

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 25, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.6, Information - *Revised*

Prepared By: Teresa Favila,  
Associate Deputy Director

Published Date: March 13, 2020

Subject: **Presentation of the 2020 State Transportation Improvement Program Staff Recommendations**

## Summary:

The 2020 State Transportation Improvement Program The development of the 2020 State Transportation Improvement Program (STIP) began with adoption of the 2020 STIP Fund Estimate and 2020 STIP Guidelines on August 14, 2019. The 2020 Fund Estimate identified \$569 million in new STIP funding capacity. This amount includes \$162 million in carry over capacity from Fiscal Year 2019-20. Added to the base of programming in the 2018 STIP, the new STIP will program approximately \$2.573 billion.

STIP proposals were submitted through the Regional Transportation Improvement Programs (RTIP) and the Interregional Transportation Improvement Program (ITIP) by December 15, 2019. The Commission held two hearings on the proposals, one on January 30, 2020 in Sacramento and the other on February 6, 2020 in Irvine.

The 2020 STIP Staff Recommendations were released to the regional agencies and the California Department of Transportation (Caltrans) on February 28, 2020. Staff recommendations were also posted on the Commission's website ([www.catc.ca.gov](http://www.catc.ca.gov)). Staff recommendations by project for each county and interregional share are based primarily on:

- Programming targets identified in the Fund Estimate, especially the Minimum targets for the share period ending in 2023-24;
- Project priorities and scheduling recommended by the regional agencies RTIPs and Caltrans' ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  - Existing Projects – Reprogramming of projects from the 2018 STIP, as amended;

- Cost Increases – Project cost increases requested in the RTIPs and ITIP;
- New Projects – Projects proposed for the first time in the 2020 STIP.

**BACKGROUND:**

Government Code Section 14529 requires the Commission to adopt the STIP, no later than April 1 of each even-numbered year. The STIP covers a period of five years (2020-21 through 2024-25) and is the statement of intent by the Commission for the allocation of funds during those five years. The adopted 2020 STIP Guidelines scheduled the STIP adoption for March 25-26, 2020. State law requires the Executive Director to make the staff recommendations available to the Commission, Caltrans, and regional agencies at least 20 days prior to the adoption of the STIP.

Attachment A includes the text that is part of the Staff Recommendations. It does not include the 71 pages of spreadsheet tables and their description that comprise the remainder of the Staff Recommendations. This information can be found on the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov).

Adoption of the 2020 STIP is scheduled following this information item and discussion under Reference No. 4.7.

Attachment A: Staff Recommendations, text only

Attachment B: Comment Letters

## **2020 STIP STAFF RECOMMENDATIONS**

### **California Transportation Commission**

### **February 28, 2020**

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2020 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the California Department of Transportation (Caltrans), the Regional Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 25-26, 2020 meeting.

The STIP is a key planning document for funding future state highway, intercity rail and transit improvements throughout California. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments, 2023-24 and 2024-25 for the 2020 STIP.

Staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the Fund Estimate adopted by the Commission on August 14, 2019. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

The 2020 STIP includes \$569 million in new STIP funding capacity. This amount includes \$162 million in carry over capacity for Fiscal Year 2019-20. Added to the base of programming in the prior STIP, the new STIP will program approximately \$2.573 billion. However, the 2020 STIP Fund Estimate indicated a negative program capacity (-\$503 million) for the PTA over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, most transit projects programmed in the STIP will have to be delivered with other STIP fund types (SHA and Federal funds), to remain in the STIP.

The Commission's adopted STIP may include projects that have been nominated by Caltrans in its interregional transportation improvement program (ITIP) and a regional agency in its regional transportation improvement program (RTIP) and, under certain conditions, a project nominated by a region in the ITIP.

The 2020 STIP Guidelines allowed project nominations with uncommitted funds from the following competitive programs under Senate Bill (SB) 1: Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. If the funding commitment is not secured with the adoption of these programs and

alternative funding is not identified within six months, the projects will be subject to deletion from the STIP by the Commission.

For those projects that are successful in the competitive programs and the funding year is different than the STIP programming, agencies may consider the option of requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The capacity from the advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

For the 2020 STIP, the first four years of the STIP complete a four-year share period ending in 2023-24. The Minimum share target is the formula distribution of new capacity available in the four-year share period (through 2023-24,) while accounting for existing unprogrammed share balances.

The total combined proposed programming for the STIP period was below the fund estimate levels by \$44 million. However, the proposals for the first two years of the STIP period exceeded the capacity available per the fund estimate by \$130 million. Staff recommendations therefore proposes to delay some projects, while still assuring that each county's Minimum share was met. In doing this, staff followed the expectations and priorities approved by the Commission in the adopted 2020 STIP Guidelines: give priority to the reprogramming of projects from the 2018 STIP, as amended, and to new projects to meet county shares for the period ending in 2023-24.

Accordingly, the staff recommendations for the 2020 STIP include the following:

- Highways and Local Roads. Staff is recommending programming most requests in the programming years proposed, including the State Route 70 Passing Lanes Project in Yuba County in the Interregional Program proposed by Butte County. Staff was not able to recommend the proposals from Riverside and San Diego to each advance a large project. However, staff is working with those regions to deliver the projects through the AB 3090 process or by segmenting the projects to provide greater flexibility. Staff is also recommending delaying two new projects in Sacramento.

New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits.

- Transit and Rail. The staff recommendations include most of the rail and transit projects nominated in the RTIPs and ITIP. Regions and Caltrans identified these projects as eligible for SHA and/or Federal funding. Staff is recommending delaying one new project in Los Angeles. In the Interregional Program, staff is recommending not programming the Coast Subdivision Project and instead recommends a Rail Reserve for the same amount. This will allow Caltrans time to more clearly define the scope, schedule and cost of the project and program the project through a STIP amendment.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- The programming targets identified in the Fund Estimate, especially the Minimum target for the share period ending in 2023-24;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  1. EXISTING PROJECTS - reprogramming of projects from the 2018 STIP, as amended;
  2. COST INCREASES - project cost increases requested in RTIPs and the ITIP;
  3. NEW PROJECTS - projects proposed for the first time in the 2020 STIP.

## FUND ESTIMATE AND GUIDELINES FOR THE 2020 STIP

The development of the 2020 STIP began with the Commission’s adoption of the 2020 STIP Fund Estimate, together with the adoption of amendments to the STIP Guidelines, on August 14, 2019.

STIP proposals were submitted through the RTIPs and the ITIP, which were due to the Commission by December 15, 2019. The Commission subsequently held two public hearings on those proposals, one on January 30, 2020 in Sacramento and the other on February 6, 2020 in Irvine.

### **2020 STIP Fund Estimate**

The 2020 STIP Fund Estimate covered the five-year period of the 2020 STIP (2020-21 through 2024-25), and estimated total statewide new programming capacity of \$408 million, including positive capacity in the SHA (\$911 million) offset by a negative capacity in the PTA (-\$503 million). The majority of the new capacity is in the two new years of the STIP, 2023-24 and 2024-25.

SB 1, signed into law on April 28, 2017, reset the price-based excise tax to a traditional excise tax of 17.3 cents per gallon with the provision to adjust the tax annually for inflation beginning in 2019-20. This will stabilize the funding in the SHA and the STIP. SB 1 does not provide additional PTA funding for the STIP.

Programming of the 2020 STIP includes a base of \$2.165 billion programmed in years 2020-21 through 2022-23 to projects carried forward from the 2018 STIP, for a 2020 STIP total of \$2.573 billion.

### **SUMMARY OF 2020 STIP CAPACITY** (\$ in millions)

	<b>Carryover Capacity</b>	<b>New Capacity</b>	<b>Total</b>
Public Transportation Account (PTA)	528	-503	25
State Highway Account (SHA)/Transportation Facilities Account (TFA)	1,637	911	2,548
<b>Total</b> (may not match Fund Estimate due to rounding)	<b>\$2,165</b>	<b>\$ 408</b>	<b>\$2,573</b>

The following table is a breakdown of the \$2.573 billion total STIP capacity by fiscal year:

**SUMMARY OF 2020 STIP CAPACITY BY YEAR**

(\$ in millions)

	2020-21	2021-22	2022-23	2023-24	2024-25	Total
PTA	15	10	0	0	0	25
SHA/TFA	695	695	670	245	245	2,548
<b>Total</b>	<b>\$ 710</b>	<b>\$ 705</b>	<b>\$ 670</b>	<b>\$ 245</b>	<b>\$ 245</b>	<b>\$2,573</b>

The Fund Estimate also identified programming capacity of \$162 million as carryover from 2019-20. This amount was added to the new programming capacity of \$408 million to provide a net additional programming capacity of \$569 million for the 2020 STIP.

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a cash flow model, which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.

**STIP Guidelines**  
**Policies and Procedures Specific to the 2020 STIP**

The following specific policies and procedures address the particular circumstances of the 2020 STIP:

- **Schedule**. The following schedule lists the major milestones for the development and adoption of the 2020 STIP:

Caltrans presents draft Fund Estimate	June 26-27, 2019
STIP Guidelines & Fund Estimate Workshop	July 22, 2019
CTC adopts Fund Estimate & Guidelines	August 14-15, 2019
Caltrans identifies State highway needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP hearing, North	October 8, 2019
CTC ITIP hearing, South	October 15, 2019
Regions submit RTIPs	December 15, 2019
Caltrans submits final ITIP	December 15, 2019
CTC STIP hearing, North	January 30, 2020
CTC STIP hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts STIP	March 25-26, 2020

- **Statewide Fund Estimate**. The 2020 STIP Fund Estimate identifies net new capacity in the two years added to the STIP, 2023-24 and 2024-25 as well as a decrease and increase in capacity in earlier years. The estimate incorporates the 2019-20 Budget Act and other 2019 legislation enacted prior to the Fund Estimate adoption. Programming in the 2020 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2023-24 and 2024-25.
- **Senate Bill 1**. SB 1 replaced the price-based excise tax with the incremental excise tax effective 2019-20 and set the rate at 17.3 cents with the provision to adjust it annually for inflation. After the transition from the price-based excise tax to the incremental excise tax, the revenues for the State Highway Account directed to fund the STIP will be stabilized.
- **Public Transportation Account**. Although the overall statewide capacity for the 2020 STIP Fund Estimate identifies new capacity for the STIP period, the 2020 STIP Fund Estimate indicates a negative program capacity for the Public Transportation (PTA). SB 1 did not provide additional funding for the PTA.
- **County Shares and Targets**. The Fund Estimate tables of county shares and targets take into account all county and interregional shares through June 30, 2019. For each county share and the interregional share, the table identifies the following amounts:
  - **Base (Minimum)**. This is the share for each county and the interregional program through 2023-24, the end of the county share period that falls within the 2020 STIP period. It is calculated as the sum of the share balance through the



June 2019 Commission meeting and the STIP formula share of the statewide new capacity available through 2023-24. In accordance with statute and the STIP guidelines, the Commission will program all RTIP proposals that fall within this amount unless it rejects the RTIP in its entirety.

- Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2020 STIP.
- Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
- Transit and Rail Projects. As indicated in the 2020 STIP Fund Estimate, there is a negative capacity in PTA funds. Regions may nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints.
- Bicycle and Pedestrian projects. Bicycle and pedestrian projects may be programmed in the STIP so long as they are eligible for State Highway Account or Federal funds.
- Limitations on planning, programming, and monitoring (PPM). The Fund Estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2020-21 through 2023-24 and county shares for 2024-25, based upon the 2016, 2018, and 2020 Fund Estimates. These are the amounts against which the 5% is applied. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2020 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
- Uncommitted Funds. The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, and Local Partnership Program. If the funding commitment is not secured with the adoption of these programs and alternative funding is not identified within six months, the projects will be subject to deletion by the Commission
- Advance Project Development Element (APDE). There is no APDE capacity identified for the 2020 STIP. In a departure from the general rule in the STIP Guidelines, projects programmed with APDE shares in 2019-20, may be proposed for deletion in a region's RTIP, if not allocated. APDE projects programmed in 2019-20 where Caltrans is the implementing agency, may also be deleted, if work has not started on the programmed component.

- Commission expectations and priorities. For the 2020 STIP, the Commission expects to give priority to the reprogramming of projects from the 2018 STIP, as amended, and to new projects to meet county shares for the period ending in 2023-24.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2019. Should the Department fail to provide a region and the Commission with this information, the Commission will assume there are no unmet state highway or intercity rail needs in that region.

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall take climate change into account in their planning and investment decisions and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investments shall be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2020 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

## **STIP PROPOSALS**

The Commission may include in the STIP only projects nominated by a regional agency in its RTIP or by Caltrans in its ITIP. A regional agency may nominate a project in the ITIP and the Commission may program it under certain conditions. For the 2020 STIP, RTIPs and the ITIP were due to the Commission by December 15, 2019.

Total requests were below the available capacity by \$44 million. Except for projects that were not eligible, all projects proposed are included in staff recommendations. However, the proposals for the first two years of the STIP period exceeded the capacity available identified in the Fund Estimate by approximately \$130 million. Therefore, staff recommendations reflect the delay of a few proposed projects to the last three years of the STIP in order to stay within the funding available.

For many projects that have identified uncommitted funds because they intend to apply for competitive SB 1 funds, the agency must identify other funds, if the projects are not successful in securing the funds from the competitive programs, otherwise the projects will be deleted from STIP.

For those projects that are successful in the competitive programs and the funding year is different than the STIP programming, agencies may consider the option of requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

The following tables showing project programming recommendations reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.

## RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2020 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2020 STIP, with separate groupings for highway, and rail and transit projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, local road, rail, and transit projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on page 2 sums the recommendations for highway and local road projects and the table on page 3 sums the recommendations for rail and transit projects.

The project recommendations are based primarily on:

- Meeting the programming targets identified in the Fund Estimate, especially the “Minimum” for each region and Caltrans;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- The importance of PPM to regional agencies; and
- Commission policies and priorities, including the following priorities articulated in the adoption of the 2020 STIP Guidelines:
  1. Reprogramming of projects from the 2018 STIP, as amended;
  2. Project cost increases requested in RTIPs and ITIP
  3. New projects.

### **Project Recommendations**

The staff recommendations identify programming for specific projects and project components including delaying projects to remain within the capacity identified by fiscal year in the Fund Estimate.

The staff recommendations provide priority to reprogramming projects from the 2018 STIP, as amended, and retention of programming for PPM within the statutory limits. The recommended schedule reflects the limits of Fund Estimate program capacity.

New funding recommended for the 2020 STIP includes:

- North State:
  - Glenn, County Road 200 Reconstruction, \$1.5 million
  - Lassen, Local Roads Rehabilitation, \$3.1 million
  - Plumas, Route 89/Arlington Road Intersection, left turn lanes, \$1.7 million
  - Sacramento, I Street Bridge Replacement, \$11 million.

- Sacramento, South Watt Avenue Improvements, Phase 1, \$9 million.
- Shasta, Cottonwood Lasso, Bicycle and Pedestrian, \$494 thousand
- Siskiyou, Local Roads Rehabilitation, \$6.6 million.
- Tehama, B Street Reconstruction, \$1.07 million.
- Yuba, Route 70, Passing Lanes, Segments 4&5, \$32 million.
- San Francisco Bay Area:
  - Alameda, Transbay Replacement Buses, \$13.1 million.
  - Contra Costa, Route 4 Operational Improvements, Phase 2, \$3 million.
  - San Mateo, Route 101 Managed Lanes, \$7.2 million.
  - Solano, Route 80 Managed Lanes, \$34 million.
  - Solano, Route 37/Fairgrounds Drive Interchange Improvements, \$5 million.
- Central California:
  - Kern, Route 46 Widen 4 lanes, Segment 4C, \$27 million.
  - Merced, Atwater-Merced Expressway, Phase 1B, \$29.7 million.
  - Mono, Local Roads Rehabilitation, \$6.4 million.
  - San Joaquin, Route 99/120 Connector, Phase 1B, \$7.9 million.
  - San Joaquin, Diamond Grade Separation, \$20.8 million
  - San Joaquin, Stockton Regional Rail Maintenance Facility Expansion, \$15 million
  - Stanislaus, Route 132, 4-Lane Expressway, Phase 2, \$4.3 million.
  - Tulare, Route 65 Operational Improvements, \$1.5 million.
- Southern California:
  - Los Angeles, Zero Emission Buses, \$60.4 million.
  - Los Angeles, Link Union Station, \$60.8 million
  - Orange, Route 5 Widening, Segment 1, \$95.3 million.
  - Orange, Route 74 Widening, \$8.5 million.
  - Riverside, Route 91/71 Interchange and Connectors, \$66.4 million.
  - San Bernardino, Rt 10 Express Lanes, Contract 2A, \$22 million.
  - San Bernardino, Rt 15 Express Lanes, Contract 1, \$72.3 million.
  - San Diego, Routes 5/78/805 HOV to Express Lanes, \$18 million

### **UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS**

The 2020 STIP staff recommendations are consistent with the adopted 2020 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

## APPENDIX TO 2020 STIP STAFF RECOMMENDATIONS

The tables on the following pages are included with these recommendations for information and reference. Three statewide summary tables and separate project listings for each of the 59 county shares and the interregional share are provided.

### SUMMARY TABLES

The three statewide summary tables are:

- **Staff Recommendations by County**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendations, Highway and Local Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway and local road projects by fiscal year.
- **Staff Recommendations, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.

### COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at adoption of the Fund Estimate (August 2019)**. These are the projects and amounts programmed in the STIP when the Fund Estimate was adopted. These projects constitute the base against which Fund Estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Proposed 2020 Programming**. This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway and local road projects and their subtotal, then the rail and transit (PTA-eligible) projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the year proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.
- **Nominated Projects Not Included in Staff Recommendation**. This section includes projects proposed by the regional agency or Caltrans that are not included in staff recommendations.
- **Notes**. The box at the bottom of each table includes various notes and comments on the proposed projects and the staff recommendations.
- **Balance of STIP Share**. The box at the bottom of the page identifies the share balance and the total recommended new programming.



Butte County Association of  
Governments  
326 Huss Drive, Suite 150  
Chico CA 95928

March 19, 2020

California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Subject: 2020 State Transportation Improvement Program – Support Staff Recommendation to Adopt

Honorable Commissioners:

On behalf of the Butte County Association of Governments (BCAG) I write to support the California Transportation Commission 2020 State Transportation Improvement Program Staff Recommendations which includes the Yuba County State Route 70 Passing Lanes Project for \$32 million.

BCAG has been a steadfast partner with Caltrans and the Commission on a path to complete the SR 70 corridor to 4 lanes for the last 30 years between Oroville and Marysville. Widening SR 70 from two to four lanes will greatly benefit the local, regional, and state economies, provide better access to jobs, affordable housing and dramatically improve safety for the businesses and public who utilize the corridor between the cities of Chico and Sacramento.

As the Commission is aware, the devastating Camp Fire which started on November 8, 2018 destroyed the Town of Paradise with 52,000 residents evacuating. In addition, the Oroville Dam crisis in February of 2017 required the evacuation of more than 180,000 residents in the region. Both events caused thousands to evacuate with limited options. In addition, this section of highway is subject to head-on collisions between Marysville and Oroville and has experienced 44 fatalities since 2010 and 340 collisions and serious injuries since 2004.

We sincerely appreciate Commission staff's recommendation and support the adoption of the 2020 State Transportation Improvement Program.

Sincerely,

Bill Connelly, Chair  
Butte County Association of Governments



*City of Marysville*

Ricky Samayoa  
Mayor

March 18, 2020

California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Subject: Letter of Support for CTC Staff's Recommendations / SR 70 Project in Yuba County

Honorable Commissioners:

I write to support the California Transportation Commission 2020 State Transportation Improvement Program Staff Recommendations which includes the State Route 70 Passing Lanes Project for \$32 million in Yuba County.

As the Commission is aware, the devastating Camp Fire which started on November 8, 2018 destroyed the Town of Paradise with over 50,000 residents evacuating. The Oroville Dam crisis in February of 2017 required the evacuation of more than 180,000 residents in the region including Yuba, Sutter and Butte Counties. Both events caused thousands to evacuate with limited escape route options.

You have all seen the fatality map presented to the Commission which displayed the many fatalities and collisions along the corridor. The safety of our public is our top priority. The programming of the \$32 million of STIP funds will finally secure the remaining funds needed and will result in the completion of the corridor. This will greatly benefit the local, regional, and state economies, provide better access to jobs, affordable housing and dramatically improve safety for the businesses and public who utilize the corridor between the cities of Chico and Sacramento.

Thank you all for your support

Respectfully,

Ricky Samayoa  
Mayor  
(530) 749-3901



March 12, 2020

California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Subject: Letter of Support for CTC Staff's Recommendations / SR 70 Project in Yuba County

Honorable Commissioners:

On behalf of my family, I write to support the California Transportation Commission 2020 State Transportation Improvement Program Staff Recommendations which includes the Yuba County State Route 70 Passing Lanes Project for \$32 million.

On April 10, 2019, my sister and I attending a Town Hall meeting hosted by the Butte County Association of Governments in Chico, California. I was able to speak a little to inform those in attendance of the safety concerns along the highway. My family lost my brother in law, Paul Inman along Highway 70. Paul was a longtime Caltrans maintenance worker.

It is unfortunate that so many people lost their life along this corridor which we all knew was not safe.

I'd like to believe Paul's death meant something to you all as the gatekeepers of transportation funding in California. I'd like to believe the Commissioners, Caltrans and the public all support safety projects like the one included for recommended funding.

Thank you for supporting and securing the necessary funding to finally fix it once and fix it right. I'd like to leave with you all with the local newspaper article concerning Paul's accident. This is just one story of 44 other similar stories since 2010.

Sincerely,

Stacy Fuller

March 12, 2020

California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Subject: Letter of Support for CTC Staff's Recommendations / SR 70 Project in Yuba County

Honorable Commissioners:

On behalf of my family, I write to support the California Transportation Commission 2020 State Transportation Improvement Program Staff Recommendations which includes the Yuba County State Route 70 Passing Lanes Project for \$32 million.

On April 10, 2019, my sister and I attending a Town Hall meeting hosted by the Butte County Association of Governments in Chico, California. My sister Stacy Fuller was kind enough to address those in attendance of losing my husband due to a head-on collision on Highway 70.

Paul was a dedicated Caltrans District 03 employee for many years. I was fortunate enough to speak to some of you. I am sincerely glad you all showed interest and listened to our concerns. You are about to take a very important vote that would dramatically improve the safety for all who travel Highway 70 for various reasons. I hope you provide Caltrans with the necessary resources to fix Highway 70 once in for all.

Again, thank you all for your support. This means a lot to my family and Paul.

Sincerely,

Jennifer Nixon-Inman

**NEWS**

# Efforts to expand Highway 70 come too late for some

By **DANI ANGUIANO** | [danguiano@chicoer.com](mailto:danguiano@chicoer.com) | Chico Enterprise-Record  
PUBLISHED: March 23, 2018 at 10:01 p.m. | UPDATED: June 8, 2018 at 6:00 p.m.

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Oroville >> Paul Inman knew how dangerous the road could be.

The Paradise man saw it firsthand during the years he spent helping clean up the scenes of deadly accidents across the north state as a tow truck driver. Inman was particularly concerned about Highway 70. The longtime Caltrans employee was reminded of the risks of the two-lane stretch of highway between Oroville and Marysville as he commuted to Olivehurst for work each day.

“I hated him driving that road,” his wife Jennifer Inman said. “He talked about it for years that they needed to do something. He always said, ‘there’s just too much traffic that uses the road on a daily basis and it’s not made for that.’”

Thirty-four people have died on the highway since 2004. After 13 people died last year, the state is at last doing something about it. The California Transportation Committee on Wednesday [approved \\$400 million in funding](#) to widen the highway to five lanes between Oroville and the Yuba County line. Construction on the first project, the stretch of road between Ophir and Palermo roads, south of Oroville, won’t happen before 2020.

That is a step in the right direction, Jennifer Inman said, but too late for Paul, who died on Highway 70 last summer when another car struck his vehicle head on. Nearly eight months later, Paul's family is still trying to get used to a world without him, and hoping that the highway expansion will prevent more families from suffering.

## Aug. 8

It was still dark the morning of Aug. 8 as Paul Inman, 42, drove along the highway, but the road was busy with commuters headed through Oroville to their jobs farther south.

Inman wasn't supposed to be there. He left the house a few minutes later than normal, his father, David Inman said. The father and son, who both worked for Caltrans, had originally planned to go to the office together, but, in the end, Paul drove alone, eager to catch up on some things at work.

Close to 6 a.m., David Inman was stuck in traffic. There had been an accident about 12 cars ahead of him on Highway 70 just south of Ophir Road.

The California Highway Patrol closed that part of the highway, but Inman saw a mangled vehicle on the right side of the road as he turned around to find another route. It looked bad.

2017 had already been a particularly deadly year. On Feb. 2, Olivehurst residents Maikaoneng Thao, 6, May Vang, 42, Yer Thao, 48, and Zoua Hang, 56, died on Highway 70 near Central House Road when [Thao's vehicle lost traction and slid into the other lane, striking another car](#). Two more people died on the road between the middle of March and April.

In the early morning hours of April 25, Gabriel Rivera-Palomares, 33, of Corning; Juan Mendoza, 31, and Jesus Favela-Carrasco, 21, both of Olivehurst, died when their vehicle was struck head on in [a multi-car accident just south of Ophir Road](#).

On Aug. 8, about 5:45 a.m., [Gayle Scarborough](#), 40, was reportedly speeding northbound along the highway and attempting to pass another vehicle just south of Ophir Road, officer Justin Wallace of the California Highway Patrol said in [a previous interview with this newspaper](#).

Scarborough allegedly struck Paul Inman's southbound 2006 Chevrolet HHR head on. They both died on scene.

A CHP officer said at the time that the collision was caused by unsafe passing. Scarborough was traveling at a high rate of speed, and it is believed that her headlights were not on, CHP officer Ryan Lambert said.

Paul's family said they later learned Scarborough was under the influence, which the CHP would not confirm.

The highway is one direction in each lane where the crash happened.

David Inman didn't connect the dots when he saw the crushed car, he said. It wasn't until he got to his desk and saw the faces of his coworkers that he knew something was wrong. His supervisor explained what happened, and then David called his wife.

Jennifer last saw Paul that morning. She had to get up early and Paul woke her up, told her he loved her and gave her a kiss, just like he did every time he left the house, she said.

By 7:15 a.m., Jennifer was getting ready to go work when Paul's stepmother, Michelle, pulled up outside. When Jennifer opened the door, Michelle began to cry.

"When I opened the door she just started crying and said 'Paul' and I knew it was bad," Jennifer said. "She said, 'was killed' and I just remember screaming 'no.'"

## Remembering Paul

The first thing Jennifer remembers about Paul is his laugh. It was unlike any she has ever heard.

"I've never heard anyone laugh like with their full body," Jennifer said. "It was with everything. It was the greatest laugh ever."

It was something she heard often over the course of their 22-year marriage. They started dating just after high school and got married at 20. Everyone told them it was never going to last, Jennifer said, but it did. They had three children together, Hunter, 20, and twins, Austin and Taylor, 17.

When Inman wasn't working for Caltrans, he was working on cars or watching races, Jennifer said. He did stock car racing and worked as a crew chief for a racer at Silver Dollar Speedway, which honored him with a memorial lap last summer.

In the months before his death, Paul and his daughter Taylor spent hours rebuilding a truck she purchased from a neighbor.

"They wanted to fix it up," Jennifer said. "It's still sitting out there waiting to be finished."

That sort of project was typical of Paul, who was well-regarded by his friends for his willingness to help whenever someone needed it.

At Caltrans, he was known for his dedication to the job, David Inman said. He received two awards last year, one in July, and one posthumously, for his service and efforts to save the department money.

“He was always trying to make Caltrans better,” Jennifer said. “It was always, ‘let’s figure out how to make this as safe as we can and save money.’”

Inman, who was supervisor of the District 3 stencil and striping team, started at Caltrans in 2001. He held various positions, his father David said, working on every road in the district, which covers 11 counties, before becoming supervisor.

“I was really proud of him. He was doing really good,” David said. “He loved it.”

His loss was felt among his Caltrans team, who showed up to his memorial service in large numbers. Nearly 1,000 people attended the service.

“It’s kind of rough when it’s one of your own,” District 3 spokesman Gilbert Mohtes-Chan said in a previous interview with this newspaper.

## Highway 70

Paul knew how to drive defensively, his father David said. That is one of the first things he learned working for Caltrans, but when Scarborough veered into Paul’s lane, there was nowhere for him to go on the two-lane highway.

“There was nothing in the world he could’ve done that would’ve changed that,” David Inman said.

If there had been a few lanes between them, perhaps things would have been different. That possibility ran through Jennifer’s mind time and time again after the collision. What if they had fixed the road? What if he had driven his truck, she asked herself.

“I was torturing myself with all these questions,” Jennifer said. “The fact is, it doesn’t matter for him. He lost his life on that road, no matter how much we wish he hadn’t. But, they could save other people and that’s where we’re at.”

Life since then has been difficult, Jennifer said. The first month was blur, during which time she had to remind herself to do basic things, get up, get dressed, eat and breathe. Paul used to travel often for work and sometimes, for a moment, it feels like he is just temporarily gone, Jennifer said.

After Paul’s death, David expedited his retirement from Caltrans after more than 40 years of service. There didn’t seem to be much point anymore, he said.

The family occasionally drives down Highway 70, past the site of Paul’s crash.

“Sometimes it catches your breath,” Jennifer said. “Now anytime I have to drive that road I’m more cautious of every other car on the road and paying attention to cars in front of me.”

Jennifer said she is glad that the state approved funding for the project, and wants to see work get underway so that no one else dies on Highway 70.

“Whatever they can do to prevent this from happening again is great and I hope they do and I wish they had done it before,” Jennifer said. “I hope that it will save lives. That’s all I am hoping.”

While it’s too late for Paul, she takes comfort knowing that he might have saved several lives that day. Jennifer met the family who was behind Paul on Highway 70 last year. He passed them just moments before the collision, and they feel that saved their lives, Jennifer said.

“They told me they felt like he was now their guardian angel. I think that would have meant a lot to him knowing he saved that family and we are proud of that.”

*Reach reporter Dani Anguiano at 896-7767.*



## Dani Anguiano

Dani Anguiano covers education and the city of Chico for the Chico Enterprise-Record. The Sacramento native is an alumna of Chico State University and holds a master's degree from Northwestern University. She started at the E-R in 2015 after reporting for publications in Sacramento and Chicago.

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