



California State Senate

SENATOR
JIM BEALL

FIFTEENTH SENATE DISTRICT

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TAB 20

October 30, 2016

Honorable Bob Alvarado
Chair, California Transportation Committee
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chairperson Alvarado,

I write to express my support for the City of Laguna Hills' scope change request for the La Paz Road Project. Approval of their request will allow an important portion of the project to move forward and improve safety along the corridor.

In particular, I support the City of Laguna Hills' revised project to widen only the northerly La Paz Road, including right of way acquisition. The revised project fulfills the pedestrian Active Transportation Plan needs on the northerly side of the street and preserves all the functions and modes of the existing transportation uses along the arterial highway. Access to safe sidewalks on the north side also provides the safest option for the nearby school. These improvements will play a vital role in improving safety for residents.

Unexpected soil conditions revealed during the design process require a substantially more robust and costly retaining wall resulting in significant cost increases. The project cannot move forward without additional funding or approving the scope change request to reduce the project limits. For these reasons, I believe the option above coupled with the City's commitment to seek alternative funding to complete widening the southerly sidewalk is the best path forward. I urge your support.

Sincerely,

A handwritten signature in cursive script that reads "Jim Beall".

Jim Beall

California State Senate, District 15

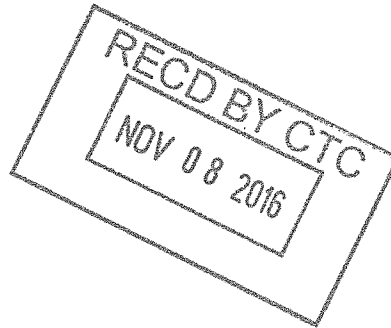
Cc: California Transportation Commission, Susan Bransen, Executive Director, California Transportation Commission, California State Assemblymember Jim Frazier, California State Senator Pat Bates, Laguna Hills City Council

Nancy Schneider

8 Presidio Place

Palm Desert, CA 92260

760-837-9388



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

The Palm Springs Desert Sun headlined today that "State recommends \$24.3 M CV Link grant", This is a very contentious issue in the desert communities. The city of Palm Desert has not even allowed a vote although many citizens have requested one. The city of Rancho Mirage turned it down soundly and Indian Wells has publicly opposed it. This decision rolls on and on without majority approval of residents.

The costs involved are not finalized. The EIR has not been completed. Our residents are concerned about safety with a motorized walkway running through our unlighted residential areas. What about police protection and the costs there? How will emergency vehicles get there?

These are just a few concerns. There have been many letters to the editor with additional questions and concerns. Our city officials, mainly CVAG simply ignore them and do not address them to the public. This is a lot of money that is being taken away from the needed infrastructure of roads and bridges for a huge walkway project without local support.

I am just one voice to speak up about something you will be considering. I do hope others will also do so.

Sincerely,

Nancy K. Schneider

321 Mesa Verde Ct.
Chico CA 95973
November 13, 2016

Ms. Fran Inman, Vice Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento CA 95814

Dear Ms. Inman:

At the December meeting you will likely be presented a funding proposal for the state's active transportation program. One Butte County project, involving Chico, is a serious mistake. The CTC staff is recommending a roundabout at Oleander Avenue and Memorial Way, which is a simple T intersection. To handle pedestrian and bike traffic just putting in stoplights and signage would make sense. Unfortunately, a roundabout does not. Because roundabouts have no traffic signals, pedestrians and cyclists need to be seen by drivers to be safe attempting to cross, and of course there has to be courtesy and good sense on everyone's part when the area becomes crowded. The lights and pedestrian crossing signals we use nearly everywhere else in downtown Chico provide both a more orderly flow for vehicles and pedestrians and more safety.

Not long ago Chico rejected a consultant's proposal for roundabouts at the busiest pedestrian and traffic intersection on the Esplanade, near Chico High School. It would have been a guarantee of gridlock and a danger to our kids in the morning rush hour (such as our rush hour is) in Chico. The Oleander-Memorial roundabout was one of the add-ons in that proposal. It isn't any more needed, or any smarter, than the rest of that defunct plan.

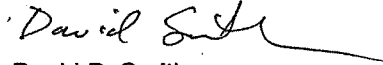
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For Chico, at least, ask the staff to go back and price traffic lights and pedestrian signals at Oleander and Memorial if that is not too basic for you to fund. It's a better solution. The other Chico project is for a bike lane along the Esplanade. That is something that would be a boon for cyclists, and it will carry a fairly high price tag, but hopefully not one on the scale of the typical roundabout.

I have written Chico City Council members to let them know my concern, since part of the money for the ill-advised roundabout will come from local taxes. The rest will be state money, also ill-spent. Until last week's Enterprise Record article I didn't even know this was in the works, for which I apologize.

Cordially,



David P. Smith
530 343-0321
theotherdavesmith@gmail.com

About me: I am 72 and retired to Chico 10 years ago from the faculty of the University of Texas School of Public Health in Houston. I am a hiker and caver, and outdoors a lot, but am a little old to feel safe these days on a bike in Chico traffic. Bikers do need help, including in getting from Chico State and downtown Chico to the bike paths that start where the Esplanade crosses the Lindo Channel a few miles north. That is in the proposal that will likely be coming before you next month.

November 30, 2016

California Transportation Commission
1120 N St, MS-52
Sacramento, CA 95814

VIA E-MAIL

Re: Staff Recommendations for 2017 Active Transportation Program (ATP)

Honorable Commissioners and Commission Staff:

On behalf of the undersigned organizations, we commend the California Transportation Commission (CTC), your leadership, and the hard work of Commission staff in the implementation of the Active Transportation Program (ATP) as a comprehensive statewide commitment to expand safe, active travel-- especially for disadvantaged communities, schools, and residents.

Our organizations are writing to you to express concerns we have identified with the Staff Recommendations for the 2017 ATP and offer several recommendations to strengthen the program to maximize the benefits of the program for all Californians:

Recommendations for Future Cycles

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We commend Commission and Caltrans staff for placing safeguards on the ATP project element eligibility; for example, only allowing use of ATP funds for the bike lane portion of a larger roadway resurfacing project. While this approach has been relatively successful for on-street facilities, we are deeply troubled with how it is being applied to off-street facilities where low-speed electric vehicles are allowed. As a program whose statutory purpose is "encouraging increased use of active modes of transportation" (SB 99), we **recommend the Program require project sponsors to clearly define the portion of project costs benefitting motorized vehicles and awarded ATP funds should be prohibited for use on that portion of the project.**

Safeguards Needed in Project Evaluation for Determining Benefit to Disadvantaged Communities

Despite very clear guidelines and explicit instructions to evaluators, our review of the staff recommendations demonstrates that additional safeguards are needed for determining points awarded to projects that benefit disadvantaged communities. Specifically, the instructions for Narrative Question #1 in the application state that the applicant "must provide information for **all Census Tract/Block Group/Place # that the project affects**" (emphasis added). This should include Census tracts that qualify as disadvantaged, as well as those that do not qualify as disadvantaged. A median of household incomes for all the affected Census tracts--both low- and high-income--adjacent to the project is then used to calculate a "severity" subscore which indicates the depth of disadvantage of the whole area affected by the project and can be awarded up to 4 points in the application. In several instances, applicants seem to arbitrarily select affected Census tracts by not providing all the adjacent tracts or by adding in low-income tracts that are less adjacent, resulting in skewed severity scores. Accordingly, we **strongly recommend that Commission staff evaluate and implement additional safeguards to**

ensure projects seeking points for benefitting disadvantaged communities are properly evaluated by people who have expertise in the nuances of this issue area. Moreover, further clarity is needed for applicants defining “affected” geographies in determining direct benefit to disadvantaged communities.

Additional Review Needed for Larger Projects

The ATP continues to be oversubscribed with over \$1 billion in each ATP funding cycle to-date. In the past few cycles, we have seen extremely large multi-million dollar projects evaluated in the same manner as very small projects. This phenomenon is particularly evident in the latest Cycle with a single project being awarded \$24 million, accounting for 18% of the entirety of funds available in the Statewide Program. With such a relatively small amount of funding available in the ATP overall, it is crucial for every ATP dollar invested to have the greatest impact in terms of mobility, safety, and social equity. The current ATP Guidelines are not well-equipped for the extensive vetting that should be required for extremely large projects. Accordingly, we **recommend that projects over \$10 million go through a more demanding review process**, including a secondary review and scoring by Commission staff and/or an external reviewer team. **For projects exceeding \$15 million, we recommend that Commission staff conduct site visits to tour the project, meet with project sponsors, and meet with community-based organizations** to further evaluate the proposal and ensure it meets the mobility and safety needs of the affected communities

Calculating Percentage of Funds Benefitting to Disadvantaged Communities

Unlike previous Cycles, this year’s ATP application did not request applicants to specify what percentage of their project provided a benefit to a disadvantaged community. Consequently, if a project provides any benefit to a disadvantaged community, the project was counted as 100% benefitting disadvantaged communities for the purposes of meeting SB 99’s statutory requirement. In other words, for reporting purposes, benefitting disadvantaged communities as an all-or-nothing proposition. While it may very well be that a large percentage of projects are providing direct benefits to disadvantaged communities, this reporting approach is misleading. Accordingly, we **recommend that Commission staff survey awarded project sponsors for the amount of funding their project is estimated to provide benefits to disadvantaged communities** to refine the funding amount credited toward meeting SB 99’s statutory disadvantaged communities requirement. Additionally, we **recommend that the previous application language regarding percentage of a project providing a benefit to a disadvantaged community be reinstated for the next round of ATP funding.**

Different Evaluation Procedure Needed for Multi-Phase Projects

Because many large transformative projects must be broken up into different phases, we **recommend that these projects be evaluated differently with respect to providing a benefit to disadvantaged communities.** Multi-phase projects should only be awarded points for benefitting a disadvantaged community if the phase in question provides direct access for residents from that disadvantaged community to the proposed facility or closes a gap in a longer facility to which those residents already have safe and convenient access. In other words, a project should not be awarded points as benefitting disadvantaged communities if the current phase in question is so far removed from those disadvantaged communities such that those residents effectively have no access to the project.

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Non-infrastructure and planning projects continue to compete poorly in the ATP. Staff recommendations included only two standalone non-infrastructure projects and two plans. While there are a few infrastructure projects that include non-infrastructure components recommended for funding, the overall number of awarded applications that include non-infrastructure components is significantly lower than the last two cycles.

In many communities and especially in disadvantaged communities, planning and non-infrastructure projects are foundational for developing and building community support and safety for future infrastructure projects. Moreover, as the Commission moves toward requiring plans for larger infrastructure projects, the ATP must level the playing field for disadvantaged communities that do not have the local funding to develop these much-needed plans. Though the ATP's enabling legislation (SB 99 and AB 101) only established a funding set aside for Safe Routes to School and non-infrastructure programs in the first Program Cycle, there was an understanding between the stakeholders during the negotiations that the need for a continued set-aside for these project types would be evaluated for how well they competed without a set-aside. Accordingly, we **recommend the Commission staff evaluate reinstating minimum funding targets for planning and non-infrastructure projects, as well as separate applications for these project types.**

Recommendations regarding the CV Link Project Application

As the single largest recommended project in the 2017 ATP that accounts for 18% of the entirety of funds available in the Statewide Program, we believe the CV Link project warrants additional review to ensure the Program is maximizing its investments. In particular there are two issues with the project that warrant additional review:

Electric Vehicles Allowed on Project

The CV Link will allow for low-speed electric vehicles to access the trail project. From our review of the project application, there is no attempt by the project sponsor to segregate the costs of the electric vehicle portion of the project from the portions benefitting walking and biking. As a program whose statutory purpose is "encouraging increased use of active modes of transportation" (SB 99), we **strongly urge the Commission to further review the CV link project for its eligibility for ATP funds given its proposed use to benefit electric vehicles users.** The project sponsor should be required to clearly define the portion of project costs benefitting motorized vehicles and awarded ATP funds should be prohibited for use on that portion of the project.

Calculation of Disadvantaged Community Severity Status

Our review of the CV Link project application underscores the breakdown between the clear Program guidelines and evaluation criteria and evaluation by external volunteers: the project **application selectively listed only those Census tracts that qualified as a disadvantaged community under the Program guidelines, when the project map and alignment clearly show Census tracts that do not qualify as a disadvantaged community.** This resulted in a skewed median household income figure used for calculating disadvantaged community severity status, which can award up to 4 points in an application. Moreover, numerous Census tracts that qualify as severely disadvantaged are included in the project application—for example, the unincorporated communities of Thermal, Mecca, and Oasis—despite the current project scope not directly reaching those communities. Put another way, the project applicants claimed to benefit these severely disadvantaged communities in a future phase of the

project that is not funded through the application and have no current plans or timeline for funding this segment in the eastern Coachella Valley. Despite the misleading presentation of data and the fact that the severely disadvantaged communities may never benefit from this project, the application was awarded a large number of points for providing a benefit to disadvantaged communities. We strongly **recommend that Commission staff conduct an additional review and possible rescoring of the project application.**

Thank you for the opportunity to comment on the Staff Recommendations for the 2017 Active Transportation Program (ATP), and for Commission staff's hard work on ensuring that the ATP continues to be a model program for advancing sustainable and equitable transportation investments in California. Please contact Tony Dang with the California Walks, at tony@californiawalks.org, with any questions.

Sincerely,

Wendy Alfsen, Executive Director
California Walks

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

Bill Sadler, Senior California Policy Manager
Safe Routes to School National Partnership

Kimberly Chen, Government Affairs Manager
California Pan-Ethnic Health Network

Katelyn Roedner Sutter, Environmental Justice
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Grecia Elenes, Policy Advocate
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Laura Cohen, J.D., Director, Western Region
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Chanell Fletcher, Associate Director
ClimatePlan

cc:

Susan Bransen, Executive Director, California Transportation Commission, susan.bransen@dot.ca.gov

Mitchell Weiss, Deputy Director, California Transportation Commission, mitchell.weiss@dot.ca.gov

Laurie Waters, Associate Deputy Director, California Transportation Commission,

laurie.waters@dot.ca.gov

November 28, 2016

California Transportation Commission
1120 N St, MS-52
Sacramento, CA 95814

Re: Urgent Request to Reevaluate CV Link Application

Dear Commissioners and CTC staff:

In the interest of ensuring the success of the Active Transportation Program and all projects awarded ATP funds, especially with regard to assured benefits to disadvantaged communities, our organizations have carefully reviewed the successful project applications that have received staff recommendation for Cycle 3 awards. We discovered an issue in the *CV Link - Multi-Modal Transportation Corridor* application in the response to Narrative Question #1 - Disadvantaged Communities, that warrants additional review and possible rescoring of the application.

The instructions for Narrative Question #1 state that the applicant "must provide information for **all Census Tract/Block Group/Place #** that the project affects" (emphasis added). This should include Census tracts that qualify as disadvantaged, as well as those that do not qualify as disadvantaged. A median of household incomes for all the affected Census tracts--both low- and high-income--adjacent to the project is then used to calculate a "severity" subscore which indicates the depth of disadvantage of the whole area affected by the project and is worth up to 4 points in the application.

In the case of the CV Link project, there are dozens of Census tracts in the vicinity of the 50-mile project, some of which are very low-income but also many that are high-income. Unfortunately, the applicant agency only provided data for the Census tracts that meet the criteria for low-income (below 80% of median household income) in their response to Narrative Question #1 and failed to list the adjacent census tracts that are not low-income. Therefore, the median of all household incomes for all affected census tracts appears very low because only the low-income affected census tracts were used in the calculation, ultimately resulting in a higher severity subscore for the whole area adjacent to CV Link than should have been awarded.

We write to you in earnest with the understanding that the Commission aims to adopt the staff recommendation at the December 7 meeting and that any changes to the staff recommended project list could have implications for funding a number of other projects on the list.

Sincerely,

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

Wendy Alfsen, Executive Director
California Walks

Mariela Magana-Ceballos, Policy Advocate
Leadership Counsel for Justice and Accountability

Bill Sadler, Senior CA Policy Manager
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Mitchell Weiss, Deputy Director, California Transportation Commission, mitchell.weiss@dot.ca.gov

Laurie Waters, Associate Deputy Director, California Transportation Commission,
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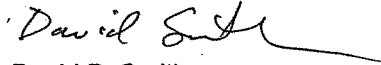
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530 343-0321
theotherdavesmith@gmail.com

About me: I am 72 and retired to Chico 10 years ago from the faculty of the University of Texas School of Public Health in Houston. I am a hiker and caver, and outdoors a lot, but am a little old to feel safe these days on a bike in Chico traffic. Bikers do need help, including in getting from Chico State and downtown Chico to the bike paths that start where the Esplanade crosses the Lindo Channel a few miles north. That is in the proposal that will likely be coming before you next month.

November 28, 2016

California Transportation Commission
1120 N St, MS-52
Sacramento, CA 95814

Re: Urgent Request to Reevaluate CV Link Application

Dear Commissioners and CTC staff:

In the interest of ensuring the success of the Active Transportation Program and all projects awarded ATP funds, especially with regard to assured benefits to disadvantaged communities, our organizations have carefully reviewed the successful project applications that have received staff recommendation for Cycle 3 awards. We discovered an issue in the *CV Link - Multi-Modal Transportation Corridor* application in the response to Narrative Question #1 - Disadvantaged Communities, that warrants additional review and possible rescoring of the application.

The instructions for Narrative Question #1 state that the applicant "must provide information for **all Census Tract/Block Group/Place #** that the project affects" (emphasis added). This should include Census tracts that qualify as disadvantaged, as well as those that do not qualify as disadvantaged. A median of household incomes for all the affected Census tracts--both low- and high-income--adjacent to the project is then used to calculate a "severity" subscore which indicates the depth of disadvantage of the whole area affected by the project and is worth up to 4 points in the application.

In the case of the CV Link project, there are dozens of Census tracts in the vicinity of the 50-mile project, some of which are very low-income but also many that are high-income. Unfortunately, the applicant agency only provided data for the Census tracts that meet the criteria for low-income (below 80% of median household income) in their response to Narrative Question #1 and failed to list the adjacent census tracts that are not low-income. Therefore, the median of all household incomes for all affected census tracts appears very low because only the low-income affected census tracts were used in the calculation, ultimately resulting in a higher severity subscore for the whole area adjacent to CV Link than should have been awarded.

We write to you in earnest with the understanding that the Commission aims to adopt the staff recommendation at the December 7 meeting and that any changes to the staff recommended project list could have implications for funding a number of other projects on the list.

Sincerely,

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

Wendy Alfsen, Executive Director
California Walks

Mariela Magana-Ceballos, Policy Advocate
Leadership Counsel for Justice and Accountability

Bill Sadler, Senior CA Policy Manager
Safe Routes to School National
Partnership

Kim Chen, Government Affairs Manager
CA Pan-Ethnic Health Network

Laura Cohen, Western Region Director
Rails-to-Trails Conservancy

Tamika Butler, Executive Director
Los Angeles County Bicycle Coalition

Angela Glover Blackwell, CEO
PolicyLink

From: [Lily's Gmail](#)
To: [Waters, Laurie@DOT](#); [Davini, Ted E@DOT](#); [Weiss, Mitchell@DOT](#); [Van Dyken, David R@DOT](#); [Remedios, Douglas@DOT](#); [Thronson, Eric@DOT](#); [Borders, Heidi E@DOT](#); [Osequera, Jose@DOT](#); [jennifer.velasco@dot.ca.gov](#); [Assouri, Kristina@DOT](#); [Pennebaker, Laura@DOT](#); [laurel.janssen@dot.ca.gov](#); [Favila, Teresa@DOT](#); [Kahn, Christine C@DOT](#)
Subject: Fwd: Westside Bike Blvd Gap Closure Protest diminished possibilities
Date: Friday, December 02, 2016 8:32:56 AM

Dear Ms. Waters and other concerned CTC staff and administrators

I tried to get through by phone yesterday to ask for this information but had no luck. Not really a problem since I find written response is better for accuracy and sharing info.

>

> Thank you again so much Ms. Waters and Mr. Weiss for having made the trip all the way down to Santa Barbara to get a better understanding of the reasons for the intense opposition to the Westside Bike Blvd Gap Closure project being imposed by the City without participation or direct notification of the major stakeholders in our largely Spanish speaking minority District 3 here in Santa Barbara.

>

> As you can imagine the results of the national election has a great number of our residents trembling with fear for some members of their extended families and friends. This has seriously increased traditional cultural apprehensions of doing anything that might bring attention to oneself thus increasing likelihood of being put on some sort of list and singled out for retaliation or worse.

>

> The sense of danger and futility in our District 3 has been fanned by the actions of our own City Council-member Cathy Murrillo who has made personal visits to members of the community opposed to the project telling them that the WBBGC (formerly known as the Chino Bike Blvd) is ABSOLUTELY a "DONE DEAL" and there is no longer ANY hope for getting the project rejected in order to be brought back at a later time to be properly presented and vetted by ALL the major stakeholders and the other members of the surrounding community. If the City had really wanted an inclusive process they could have so easily achieved that before submitting to CTC ATP by using mailed out surveys, PTA and local church involvement and displaying posters with illustrations in the display windows of local businesses.

>

> Now we are less than a week away from the final funding decision and unfortunately the plans of the few who had time, ability and intention to come down to Riverside and plead all of District 3 resisters' case against the WBBGC with video presentations have had to be abandoned for economic and other reasons. The only member of the group who is not cyber and physically challenged has increased work obligations now which do not allow her the option of taking off a whole day to drive all the way down to Riverside and back.

>

> Since physical attendance is no longer an option please let us know how those with physical cyber and economic challenges can directly present supplementary information and the short video we showed you revealing the rush hour congestion problems of the essential Chino/San Andres thru-streets and the existing better, calmer, cheaper, easier alternative one block away.

> There must be a process in place to allow the disabled and economically disadvantaged among us to present material directly to the commissioners who will be approving or denying CTC ATP funding on Dec. 7.

>

> It would seem discriminatory for the state to favor only those economically and physically able to travel to present video other material directly to the commissioners.

>

> There must be a mechanism other than physical travel for those people who are too economically and physically challenged to come make the case for themselves and their hardworking neighbors who simply cannot afford to make the journey leaving family and work obligations to travel all the way down to Riverside to plead against the paid Santa Barbara City officials who have discriminated against District 3 disenfranchising its and other neighboring residents in order to make a 4.4 MILLION DOLLAR MONEY GRAB FROM THE CTC ATP funds JUST TO TRY TO RECOVER from their poor decisions that have left the City \$400 MILLION IN THE HOLE.

>

Thanks again for coming down and thanks in advance for a prompt and detailed reply sent out ASAP in these last 5 days before the decision.

Sincerely

Catherine "Lily" Bastug Vincenti

>

> Sent from my iPhone

Remedios, Douglas@DOT

From: Lily's Gmail <maililebas2@gmail.com>
Sent: Monday, December 05, 2016 9:02 AM
To: Waters, Laurie@DOT; Weiss, Mitchell@DOT; Davini, Ted E@DOT; Johnson, Anne@DOT; Kahn, Christine C@DOT; Mckee, Deborah@DOT; Cheser, Dawn@DOT; Van Dyken, David R@DOT; Thronson, Eric@DOT; Borders, Heidi E@DOT; Oseguera, Jose@DOT; jennifer.velasco@dot.ca.gov; Assouri, Kristina@DOT; Pennebaker, Laura@DOT; laurel.janssen@dot.ca.gov; Mejia, Rosemary@DOT; Guevel, Rick L@DOT; Bransen, Susan@DOT; Favila, Teresa@DOT; Remedios, Douglas@DOT
Subject: Fwd: BIKE BLVD Email PLEA TO GOVERNOR

Dear Ms. Waters and other concerned individuals,

There are only 2 days left before the California Transportation Commission ATP decision on the WESTSIDE BIKE BLVD GAP CLOSURE, and we have not heard from CTC about ways Westsiders in opposition can directly present video to the commissioners without physically traveling all the way down to Riverside and back. As I have explained in previous emails our members either have physical impediments and disabilities or work obligations that make that impossible.

So I have reached out to the Governor with the following email which I am also forwarding to the California Attorney General and the Santa Barbara County Grand Jury to bolster our case.

I do this in the belief that the better angels of some individual's nature will prevail before the funds are awarded in inspiring them to step forward to prevent the injustices of discrimination and disenfranchisement to be further perpetrated upon the modest and hardworking residents living along the route of the 2016 Santa Barbara Bicycle Master Plan's WESTSIDE BIKE BLVD GAP CLOSURE project (which lobbyists and greedy city staff are trying to impose on the major stakeholders living along the WBBGC route in Santa Barbara's underserved mostly minority District 3).

The Westside has a longstanding population of urban Indians represented in this struggle by Lucia Casso and her Westside Locals Alliance. They have been protesting in words and actions against the Bike Blvd project since July of 2015. Hopefully those efforts and the spirit of the recent resolution of the Standing Rock struggle will mean something to those governing California and inspire the government powers-that-be to stop actions discriminating against the rights of our minorities in Santa Barbara and throughout the state

Thank you once again for your kind consideration in having come down to see, listen to and understand our plight here in Santa Barbara's Westside.

Most Sincerely,

Catherine "Lily" Bastug Vincenti

Letter Emailed to Gov. Brown

12/4/16

VERY TIME SENSITIVE --December 7 ATP Grant about to be awarded.

RE: Westside Bike Blvd Gap Closure MONEY GRAB BY SANTA BARBARA

Plea to Governor Brown:

HELP!! The California Transportation Commission Process for Public Input **excludes** both the Public and Input.

Dear Governor Brown

In 3 days, on Dec. 7th, CTC ATP is set to award 4.4 Million \$\$\$\$ to a Santa Barbara Transportation Department and City Council who in concert are trying bilk the State to make up for a 400 Million \$\$\$\$ budget deficit incurred thru poor planning and squandered funds.

In the process of promoting and approving the "Westside Bike Blvd Gap Closure* project ATP grant application the City blatantly discriminated against the residents and primary stakeholders in our predominantly minority District 3.

*(formerly known as the Chino Bike Blvd)

District 3's Westside includes an economically and physically challenged population that cannot possibly physically make it down to Riverside to stand in front of the CTC Commissioners the morning of Dec. 7th to make our case like the PAID LOBBYISTS AND PAID SANTA BARBARA CITY STAFF CAN DO.

Although we have emailed all of the CTC personnel listed below, to date we have been provided no way to present our short video to the CTC Commissioners who are set in only 3 days to approve a plan that will severely snarl already problematic traffic twice daily in our tiny but very densely populated district.

As you can imagine after the national election results, many in our minority community are now feeling especially reluctant to reach out personally to send any more emails or make calls that might result in their names appearing on some list that could possibly bring them under scrutiny in the future.

And most unfortunately our own Council member, Cathy Murillo, specifically elected to represent the minority community, not only abandoned us in this matter by unnecessarily recusing herself without designating a surrogate, she appears to have recently made personal visits to the homes of opponents of the project after the WBBGC passed the ATP engineering review in October telling them that the Bike Blvd project was virtually a DONE DEAL - SO THEY SHOULD GIVE UP PROTESTING IT (even though the vast majority of residents instantly recognize the project will unnecessarily render rush-hour traffic snarls on the Westside an infinitely worse nightmare for us twice daily).

Ms Murillo's continued actions are efforts to sew up the undying support of the powerful bicycle lobby for her upcoming 2017 BID TO BE ELECTED MAYOR OF SANTA BARBARA.

Please help up us before it is too late by reviewing the documented packet sent to your office by US post on November 19th and then INTERVENING ON OUR BEHALF BY ADVISING THE COMMISSIONERS TO DENY FUNDING FOR THIS DISCRIMINATORY AND ILL-CONCEIVED PROJECT which is a very BLATANT MONEY GRAB FROM THE STATE OF CALIFORNIA.

Thank you most respectfully,

Catherine "Lily" Bastug Vincenti

To: laurie.waters@dot.ca.gov <<http://laurie.waters@dot.ca.gov>> ,
ted.davini@dot.ca.gov <<http://ted.davini@dot.ca.gov>> ,
"Mitchell@DOT" <Mitchell.Weiss@dot.ca.gov
<<http://Mitchell.Weiss@dot.ca.gov>> > , david.vandyken@dot.ca.gov
<<http://david.vandyken@dot.ca.gov>> , douglas.remedios@dot.ca.gov
<<http://douglas.remedios@dot.ca.gov>> , eric.thronson@dot.ca.gov
<<http://eric.thronson@dot.ca.gov>> , heidi.borders@dot.ca.gov
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