over \$20 million for the first 20 years of operation. Vehicle operation costs will be lowered by \$800,000 per year and by over \$16.7 million over the first 20 years of project life. There will an accident cost savings of \$2.4 million per year and about \$48.4 million over the first 20 years.

MENDOCINO TRANSIT AUTHORITY

***Economic Stimulus Using Nature
or E-Sun***

NAME OF SPONSORING ORGANIZATION

Mendocino Transit Authority

NAME OF PROJECT

Economic Stimulus Using Nature or E-SUN

CONTACT INFORMATION

Bruce Richard
 General Manager
 Mendocino Transit Authority
 241 Plant Rd, Ukiah, 95482
 707-234-6451
bruce@4mta.org

FUNDING TABLE

WORK	Requested	Federal	State	State	Local	TOTAL
	Federal	Federal	Prop 1B	Prop 1B		
	TIGER	5309	PTMISEA	TSSSDR		
COMPLETED						
Feasibility Study	0	0	0	0	131	131
Environmental	0	0	0	0	10	10
Subtotal	0	0	0	0	141	141
PART 1 by February 2012						
Architectural/Engineering	0	600	0	0	150	750
CONSTRUCTION	7,350	0	0	0	50	7,400
Subtotal	7,350	600	0	0	200	8,150
PART 2 after February 2012						
Architectural/Engineering	0	813	0	0	0	813
CONSTRUCTION	0	9,587	3,137	201	0	12,925
Subtotal	0	10,400	3,137	201	0	13,738
TOTALS \$	7,350	11,000	3,137	201	341	22,029
TOTALS %	33.4%	49.9%	14.2%	0.9%	1.5%	100.0%
COMBINED TOTALS \$	18,350	3,338	341			
COMBINED TOTALS %	83.3%	15.2%	1.5%			

PROJECT PHASE

Environmental is complete. Design is next but requires nearly full funding.

PROJECT SCHEDULE

See funding table above.

OTHER INFORMATION

The E-SUN project will promote the economic competitiveness of the United States in two distinct ways. First, the project will contribute over the long-term to growth in employment at MTA. This projected long-term growth in employment is made possible in part by savings in operating costs for fuel and utilities. These project-related savings, plus additional funds from increased fare revenue from new ridership, and increased operating income generated from a more robust economy, will be reinvested directly into service expansion and new buses. The new Ukiah facilities are designed to house 65 employees, an increase of 19 over today. The number of drivers will increase from 25 to 37.

Secondly, the E-SUN project will promote the economic competitiveness of the United States' "green collar economy," especially the photovoltaic industry, by supporting the private sector growth of solar panel manufacturing, which is facing serious competition from China (New York Times, 8/24/09). According to this newspaper article, the Obama Administration is determined to help the American industry. The Energy and Treasury departments announced this month that they would give \$2.3 billion in tax credits to clean energy equipment manufacturers. Funding for E-SUN for the purchase and installation of the solar panels for the administration offices, parking canopies, and fleet maintenance building in Ukiah will support the Obama Administration's efforts to remain economically competitive. And, because Mendocino County is an Economically Distressed Area and is home to many green collar jobs, TIGER grant funds will go further in boosting the local economy and making it more economically competitive.

Hybrid bus manufacturers will also benefit from E-SUN. Nationally, cleaner propulsion technology has been becoming increasingly more prevalent for public transportation systems. In 2005, 12 percent of new buses manufactured were hybrid; and the number of hybrid buses produced and operated in the U.S. has grown since then.

Job Creation:

The E-SUN project will provide rapid economic impact through the creation of new jobs and by supporting green technologies. All of the \$7,350,000 requested from the TIGER grant will go toward construction. Prior to construction activities, however, MTA will contract for the architectural and engineering work, which will produce approximately 12 architectural and engineering jobs.

The E-SUN project will provide roughly \$10 million in construction wages over a period of 24-36 months, beginning in FY 2010/11. If Mendocino County firms are able to underbid larger firms from the San Francisco Bay Area or the Sacramento Valley, overhead and profit dollars will remain here. In either event, on the order of 50-100 full time equivalent jobs would be created in this County. That compares to 1,260 construction jobs in June 2009 (down from 1,430 in June 2008).

After construction, 19 new jobs will be created at MTA (bus drivers, mechanics, and administrative level jobs) over the next 20-25 years.

In addition to construction jobs, some needed materials will likely be procured locally due to the very strong solar energy industry that thrives in Mendocino County. Mendocino County entrepreneurs have been leaders in green technology for the past 30 years. A Ukiah company called Real Goods (now Gaiam Real Goods since its January 2001 merger with Gaiam, Inc., of Colorado) is the oldest and largest catalog firm devoted to the sale and service of renewable energy products in the world. Real Goods' roots in Ukiah spawned a host of allied alternative energy companies in the region and alternative energy is part of the ethos of this County. E-SUN will benefit Mendocino County's green economy greatly.

CITY OF GRASS VALLEY

Dorsey Drive Interchange

NAME OF SPONSORING ORGANIZATION

City of Grass Valley

NAME OF PROJECT

Dorsey Drive Interchange

CONTACT INFORMATION

Tim Kiser, City Engineer

FUNDING

Total cost of the Dorsey Drive Interchange Project is approximately \$31 million dollars. \$8.5 million dollars have already been expended for environmental evaluation, design, and right of way acquisition. The City of Grass Valley, in cooperation with the Nevada County Transportation Commission and the California Department of Transportation (Caltrans), is requesting \$22.5 million dollars from the TIGER Discretionary Grant program for construction.

PROJECT PHASE

Environmental work and Project plans, specifications & estimates are complete, Right of way acquisition is underway and will be completed by January 2010.

PROJECT SCHEDULE

The project will be ready to bid in Spring 2010 and construct in Summer 2010

ECONOMIC COMPETITIVENESS

Current unemployment rates in the area are approximately 11.9%, greater than the National rate of 9.4%. The construction trade has taken the biggest hit in this area. It is estimated that the construction of the Dorsey Drive Interchange will help employ between 30 to 75 construction related personnel. After the Dorsey Drive Interchange is constructed, further economic opportunity will become available as 900 acres of property have improved access which will create the potential for 3,000 jobs as new businesses are constructed and existing businesses expand.

The Dorsey Drive Interchange Project will provide much needed direct highway access to the county's only Sierra Nevada Memorial Hospital; the Chapa De Indian Medical Center, serving the regions Native American population; the county's only Sierra College campus; the Nevada Union High School, serving the majority of the county's students; the commercial center - Glenbrook Basin - of Western Nevada County; and, access to roughly 900 acres of undeveloped prime real estate whose use is currently limited by the lack of transportation infrastructure. The Dorsey Drive Interchange Project is "Shovel Ready" with project plans and specifications ready to bid; the environmental evaluation completed; and right of way purchases nearing completion. If awarded a TIGER Grant, this project will help the region recover economically, create jobs, and maximize long-term economic benefits and impacts by improving access to existing businesses, medical facilities, schools, and developable land.

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

State Route 65 Lincoln Bypass Phase 2

NAME OF SPONSORING ORGANIZATION

Placer County Transportation Planning Agency

NAME OF PROJECT

State Route 65 Lincoln Bypass Phase 2

CONTACT INFORMATION

Celia McAdam, Executive Director
 Placer County Transportation Planning Agency
 299 Nevada Street, Auburn, CA 95603
 (530) 823-4030 • cmcadam@pctpa.net

FUNDING TABLE

The funding requested for Phase 2 of the Lincoln Bypass is \$18,203,000. A breakdown of the project funding for Phase 2 is given below:

Funding Source	Funding Amount	Percent of Total Cost
State (CMIA)	\$24,781,000	49.6%
Local Developer Impact Fees	\$7,016,000	14.0%
TIGER Program Request	\$18,203,000	36.4%
Total	\$50,000,000	100%

	TIGER funds (requested)	State Funds (source)	Federal Funds (source)	Local Funds (source)	Total Funds
Project Approval/ Environmental Document	\$0	\$0	\$0	\$0	\$0
Plans, Specifications & Estimate	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Right of Way (capital and support)	\$0	\$0	\$0	\$0	\$0
Construction (capital and support)	\$18,203,000	\$24,781,000	\$0	\$3,016,000	\$46,000,000
TOTALS:	\$18,203,000	\$24,781,000	\$0	\$7,016,000	\$50,000,000

A breakdown of the Lincoln Bypass funding **for all phases** is given below:

Funding Source	Funding Amount	Percent of Total Cost
Local Share RTIP Funds	\$84,139,000	24.3%
State Infrastructure Bonds (CMIA)	\$73,715,000	21.3%
Local Developer Impact Fees	\$27,900,000	8.1%
State Share ITIP Funds	\$113,562,000	32.9%
Federal Earmarks	\$14,615,000	4.2%
Local Funds – City of Lincoln	\$12,400,000	3.6%
CMAQ	\$1,100,000	0.3%
Requested grant	\$18,203,000	5.3%
Total	\$345,634,000	100%

PROJECT PHASE

Construction efforts are currently underway for Phase 1 of the project, with a design-build sequencing approach. As of July 2009, the construction is 20% complete, and on schedule and within budget. Right-of-way acquisition and environmental review for both phases of the project is complete.

PROJECT SCHEDULE

- 6.5 The project schedule is as follows:
 - o Environmental documents for all project phases approved in 2006
 - o Phase 1 construction began 2008
 - o Right of way acquisition for all phases completed in 2009
 - o The first phase of the project is approximately 20% complete (as of July 2009), on budget, and scheduled for completion in early 2012.
 - o Phase 2, for which this application is requesting funding, can begin design in 2009.
 - o Phase 2 will be constructed consecutively to Phase 1, with completion in 2013.
- 6.5 The project will be able to obligate any design funding by the end of 2009. Construction funds could be obligated in late 2010 or early 2011, well before the September 30, 2011 deadline.

Economic Impact and Job Creation

The project will decrease corridor congestion by an estimated 73% in 2015, which will minimize delay to flow of goods, and minimize economic loss to shippers due to significant traffic congestion; thereby, improving SR 65 as a major connection for freight distribution and commercial truck operations within northern California. The project also facilitates multi-modal transport improving truck access to the regional Lincoln Airport.

Expected outcomes of the completed project include improved access to jobs, housing, markets, and commerce within Placer County, all of which is classified as an Economically Distressed Area (EDA).

- 6.5 The project will create approximately 600 jobs, many of which are high-paying, especially in the growing logistics industry. As a result of the completed project, there is an estimated \$14.2 million average annual value of travel time savings; total over 20 years is \$284.7 million.
- 6.5 A less congested SR 65 will enhance economic vitality and preserve and enhance community livability.
- 6.5 The Bypass will remove the existing disruption and division of established areas such as downtown Lincoln by improving access to commercial areas and community services.
- 6.5 As a major connection for freight distribution and commercial truck operations within northern California, the project facilitates multi-modal transport connecting freight via truck to the Lincoln Airport.
- 6.5 The project improves linkages between jobs and housing within the entire SR 65 corridor.
- 6.5 Better connectivity between areas increases overall travel reliability of SR 65 as a result of the project.
- 6.5 The Lincoln Bypass has been conceived to facilitate the planned growth of Lincoln and the anticipated expansion of the local workforce while providing for inter-regional travel.
- 6.5 The project promotes the creation of job opportunities for low-income workers by improving circulation. This improves access to educational facilities, such as Sierra College, to provide training for low income workers. Moreover, the influx of construction activities and workers stimulates the local economy, including restaurants, hotels, and retail establishments that typically employ low income workers.
- 6.5 The rerouting of traffic on SR 65 as a result of the Lincoln Bypass may result in an

increase in sales and income to some businesses as the community members find it more convenient to shop downtown because pedestrian safety is enhanced and more parking is available for local residents.

- 6.5 The project provides maximum practicable opportunities for small business and disadvantaged business enterprises (DBE), as it complies with all federal DBE requirements.
- 6.5 The project will support entities that have a sound track record on labor practices and compliance ensuring that workers are safe and treated fairly as Caltrans requires project labor agreements, ensuring that all labor is unionized and complies with fair labor practices and CalOSHA.
- 6.5 The project implements best practices consistent with civil rights and equal opportunity laws to ensure that all individuals benefit from the Recovery Act, as it complies with all state and federal civil rights and EOE laws.
- 6.5 The procurement plan will be implemented by the California Department of Transportation as lead agency for the project. Regardless of the specific suppliers selected, the procurement plan is likely to create follow up jobs and economic stimulus for manufacturers and suppliers that support the construction industry by increasing the demand for construction materials on this major project.

SANTA CRUZ COUNTY

MetroBase

NAME OF SPONSORING ORGANIZATION

Santa Cruz County

NAME OF PROJECT

MetroBase

CONTACT INFORMATIONLes White, General Manager; 831-426-6080; white@scmtd.com**FUNDING****BUDGET & TIGER FUNDS NEEDED FOR METROBASE**

This budget presumes STA funds will be unavailable during the grant period and that PTMISEA (Prop 1B) revenue will be down at least 50%, if not delayed for extended periods. If OHS (Prop 1B) capital funds (~\$440,505) are released during the grant period, they will be used for MetroBase security systems.

METROBASE PROPOSED BUDGET TO COMPLETE TIGER 2010-2012

Operations Building

Construction 23,000,000

5% Other Costs 1,350,000

Project Manager(s) 650,000

Security 1,000,000

Relocation 1,000,000

Total Estimated Cost \$27,000,000

Parking Structure Total Project Cost

Design/Engineering 1,850,000 *Total to date (previous page) \$49,820,595 43%*Construction 9,500,000 *Total to complete (this page) 65,250,000 57%*

Security 1,000,000 \$115,070,595

5% Other Costs 650,000

Total Estimated Cost \$13,000,000

Solar & Water

Design/Engineering 325,000

Plumbing 500,000

Construction 2,500,000

5% Other Costs 175,000

Total Estimated Cost \$3,500,000

2nd L/CNG Tank

15,000 gallon tank

Construction/Installation 1,250,000

Total Estimated Cost \$1,250,000

30 CNG Buses

at ~\$500,000/ea. + taxes 16,000,000

Total Estimated Cost \$16,000,000

ITS

Design Engineering 500,000

Installation/Training 500,000

Service (Life of System) 3,500,000

*Total Estimated Cost \$4,500,000***Total TIGER Request \$65,250,000****GRANTS FUNDS & SOURCES, USES OF FUNDS TO DATE**

Total Total Total

Date/Source Description of Use Grants Local/Other Spent Remaining

Federal

2002 FTA 5309 Design/Engineering 2,656,000 2,656,000 0

2005 FTA 5307 Property Acquisition - Golf Club 1,005,479 1,005,479 0

2002 FTA 5309 Property Acquisition - Golf Club 2,978,946 2,978,946 0

2002 FTA 5309 Construction 3,219,290 3,219,290 0

2007 FTA STIC Construction 792,001 792,001 0

2007 FTA STIC Construction 723,646 723,646 0

2008 FTA STIC Construction 752,084 752,084 0

2009 FTA STIC Construction 1,108,062 0 1,108,062
Total Federal (11.5%) 13,235,508
 State
 2000 AB2766 Design/Engineering 11,096 11,096 0
 2008 PTMISEA (1B) Design/Engineering 603,000 0 603,000
 2009 STA - 09 Design/Engineering 207,688 207,688 0
 2004 STA Construction 616,373 616,373 0
 2005 STA Construction 949,475 949,475 0
 2006 STA Construction 1,474,824 1,474,824 0
 2007 STA Property Acquisition - Vernon St. 4,497,220 4,497,220 0
 2009 STA Construction 196,105 196,105 0
 2008 PTMISEA (1B) Construction 3,801,019 0 3,801,019
 2009 PTMISEA (1B) Construction 2,480,910 0 2,480,910
 2007 STIP (AB3090) Construction 1,137,000 1,137,000 0
 2009 STIP (AB3090) Construction 6,363,000 6,363,000 0
Total State (19.4%) 22,337,710
 Local/Other
 2000 FEMA Construction 298,831 298,831 0
 1999 OES Construction 663,021 663,021 0
 1995 - 2005 Sales Tax Construction 2,064,015 2,064,015 0
Total Local/Other (3%) 3,025,867
 Settlement (*Settlement = 7.2% total cost*)
 Property '89 quake Construction 8,246,990 8,246,990 0
 Property (*Property = 2.5% total cost*)
 Sale of old site Construction 2,974,520 1,664,265 1,310,255
 TOTAL TO DATE (*% spent to date of total est. cost of MetroBase = 43.6%*) 35,573,218 14,247,377
 40,517,349 9,303,246

PROJECT SCHEDULE

MetroBase Project Schedule 2/17/10 - 2/17/12
 TIGER Discretionary Grant
 TOTAL JOBS = ~425 QTR 1 QTR 2 QTR 3 QTR 4 QTR 5 QTR 6 QTR 7 QTR 8 FINAL
** all grey fills = uninterrupted work in progress 3/31/10 6/30/10 9/30/10 12/31/10 3/31/11 6/30/11 9/30/11 12/31/11 2/17/12*
 MetroBase Operations Building (300 JOBS)
 Job bid process
 Award contract
 Construction
MILESTONE: Construction complete
MILESTONE: METRO move to Operations planned
 MetroBase Parking Structure (Jobs included above)
Large Parking Structure(s)
 Design process; create IFB
 Bid process
 Award contract; construction
MILESTONE: Construction complete
Carport - like Covered Structure in Operations Lot
 Design process, integrate with solar/water system
 Bid process
 Award contract; build simultaneous w/ solar
MILESTONE: Construction complete
 MetroBase: Photovoltaic/Water Harvesting (20 JOBS)
 Design process; create IFB
 Bid process
 Award contract, install on existing buildings
 Install on parking structure
 Install water storage tanks and plumbing
MILESTONE: Construction/installation complete
 MetroBase: Second L/CNG Tank (10 JOBS)
 IFB prepared
 Award contract; order tank
 Install second tank
MILESTONE: Installation complete
 MetroBase: 30 CNG Buses (80 JOBS)
 Order buses from New Flyer
 Schedule delivery roll - out
MILESTONE: # of buses delivered 15
MILESTONE: # of buses delivered 30
 MetroBase: ITS (15 JOBS)

Prepare IFB

Award contract: develop system for METRO

Installation and Training

MILESTONE: ITS Implementation

ARRA/TIGER Quarterly Data/Reports Due (as req'd) 4/10/10 7/10/10 10/10/10 1/10/11 4/10/11 7/10/11 10/10/11
1/10/12 4/10/12

CURRENT PROJECT PHASE

Design. Some portions ready for construction.

DELIVERY SCHEDULE

Start construction by September 2010.

MetroBase Project / TIGER Proposal

The MetroBase TIGER grant proposal is to consolidate Santa Cruz Metropolitan Transit District's (METRO's) transit infrastructure into a single location in the Harvey West Park area of the City of Santa Cruz. MetroBase construction has been ongoing since 2006. To date, the Service/Fueling facility is completed (except for a second L/CNG tank) and the Maintenance facility will be completed in Spring 2010. Completing MetroBase as proposed below totals \$65.25 million and creates ~425 jobs. Resulting savings will be between \$40-\$50 million over the long-term (20 year) project life, not to mention the potential for reprogramming of future funds to enhance essential services to the community.

MetroBase Operations Building

The MetroBase Operations building will house operations, administrative, financial, legal and management staff, as well as two levels of staff and visitor parking. Design and bid packages are complete with construction estimated to start by September 2010. This phase of MetroBase is expected to create over 300 jobs in this economically disadvantaged area.

Total estimated cost: \$27,000,000

MetroBase Parking Structure

This phase requires design work, bidding, and a contract for construction of a 5-level garage with buses on the first level and cars on levels 2-5. Additional covered outside parking in the lot between Operations building and Service/Fueling facility will consist of structures covered with photovoltaic panels and a rainwater collection system.

Total estimated cost: \$13,000,000

MetroBase Photovoltaic Panels & Water Harvesting System

METRO will cover available roof space with 31,000 square feet of photovoltaic panels, combined with gutters, drains and storage tanks for a rainwater harvesting system to ameliorate METRO's use of municipal water supplies in addition to reclaimed water already used. Total electrical savings over the 20-year long term are estimated to be 90%. Water harvesting depends on rainfall and will be calculated after year one. This phase will create 15-20 jobs.

Total estimated cost: \$3,500,000

MetroBase Purchase/Installation of Second L/CNG Fuel Tank

METRO installed its first tank in February 2008. In order to expand the fleet, METRO must have a second L/CNG tank. Necessary construction to prep for installation is complete. Installation of tank will cut METRO's refueling needs by approximately 30%, requiring less trips by the diesel-fueled LNG fuel truck. This phase will create 10 jobs.

Total estimated cost: \$1,250,000

MetroBase Purchase of 30 CNG Buses

The installation of a second L/CNG tank allows METRO to roll-out fleet conversion to CNG with the purchase of 30 buses, added to the 63 already in operation. With 93 CNG fleet buses, METRO prevents a grand total of 7,847 metric tons of carbon dioxide equivalent in greenhouse gas emissions per year, or the same as 18,248 barrels of oil. This phase will create 80 jobs.

Total estimated cost: \$16,000,000

MetroBase Purchase of Intelligent Transportation Systems

Adding to recent ARRA-funded technology upgrades, the Intelligent Transportation Systems that METRO needs most are Automatic Vehicle Location and Automatic Passenger Counters. The cost includes purchase, installation, training, upgrades and maintenance over the 20-year life of the equipment. This phase creates 15 jobs. *Total estimated cost: \$4,500,000*

The following illustrates each MetroBase phase and how it meets the TIGER Selection Criteria:

Operations Building

- Operations Building and Parking Structure create 300 jobs
- Facility will be in a long-term state of good repair
- Contributes to economic competitiveness of METRO and to local economy
- Increases quality of working in the industrial part of Santa Cruz
- Increases long-term sustainability of system operations and maintenance
- Improves safety of facilities, including the surrounding neighborhood and parking areas

Parking Structure

- Facility will be in long-term state of good repair
- Increases quality of working at METRO
- Increases long-term sustainability of system operations
- Increases employee safety
- Can be shared with community partners

Photovoltaic Panels & Water Harvesting System

- Installation of systems creates 15-20 jobs
- Uses innovative technologies to meet energy needs
- Addresses need to conserve water and resources
- Increases the quality of life in the community
- Increases METRO's long-term sustainability via energy efficiency

Purchase/Installation of Second L/CNG Fuel Tank

- Installation of tank creates 10 jobs
- Facilitates complete fleet transition to L/CNG, contributing to energy efficiency and innovative energy technologies
- Reduces greenhouse gas emissions (along with CNG buses) and quality of life in the area
- Increases sustainability of long-term operations by decreasing reliance on oil

Purchase of 30 CNG Buses

- Building 30 CNG buses creates 80 jobs
- Allows METRO to fully convert fleet to CNG
- Prevents 7,847 metric tons of greenhouse gases, equivalent to 18,248 barrels of oil
- Increases energy efficiency and sustainability of long-term operations
- Increases quality of life in the community; reduces adverse effects of transit on environment

Purchase of Intelligent Transportation Systems

- Design, installation, implementation and training will create 15-20 jobs
- Technologically innovative approach to service delivery that will provide long-term, much-needed improvements to METRO's delivery of service
- Will provide essential data in real time that can drive decision-making
- Improves system safety by reducing response time and providing up-to-date information

Establishes a long-term partnership with ITS service provider

ECONOMIC IMPACT DATA

generate over 425 jobs

OTHER INFORMATION

<p>The MetroBase project is critical for improving the efficiency of our region's heavily used transit system. The project will increase the long-term sustainability of system operations and maintenance, improve safety for workers and the community, and improve work place conditions. Additionally, the project will reduce energy and water use. This project allows for complete bus fleet transition from diesel to L/CNG, thereby reducing greenhouse gas emissions from the transit system. With implementation of this project, METRO's fossil-fuel energy consumption will decrease an estimated 90%, eliminating the equivalent of over 18,248 barrels of oil worth of greenhouse gases from the air (7,847 metric tons). Photovoltaic panels will generate 90% or more of METRO's electrical needs, in addition to rainwater harvesting ameliorating METRO's draw on local water supplies.</p>
--

SHASTA COUNTY RTPA

State Route 299 STAA

*(on SR 299 in Shasta County, near the
Trinity County line)*

NAME OF SPONSORING ORGANIZATION

Shasta County RTPA

NAME OF PROJECT

State Route 299 STAA
 (On SR 299 in Shasta County, near the Trinity County line)

CONTACT INFORMATION

Dan Little, AICP
 Executive Director
 Shasta County RTPA
 1855 Placer Street
 Redding, CA 96001
 530-245-6819
dlittle@co.shasta.ca.us

FUNDING TABLE

	TIGER funds Requested	State Funds (Caltrans/STIP)	Total Funds
Project Approval/ Environmental Document		\$1,195,000	\$1,195,000
Plans, Specifications & Estimate	\$2,250,000		\$2,250,000
Right of Way (capital and support)	\$113,000		\$113,000
Construction (capital and support)	\$24,750,000		\$24,750,000
TOTALS:	\$27,113,000	\$1,195,000	\$28,308,000

PROJECT SCHEDULE

CEQA/NEPA complete9/2009
 Project approval..... 3/2010
 HQ plans, specifications, & estimates 8/2010
 Award contract..... 4/2011
 Start construction.....5/2011
 End construction.....2/2012

OTHER INFORMATION

Trinity, Shasta, and Humboldt counties are all identified in the American Recovery and Reinvestment Act of 2009 as Economically Distressed Areas. Unemployment rates in all three counties exceed not only the state average for California of 11.6% in May 2009, but also the national average of 9.4% in May 2009. Unemployment in these counties has increasingly worsened over the last several years. The SR 299 STAA Project is expected to create approximately 684 jobs and add \$2 million for each year of construction in income and sales tax revenue. The Port of Humboldt Bay would create an additional 3,070 jobs over the 10 years after construction, as more trucks will be able to access the northern California port.

Through an improvement in the movement of goods and services from the Pacific Coast industries, via U.S. 101 and the Port at Humboldt Bay, the SR 299 STAA project will provide for economic competitiveness by providing access to Interstate 5 for interregional and interstate commerce. The improvement of this route will also make it more reliable and much safer for commuters, travelers, and residents.

The SR 299 STAA Project expected to provide a net benefit to the region. The Caltrans Division of Transportation Economics has run a benefit cost analysis (Cal B/C) on the project, resulting in a benefit cost ratio of 0.8.

The model estimates a \$100,000 delay savings. Regional and interregional traffic will be able to travel the route more efficiently. The movement of goods and services to and from California's Pacific North Coast to other areas of California will be improved by providing a safer, less restricted route.

Shasta, Trinity, and Humboldt Counties are currently classified as attainment areas with respect to National Ambient Air Quality Standards. The project should result in approximately 0.3-ton reduction in greenhouse gas emissions.

The SR 299 STAA project is likely to show a safety benefit of \$2,300,000, in addition to the net benefits of the many other safety projects planned for SR 299.

The project has broad support from a variety of entities. Recognizing the interregional benefits of the project, four county transportation planning agencies and the Humboldt Bay Harbor, Recreation & Conservation District submitted the application. A letter of support was submitted by the "North State Super Region" (a coalition of 15 Northern California transportation planning agencies)

Prior ARRA funding was shifted disproportionately by the legislature from rural to urban areas. Funding in the North State Super Region was reduced by an average of 60% compared to distribution under pre-existing laws. ARRA requires the US DOT to "take measures to ensure an equitable geographic distribution of funds and an appropriate balance addressing the needs of urban and rural communities." **TIGER** funding in the rural Northern California region is a good place to start compensating for prior inequities.

Shasta, Trinity, Humboldt, and Del Norte counties qualify as economically distressed areas, compounded by the decline of the timber and fisheries industries.

NEPA and CEQA are complete.

SHASTA COUNTY RTPA

I-5 South Redding Six Lane
(widen I-5 from 4 to 6 lanes)
on i-5 in Shasta County, in Redding, CA

NAME OF SPONSORING ORGANIZATION

Shasta County RTPA

NAME OF PROJECT

I-5 South Redding Six Lane (widen I-5 from 4 to 6 lanes)
 (On I-5 in Shasta County, in Redding, CA)

CONTACT INFORMATION

Dan Little, AICP
 Executive Director
 Shasta County RTPA
 1855 Placer Street
 Redding, CA 96001
 530-245-6819
dlittle@co.shasta.ca.us

FUNDING TABLE

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Construction (capital and support)	\$24,750,000		\$24,750,000
TOTALS:	\$27,113,000	\$1,195,000	\$28,308,000

PROJECT SCHEDULE

CEQA/NEPA complete 9/2009

Project approval 3/2010
 HQ plans, specifications, & estimates 8/2010
 Award contract 4/2011
 Start construction 5/2011
 End construction..... 2/2012

OTHER INFORMATION

The proposed project will support future economic development. The Fix Five Partnership projected the following future growth from 2007 to 2030 along the I-5 corridor in Shasta County:

- 24,100 dwelling units
- 33,900 jobs
- 23 million square feet of commercial, office, and industrial buildings

I-5 serves redevelopment areas in Shasta County and the cities of Redding, Anderson, and Shasta Lake. Beyond the immediate project corridor, similar mobility-related benefits will occur in outlying regions supported by the Redding hub.

In 2007, the average annual unemployment rate in Shasta County was 7.5%, versus 4.63% nationally. In 2008, the average unemployment rate in Shasta County was 10.1%, versus 5.08% nationally. The June 2009 unemployment rate in Shasta County was 15.3%, versus 9.5% nationally, largely due to

Shasta County's heavy construction-related economy. Shasta County meets the definition of an Economically Distressed Area. Job creation in construction and related industries will benefit Shasta County immediately and trickle down to the regional service and retail industries.

The Cal-B/C Model estimates 405 construction-related jobs would be created or maintained by this project. The Cal-B/C Model projects annual tax revenues during the construction period will increase \$1,205,000, with long-term annual tax revenue increasing by \$1,445,000.

The project is ready to proceed rapidly upon receipt of a TIGER Discretionary Grant. Preliminary engineering is continuing while awaiting TIGER grant funding. The proposed project will receive a high priority to proceed rapidly and meet all grant deadlines.

The proposed project is located in the most congested section of I-5 in California north of the Sacramento area. The level of service is projected to fail within 5-10 years. I-5 is the backbone of north-south goods movement on the West Coast, supporting jobs and the economies of the region, state, and nation.

The project has broad support from a variety of entities. Recognizing the interregional benefits of the project, seven county transportation planning agencies submitted the application. Letters of support submitted with the application were provided by:

- "North State Super Region" (a coalition of 15 Northern California transportation planning agencies)
- Congressman Wally Herger
- Redding Rancheria Tribe
- Pit River Tribe
- Shasta County RTPA Board of Directors
- City of Redding
- City of Anderson
- County of Shasta County Caltrans
- Citizens for Smart Growth (a private organization)

Prior ARRA funding was shifted disproportionately by the legislature from rural to urban areas. Funding in the North State Super Region was reduced by an average of 60% compared to distribution under pre-existing laws. ARRA requires the US DOT to "take measures to ensure an equitable geographic distribution of funds and an appropriate balance addressing the needs of urban and rural communities." **TIGER** funding in the rural Northern California region is a good place to start compensating for prior inequities.

Shasta County qualifies as an economically distressed area, compounded by the decline of the timber and fisheries industries.

NEPA and CEQA are complete. No permits are required. No new right-of-way is required. All work will be completed within the existing center median of the existing freeway.

TEHAMA COUNTY

***I-5 and Historic 99 Flores Avenue
Goods Movement Connection
(truck route) Requesting \$6.3 M***

NAME OF SPONSORING ORGANIZATION

Tehama County

NAME OF PROJECT

I-5 and Historic 99 Flores Avenue Goods Movement Connection (Truck Route) Requesting \$6.3M

CONTACT INFORMATION

Barbara O'Keeffe
Tehama County Public Works

FUNDING

The Tehama County Transportation Commission respectfully requests TIGER funding in the amount of \$6.3 million for the construction of the I-5 and Historic 99 Flores Avenue Goods Movement Connection (truck route).

OTHER INFORMATION

The Interstate 5 (I-5) and Historic Highway 99 Flores Avenue Goods Movement Connection (truck route) project is the construction of approximately two miles of roadway to improve the efficiency and safety of goods movement between I-5 and the Tehama County Industrial Park located along Historic Highway 99.

The Tehama County Transportation Commission and County of Tehama are committed to the delivery of this American Recovery Act and Reinvestment Act (ARRA) project as it will provide short/long term jobs, improve air quality, decrease miles travel, reduce fuel usage, increase mobility, facility goods movement, improve safety and leverage \$27 million in ARRA funds invested by the California Department of Transportation (*Caltrans) on I-5 in Tehama County.

The most valuable long term outcome of this project will be the direct routing of commercial vehicle traffic to and from the industrial area and the creation of local jobs in the industrial area.

At full build out, the Tehama Industrial Park has the potential of creating 8,400 jobs. The industrial park has the potential to bring over \$285,000,000 into Tehama County annually. These are conservative calculations as the study sties median household income rather than individual income. In addition, it is anticipated that there will be a number of higher paying jobs such as management or journeyman type positions that were no included in the above income projection.

\$137,481,803 million has been invested in the corridor and will be complemented by the Flores Avenue project.

Percent funds of cost paid by TIGER: 79.8%
Percent funds of cost paid by all other funds: 20.2%

This is a significant contribution in addition to the investment of \$137,481,803
Air quality analysis indicates that the \$6.3 million investment of TIGER funds is realized in 3 years.

TOWN OF MAMMOTH LAKES

***Eastern Sierra Regional Transit Hub
Economic Stimulus and Sustainability
Project***

NAME OF SPONSORING ORGANIZATION

Town of Mammoth Lakes

NAME OF PROJECT

Eastern Sierra Regional Transit Hub Economic Stimulus and Sustainability Project

CONTACT INFORMATION:

Peter Bernasconi, Sr. Associate Civil Engineer,
 Town of Mammoth Lakes,
 437 Old Mammoth Rd., Suite R, P.O. Box 1609
 Mammoth Lakes, CA 93546
 (760) 934-8989 x-232 pbernasconi@ci.mammoth-lakes.ca.us

FUNDING TABLE

	TIGER funds (requested)	State Funds (source)	State Funds (source)	Federal Funds (source)	Local Funds Expended (TOWN)	Total Funds
Project Approval/ Environmental Document					\$285,000	\$285,000
Plans, Specifications & Estimate	\$550,000				\$800,000	\$1,350,000
Right of Way (capital and support)	\$113,000				\$4,000,000	\$4,113,000
Construction (capital and support)	\$23,337,000					\$23,337,000
TOTALS:	\$24,000,000				\$5,085,000	\$29,085,000

PROJECT PHASE

CEQA: Complete
 NEPA: in final review/concurrence
 Design: Complete 1/1/2010
 Right-of Way Acquisition: Complete 12/1/2010
 Construction Begins: 9/1/2010

ECONOMIC IMPACT DATA

These transportation facilities form the keystone in a regional transportation hub located in Mammoth Lakes, CA. This transit hub will anchor winter and summer tourist based economic activity in the Eastern Sierra. The transit hub will directly service destinations such as Yosemite National Park, Devils Postpile National Monument, Death Valley National Park, Mammoth Mountain Ski Area, Forest Service Lands, the Pacific Crest and John Muir Trails. The Transit hub will also provide a transfer station for the Mammoth/Yosemite airport and motorists traveling the 395 corridor.

Traffic: The average annual traffic on Minaret Road and Canyon Boulevard is currently 5,963,005 and in twenty years, the average annual traffic volumes are expected to be 8,553,410. This equates to a cost ratio of \$0.02 per trip over the twenty-year period. The improvements are necessary to maintain the intersection at a level of service consistent with the Towns General Plan.

Park and Ride: The 303 space garage with an average occupancy of 60% and a daily change over rate of 4 per day would equal 265,000 vehicles parking per year. This is an equivalent subsidy of \$67.82 for the first year, \$3.39 over a twenty-year period and \$2.26 over a thirty-year period. This is within the normal range of mass transit subsidies around the State and the Nation.

Short-term local economic: There are an estimated 450 jobs that will be created with this project over the two year construction period. These are high paying jobs with 35% of the wages expended locally and 65% in other economically distressed areas such as Fresno CA, Los Angeles CA, Reno NV, and Las Vegas NV where many of the workers will be from.

Long-term local economic: Locally, the Town receives about \$182,000 in sales tax revenue from about \$2.4 million in sales from the project area. This is down about 20% over the past two years. It is expected that with the stimulus from this project and full occupancy of the commercial space, sales will double to about \$4.8 million in sales. Over the next twenty years the community has planned for the commercial space in this area to double which will generate proportionate revenues and sales. These businesses will have a significant benefit to the local private sector employment base to serve guests of "America's Playground".

America's Playground: This area's unique and natural public lands offer some of the best outdoor activities and adventures in the nation and the world. Mammoth is a gateway community to many of these attractions including: Devils Post Pile National Monument, Mono Lake, Yosemite National Park and thousands of acres of public lands managed by the United States Forest Service and Bureau of Land management. With an estimated 100,000 new visitors coming to this region each year this equates to 3 million new visitors and 6,000 new jobs for the area to serve those visitors over the next generation. This project will be a step forward in sustainability and working to change habits related to the use of transit and other forms of transportation other than the automobile. The Town has a great relationship with our partners the USFS and National Park Service. Together we share a common goal of land stewardship and serving the guests that come to enjoy some of our national treasures.

TRANSPORTATION AGENCY FOR
MONTEREY COUNTY

US 101 – San Juan Road Interchange

NAME OF SPONSORING ORGANIZATION

Transportation Agency for Monterey County

NAME OF PROJECT

US 101-San Juan Road Interchange

CONTACT INFORMATION

Debbie Hale,
 Executive Director, Transportation Agency for Monterey County
 Address: 55-B Plaza Circle
 Salinas, CA 93901-2902
 Phone: (831) 775-0903
 Email: Debbie@tamcmonterey.org

FUNDING TABLE

(in millions)

	TIGER funds (requested)	State Funds (Regional -STIP)	State Funds (Interregional - STIP)	State Funds (TCIF Grant)	Federal Funds (ARRA)	Total Funds
Project Approval/ Environmental Document			\$4,700			\$4,700
Plans, Specifications & Estimate		\$5,000				\$5,000
Right of Way (capital and support)	\$17,875		\$575		\$10,450	\$28,900
Construction (capital and support)			\$23,675	\$28,325		\$52,000
TOTALS: \$ (%)	\$17,875 (20%)	\$5,000 (5%)	\$28,950 (32%)	\$28,325 (31%)	\$10,450 (12%)	\$90,600 (100%)

PROJECT PHASE

CEQA/NEPA documents are scheduled to be finalized on 11/1/2009.

PROJECT SCHEDULE

Construction is scheduled to begin on 9/1/2012

ECONOMIC IMPACT DATA

Monterey County's top two economic industries, agriculture and tourism are heavily impacted by traffic on the US 101 corridor. US 101 is also a major commuter route, connecting Monterey County residents to Silicon Valley. A major bottleneck for these trips lies at the San Juan Road interchange, slowing traffic and endangering travelers passing through the area. Rationalizing traffic movements through this project will enhance US competitiveness by removing a major North-South obstacle to trade and economic activity and improving safety along the corridor

The Salinas Valley, known as the "World's Salad Bowl", generated over \$3.8 billion in value in 2008—making Monterey County the third most productive agricultural county in California and one of the top

ten agricultural counties in the United States. Forty-two separate crops each have an annual value in excess of one million dollars. When combined with the agricultural production from Santa Cruz County and San Benito County, the total economic impact is nearly 50,000 jobs and nearly \$4.6 billion in agricultural goods. In 2008, 571 million pounds of Monterey County agricultural goods were exported to foreign countries. By supporting the transportation of these high value goods, the US 101- San Juan Road operational and safety improvement project is a vital part of the economies at the regional, state, national and global levels.

Monterey County's tourism industry, second only to agriculture in Monterey County in terms of revenue, had an estimated worth of \$2 billion last year, according to the Convention and Visitors Bureau, and generated 22,000 jobs.

Criteria	Annual Impact
Total Investment	\$52 Million
Direct Jobs	105 annual average
Indirect Jobs	56 annual average
Total Jobs	161 annual average
Indirect Business Taxes	\$1.6 Million
Total Output	\$63.6 Million

OTHER INFORMATION

The project purpose is to improve safety by reducing fatal and injury accidents and to reduce peak hour congestion by improving operations. These improvements will be achieved by removing three major at-grade intersections (San Juan Road, Dunbarton Road and Cole Road) and replacing them with a single interchange at San Juan Road and Route 101. These improvements will provide the following primary goods movement benefits: early deliverability, increased safety and travel-time reliability, improved air quality and interconnectivity, improved velocity and throughput, congestion relief, improved access and substantial economic benefits.

YUROK TRIBE

***Requa Road Rehabilitation and Bridge
Replacement Project***

NAME OF SPONSORING ORGANIZATION

Yurok Tribe

NAME OF PROJECT

Requa Road Rehabilitation & Bridge Replacement Project

CONTACT INFORMATION

Javier I. Kinney, Transportation Manager
 Yurok Tribe
 190 Klamath Blvd.
 Klamath, CA 95546

FUNDING TABLE

	<i>TIGER funds (requested)</i>	<i>State Funds (source)</i>	<i>Federal Funds IRR</i>	<i>Federal Funds (source)</i>	<i>Local Funds (source)</i>	<i>Total Funds</i>
Project Approval/ Environmental Document	\$250,000		\$25,000			\$275,000
Plans, Specifications & Estimate	\$3,276,781		\$16,000			\$3,292,781
Right of Way (capital and support)	\$600,000					\$600,000
Construction (capital and support)	\$18,791,387					\$18,791,387
TOTALS:	\$22,918,168		\$41,000			\$22,959,168

PROJECT PHASE

Preliminary Engineering

PROJECT SCHEDULE

Begin Preliminary Engineering: September 2009
 Project Approval: July 2010
 Environmental Documentation: August 2010
 Plans & Estimates: September 2010
 Permits: December 2010
 Obligation (Sept. 2011): February 2011
 Begin Construction: June 2011
 End Construction: June 2013

ECONOMIC IMPACT DATA

The Yurok Indian Reservation and Del Norte County are identified in the American Recovery and Reinvestment Act of 2009 as Economically Distressed Areas. Unemployment rates on the Yurok Indian Reservation exceed 50% while for Del Norte County the May 2009 unemployment rate was 12.4%.

The proposed project is projected to generate 370 jobs and add \$325,000 for each year in income and sales tax revenue for the Tribe (the Tribes owns and operates a gas station and collects fuels taxes). An additional \$150,000 is projected to be generated by non-Indian owned businesses in

transient taxes and sales taxes for each year of construction.

For the next ten years, additional economic benefits will accrue as projected visitors to the Redwood National Park are anticipated to increase by three percent annually.

INVESTMENT ANALYSIS
SUMMARY RESULTS

		Average	Total Over
		Annual	20 Years
Life-Cycle Costs (mil. \$)	\$0.2		
Life-Cycle Benefits (mil. \$)	\$2.2		
Net Present Value (mil. \$)	\$2.0		
Benefit / Cost Ratio:	9.4		
Rate of Return on Investment:	3.2%		
Payback Period:	4 years		
ITEMIZED BENEFITS (mil. \$)			
Travel Time Savings		\$0.1	\$1.4
Veh. Op. Cost Savings		\$0.0	\$0.1
Accident Cost Savings		\$0.0	\$0.7
Emission Cost Savings		\$0.0	\$0.0
TOTAL BENEFITS		\$0.1	\$2.2
Person Hours of Delay Saved		10,364	207,283

Partnership & Collaboration

Partnership and ongoing collaboration have been a key element in the development of this project. The uniqueness of the collaboration of this project includes a wide-range of transportation jurisdictions. Perhaps the single most important element is the support by Tribal Governments, Caltrans, County Governments, and Local Transportation Planning Agencies. This is an unprecedented collaboration and support for this transportation project. Support and project include:

- The Yurok Tribe
- The Yurok Indian Housing Authority
- The North Coast Tribal Transportation Commission
- The County of Del Norte
- The County of Humboldt
- The Del Norte Local Transportation Commission
- California Department of Transportation, District 1
- The National & State Parks Service
- Humboldt County Association of Governments
- Elk Valley Rancheria
- California State Department of Forestry and Fire Protection

Very few examples of this type of collaboration involving Tribal, County, a LTPA, and Federal agencies are known. Certainly, this is the first of its kind in California and can be used as a model nation-wide.