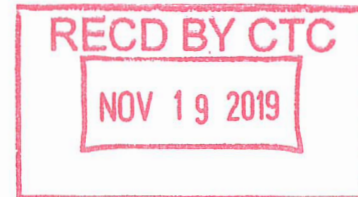




November 6, 2019

The Honorable Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814



RE: Draft 2020 ITIP

Dear Chair Inman:

I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 2020 ITIP. Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

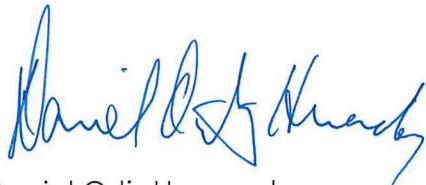
The final project that I will discuss is the proposal to remove funding for the Antelope Grade

widening on SR 46. This corridor supports the annual movement of \$7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the \$5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of \$400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration.

If you have any questions contact Biridiana Bishop, Public Works Director 661-758-7271.

Sincerely,



Daniel Ortiz Hernandez  
City Manager

**Northern California Division - Chico**

1764 Skyway  
Chico, CA 95928-8833  
(530) 891-6555  
(530) 894-6220 FAX

November 14, 2019

Ms. Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, Ca. 95814

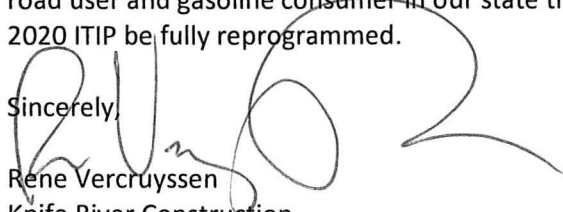
Dear Ms. Bransen

The purpose of this letter is to highlight the concern being expressed by a broad cross section of Californians who represent the stakeholders of our state's system of roadways. Knife River Construction joins them in their concern that on the heels of passing SB1, Prop 69 and defeating Prop 6 the Draft 2020 Interregional Transportation Improvement Program proposes to "deprogram" three critically important state highway projects.

As you may imagine, voters are confused after having so recently been sold on the premise that a gas tax increase is sorely needed to fund our roads, that we are now so soon unwinding road projects to fund yet to be identified dreams of trains. While the diverting of this programmed road money to trains may be *legal* it certainly calls into question the credibility of each and every entity that actively and robustly campaigned in favor of SB1 and its subsequent defense. Our hard earned brands are too valuable for us to simply sit idly by and watch as the prospect of unfulfilled promises threaten to tarnish them.

Gas tax payers at the pump were promised better roads in exchange for their support to reach deeper into their wallets to fill their tanks. They trusted us. Please join us in working to earn the trust voters have so honorably extended based solely on our promise. We respectfully request on behalf of every road user and gasoline consumer in our state that the deprogrammed highway projects in the Draft 2020 ITIP be fully reprogrammed.

Sincerely,

  
Rene Verduyssen  
Knife River Construction  
Rebuilding our roads





# GOODFELLOW BROS.

ESTABLISHED 1921

November 13, 2019

Ms. Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

Dear Ms. Bransen,

I am writing as a strong supporter of the passage of The Road Repair & Accountability Act of 2017 (SB 1) to express my concerns with the Draft 2020 ITIP presented to the California Transportation Commission (Commission) last month.

Specifically, the Draft 2020 ITIP proposes to deprogram three highway projects and set aside those revenues for yet to be identified priority rail projects and other priorities aligned with Governor Newsom's Executive Order N-19-19. I understand the Administration's decision to propose to deprogram these projects was a result of a lack of new, flexible ITIP capacity to support the Governor's priorities, that the projects are in the early stages of development at the environmental and design phases, and that none of the projects have construction dollars committed. Moreover, I recognize that the ITIP programs the State's share of the State Transportation Improvement Program (STIP) which has as its foundational fund source the gas tax and that since Proposition 5 of 1974, the State Constitution does permit expenditure of gas tax revenues on guideway projects such as rail capital improvements in addition to highways. However, I believe that once a project is approved in a program of projects, the State must honor that action. These three projects were programmed in the 2018 ITIP as a direct result of anticipating increased revenues due to the passage of SB 1 in April 2017.

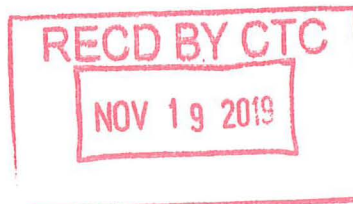
I implore the Administration and the Commission to seek to find funding resources to maintain the State's commitment to the three projects proposed to be deprogrammed as the final 2020 ITIP is prepared for adoption.

Finally, I encourage the Administration and Commission to be vigilant in protecting and defending SB1 funding, ensuring that these dollars are always used efficiently and effectively, as promised to California voters.

Respectfully,



Brian Gates  
Division President



Goodfellow Bros. California, LLC  
50 Contractors Street, Livermore, CA 94551  
P.O. Box 598, Wenatchee, WA 98807  
P 925 \ 245 \ 2100 | F 925 \ 449 \ 5875  
CL# 977506 ■ Equal Opportunity Employer

GOODFELLOWBROS.COM



**City of California City  
Office of the City Manager  
21000 Hacienda Blvd  
California City, CA 93505**

October 23, 2019

The Honorable Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814



RE: Draft 2020 ITIP

Dear Chair Inman:

I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 2020 ITIP. Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

The final project that I will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of \$7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the \$5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of \$400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration.

If you have any questions, please do not hesitate to call me (661) 433-5773.

Sincerely,



Anna Linn,  
City Manager  
City of California City  
Office (760) 373-7170  
Fax (760) 373-7532





**CITY OF RIDGECREST**  
100 West California Avenue  
Ridgecrest, CA 93555-4054  
Telephone: 760-499-5002

November 6, 2019

Peggy Breeden  
Mayor

Lindsay Stephens  
Mayor Pro Tempore

Wallace Martin  
Vice Mayor

Mike Mower  
Council Member

L. Scott Hayman  
Council Member

Ron Strand  
City Manager

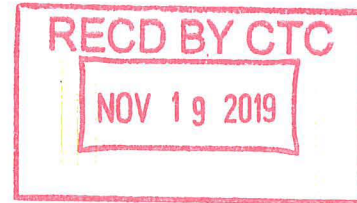
Cheri Freese  
Finance Director

Bard Lower  
Public Works Director

Jed McLaughlin  
Chief of Police

Ricca Charlon  
City Clerk

The Honorable Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814



**RE: Draft 2020 Interregional Transportation Improvement Program (ITIP)**

Dear Chair Inman:

The Ridgecrest City Council is writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project we will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

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Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

The final project that we will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of \$7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the \$5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of \$400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

We respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above.

Thank you for your time and consideration.

Sincerely,

Peggy Breeden, Mayor

Lindsey Stephens, Mayor Pro Tempore

Wallace Martin, Vice Mayor

Mike Mower, Council Member

L. Scott Hayman, Council Member





Laborers' International Union of North America

# LiUNA!

*Feel the Power*

1121 L Street, Suite 502  
Sacramento, CA 95814

Phone: (916) 447-7018  
Fax: (916) 447-4048  
Email: cscl@calaborers.org

**Jose Mejia**  
Director

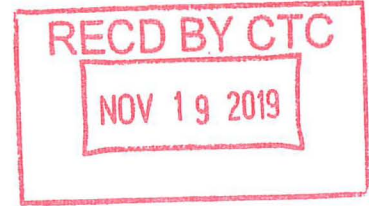
**Oscar De La Torre**  
LiUNA Vice President at Large  
Business Manager  
Northern California District  
Council of Laborers

**Jon P. Preciado**  
Business Manager  
Southern California District  
Council of Laborers

**Rocco Davis**  
LiUNA Vice President at Large  
Regional Manager  
Pacific Southwest Region  
Special Assistant to the  
General President

November 13, 2019

Ms. Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814



**RE: Draft 2020 Interregional Transportation Improvement Program**

Dear Ms. Bransen,

On behalf of the 70,000 members of the California State Council of Laborers (LiUNA), we are pleased for the opportunity to submit the following comments concerning the Draft 2020 Interregional Transportation Improvement Program (ITIP).

As an organization deeply engaged and committed to obtaining much-needed infrastructure funding to address the needs in California, we played a vital role along with our partners in labor and industry and feel proud of our successful result with the passage of SB 1 in 2017. We are extremely gratified by the way that the California Transportation Commission has moved rapidly in allocating these funds, therefore beginning to address the needs while producing much-needed jobs within the construction industry. In working with Transportation California, the California Alliance for Jobs, and the Southern California Partnership for Jobs, we have successfully resisted any effort against any legislative and/or budget proposals that in our view would move away from the original intent of SB 1 as passed by the Legislature and signed by Governor Brown.

We, along with others, again played a very vital role in opposing Proposition 6 in November 2018. Our work and financial commitment in defeating Proposition 6 demonstrated the importance of protecting this funding that perhaps, in my opinion, will never happen again. As we all know, there are some policies set forth for the near future where funding our infrastructure needs in the state will have to be revisited.

We would like to express our concerns with the Draft 2020 ITIP, most recently proposing to deprogram three highway projects and set aside those revenues for yet to be identified priority rail projects, and other priorities aligned with Governor Newsom's Executive Order N-19-19. While we understand these three projects were in their very early stages, other projects where it would be possible to include rail should have been considered, prior to rapidly moving to defund these projects off the Highway 99 corridor and Highway 46.

However, we firmly believe that once a project is approved in a program of projects, the State must honor that action. We would respectfully suggest that the Administration and the Commission find funding resources to maintain, once again, the state's commitment to these three projects that are presumably to be deprogrammed as the final 2020 ITIP is prepared for adoption.

Finally, we understand the goals and commitments of the Administration to move to climate resiliency, and having said that, please include this organization as an asset along with our partners in the effort to meet these goals. We stand ready to work with you and the Commission to continue moving forward appropriately and with accountability to address the needs of all Californians by addressing our infrastructure needs.

Respectfully,



Jose Mejia  
Director

cc: David Kim, Secretary, California State Transportation Agency  
Ana Matosantos, Cabinet Secretary, Office of Governor Gavin Newsom  
Jon P. Preciado, SCDCL Business Manager  
Oscar De La Torre, LiUNA Vice President and NCDCL Business Manager





November 15, 2019

Secretary David S. Kim  
 California State Transportation Agency  
 915 Capitol Mall, Suite 350B  
 Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program (ITIP)

Dear Secretary Kim:

The undersigned organizations are committed to ensuring the State of California reaches its ambitious climate goals while improving the health and wellbeing of our communities.

Our transportation system is the greatest emitter of climate-warming carbon pollution, yet it is precisely this sector where the state has made the least progress in reducing emissions.

We appreciate Governor Newsom's Executive Order N-19-19, which presents an important first step towards aligning the State's \$5 billion annual transportation investment with the State's climate goals, which are statutorily obligated by SB 32 (2016).



Further, we are encouraged to see that the Draft 2020 Interregional Transportation Improvement Program (ITIP) includes prioritized investment for shovel-ready mobility projects that will give Californians more convenient ways to get around our state without having to get in a car.

We strongly support this and other measures to invest in low-carbon transportation choices for Californians. We are confident this can be accomplished while safeguarding commitments to the voters to invest SB 1 (2017) gas tax revenue in critical road maintenance and safety projects.

We look forward to working with you and CalSTA, as well as the California Transportation Commission and the Air Resources Board, to fully implement E.O. N-19-19 and set California on a path where our transportation system is a leading source of success in our efforts to reduce pollution, improve mobility, increase productivity, and create more equitable and healthy communities.

Best,

Carter Rubin,  
Mobility and Climate Advocate  
Natural Resources Defense Council

Linda Rudolph MD, MPH  
Senior Advisor on Climate, Health, and Equity  
Public Health Institute

Bill Magavern  
Policy Director  
Coalition for Clean Air

Wesley Reutimann  
Special Programs Director  
Active San Gabriel Valley

Esther Rivera  
Deputy Director  
California Walks

Bryn Lindblad  
Deputy Director  
Climate Resolve

Chuck Mills  
Public Policy & Grants Director  
California ReLeaf

Jonathan Matz  
California Senior Policy Manager  
Safe Routes Partnership

Dan Jacobson  
State Director  
Environment California

Emily Rusch  
Executive Director  
CALPIRG

Dave Snyder  
Executive Director  
CalBike

Matthew Baker  
Policy Director  
Planning & Conservation League

Joshua Stark  
State Policy Director  
TransForm

Yolanda Park  
Director  
EJ58 of Cafe Coop

Chanell Fletcher  
Executive Director  
ClimatePlan

Colin Parent,  
Executive Director and General Counsel  
Circulate San Diego

CC:

Kate Gordon, Office of Planning and Research  
Mary Nichols, Air Resources Board  
California Transportation Commission



326 Huss Drive, Suite 150  
Chico, California 95928-8441  
(530) 809-4616 FAX (530) 879-2444  
www.bcag.org



November 22, 2019

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

Caltrans Director Toks Omishakin  
1120 N Street, MS 52  
P.O. Box 942873  
Sacramento, CA 95273-001

Subject: 2020 Draft Interregional Transportation Improvement Program (ITIP) Hearing

Dear Commissioners and Director Omishakin:

The purpose of this correspondence is to thank the Commission for the opportunity to provide testimony on behalf of the Butte County Association of Governments (BCAG) for consideration into the development of the 2020 Interregional Transportation Improvement Program. In addition, BCAG would like to provide the entire Commission and Caltrans Director Toks Omishakin with a brief summary of Butte County's talking points which are germane to the development of the ITIP. It's my understanding that not all Commissioners are typically present during the ITIP hearings.

BCAG, Caltrans District 3, Yuba County and the City of Marysville are working to complete the last remaining project on State Route 70 from Laurellen Road, just north of the City of Marysville in Yuba County to the Yuba/Butte County line. If funding is approved by the Commission in the 2020 STIP, the State Route 70 corridor improvements that was directed by the CTC in 1988 will finally be completed and Butte County will finally be served by a continuous 4-lane highway.

Addressing fatalities continues to be our top priority in developing BCAG's 2020 RTIP recommendations. With this in mind, BCAG continues to recommend the SR 70 Corridor for joint Regional and Interregional funding in the STIP. We offer the following points for ITIP funding consideration:

ITIP Considerations

- **44 fatalities on State Route 70 since 2010, 4 have occurred on this segment this year.**
- This project is partially funded with SHOPP funds, the remaining \$32 million to complete the project is being requested as part of the 2020 STIP.
- This last project segment from Laurellen Road to the County line is lined with 158 driveways with heavy a.m. and p.m. commuter traffic, increased truck traffic that is part of the Paradise Clean-up and the agricultural industry.....bottom line, these fatalities are not going to decrease until this last project is complete.



- After 30 years and over \$1 billion in transportation investments, the Commission and Caltrans are poised to complete the State Route 70 Corridor between Sacramento and Chico by funding the last project in Yuba County.
- BCAG, Caltrans District 3 and with the support of the Yuba County Board of Supervisors and the Marysville City Council have agreed to a funding plan to complete this final project in Yuba County which includes a funding contribution of \$4 million from BCAG, a \$4 million contribution from Yuba County Board of Supervisors and a \$24 million contribution from Caltrans' ITIP.
- State Route 70 serves as a critical emergency access route as demonstrated in the Oroville Dam Crisis of 2017 with 180,000 evacuees and the Paradise Camp Fire in 2018.

Attached are our most recent fatality map and a corridor map highlighting the 68 miles of four lanes that have completed and the remaining gap of 9.6 miles left in Yuba County. We recognize the limited funding capacity in the ITIP and the funding needs from the rest of the state. We believe we have extenuating circumstances for this "grandfathered corridor" as highlighted above.

BCAG has already contributed \$4 million of RIP funding to complete the environmental component for this corridor and we are willing to match Yuba County's pledge of \$4 million thru SACOG leaving a request of \$24 million from Caltrans.

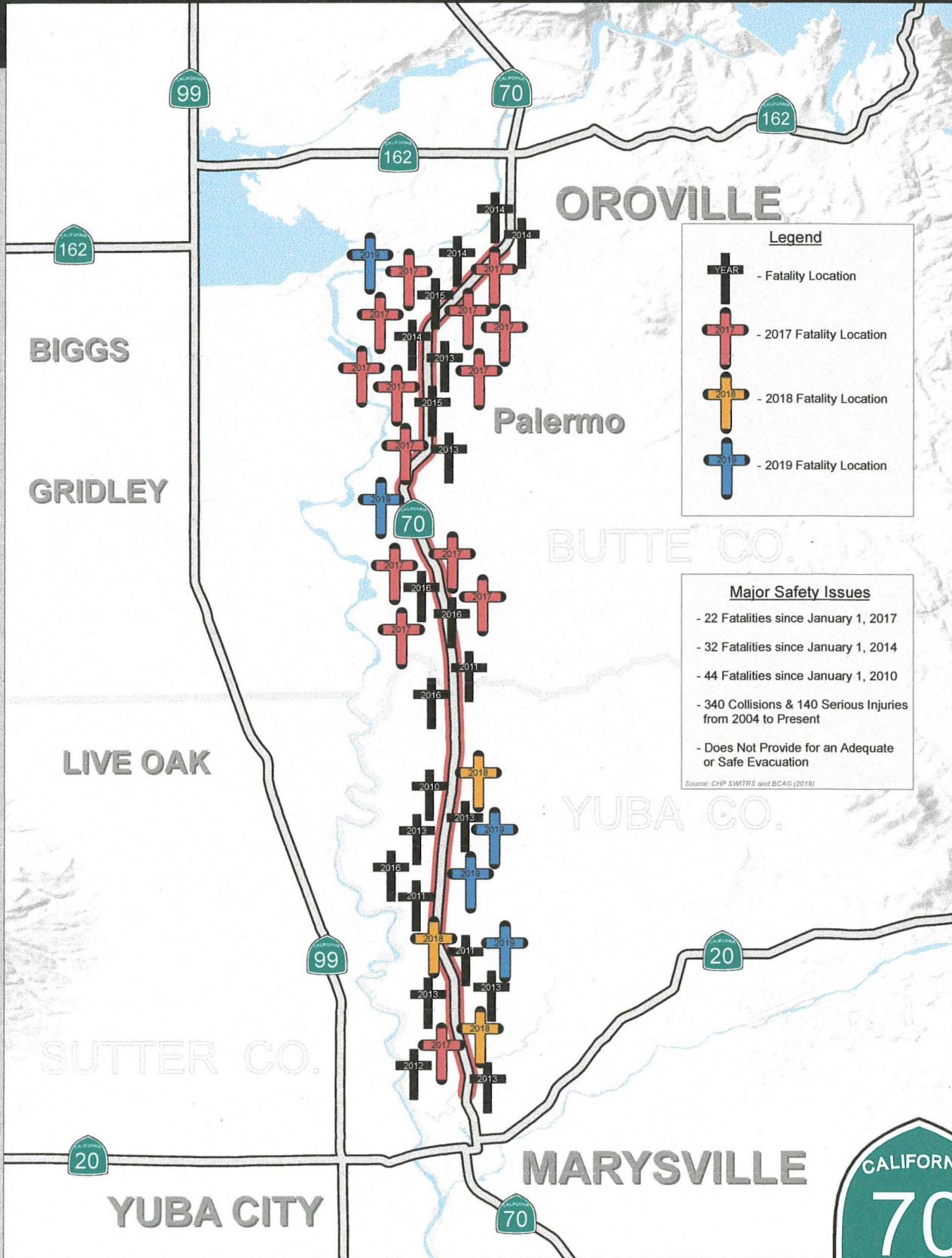
If we are unable to identify a plan to complete this remaining gap and this corridor becomes a future separate project, Caltrans District 03 has indicated the cost estimate would exceed \$50 million at which point BCAG would be financially unable to further partner. We sincerely hope we can come together and finish the job. If approved and programmed, the project can be delivered for construction within the timeframe of the 2020 STIP.

Thank you for your time,



Bill Connelly, Chair  
Butte County Association of Governments

# HIGHWAY 70 FATALITIES MARYSVILLE TO OROVILLE 2010 - 2019



Last Updated: November 8, 2019

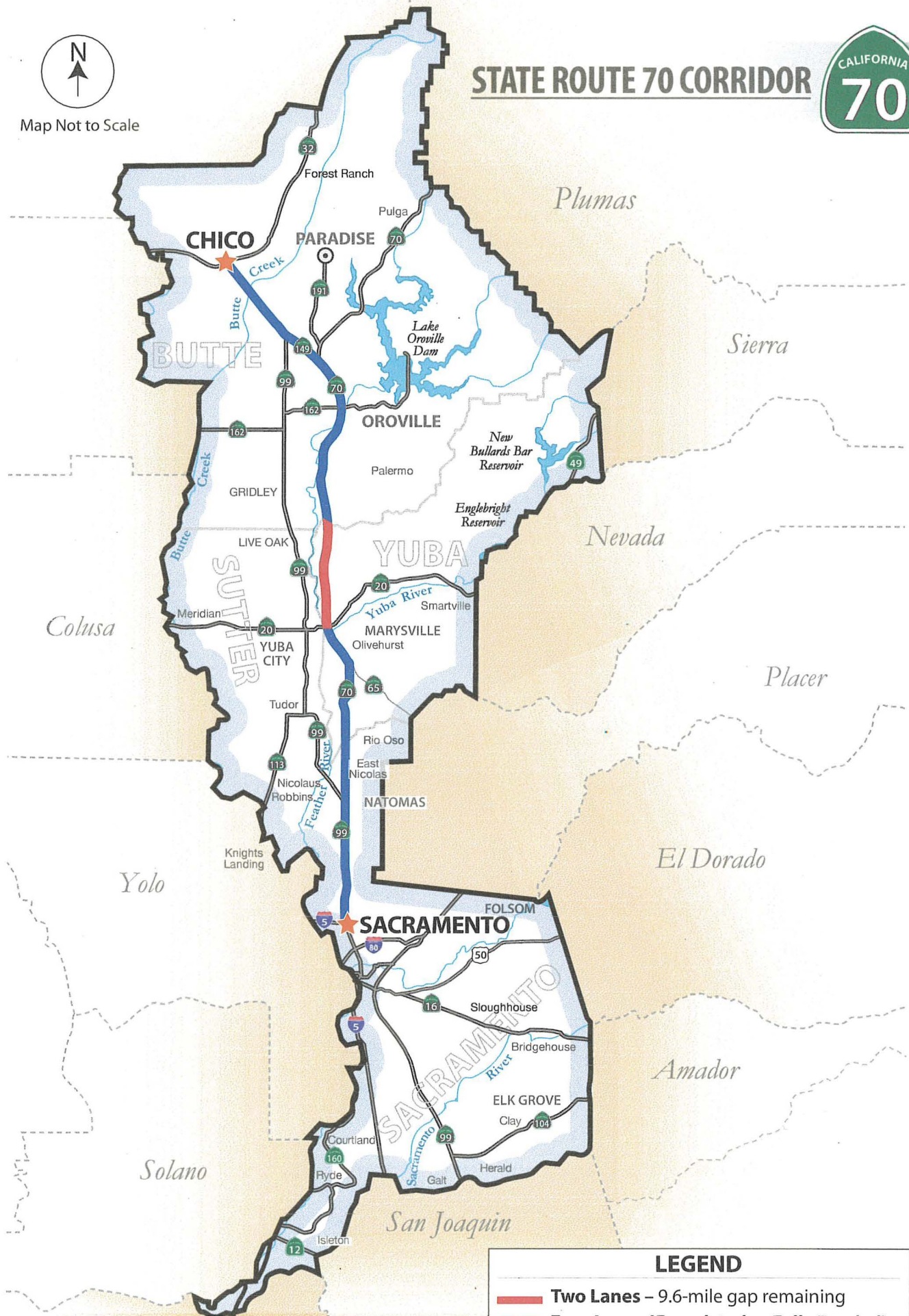






Map Not to Scale

# STATE ROUTE 70 CORRIDOR



## LEGEND

- **Two Lanes** – 9.6-mile gap remaining
- **Four Lanes (Completed or Fully Funded)** – 68 Miles of have been completed





CONNECTING COMMUNITIES  
ARROYO GRANDE | ATASCADERO | GROVER BEACH  
MORRO BAY | PASO ROBLES | PISMO BEACH  
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

November 25, 2019

The Honorable Fran Inman  
Chair, California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814



RE: Draft 2020 Interregional Transportation Improvement Program (ITIP) | SLOCOG SUPPORT FOR REVISED ITIP

Dear Chair Inman:

First, I would like to acknowledge and thank you personally for conducting a third public hearing on the Draft 2020 Interregional Transportation Improvement Program (ITIP) held in Fresno last week. You and your staff provide a valuable service by facilitating a very important discussion of the concerns we raised in our October 24<sup>th</sup> letter to the California Transportation Commission (CTC) on the Draft 2020 ITIP.

To restate, in both our October 24<sup>th</sup> correspondence and the testimony provided by SLOCOG staff at the Fresno hearing, SLOCOG has emphasized concern for the deletion of pre-construction funding for the remaining segment (Antelope Grade) of the State Route 46 Corridor Improvement Project (US 101 to Interstate 5). One of our primary objectives is to continue to work closely with Caltrans District 5 and the Kern Council of Governments and secure capital funding for the Antelope Segment from federal discretionary grants such as INFRA and/or BUILD, or by way of SB1's Trade Corridor Program. It is imperative that preconstruction activities remain fully funded in the ITIP if such efforts are to bear fruit.

We are grateful for the solution developed by Caltrans Headquarters, in close coordination with your staff, to modify the draft 2020 ITIP and re-commit ITIP funding of \$10.3M for the preconstruction phase (design) of the Antelope Grade Segment. SLOCOG will reflect our strong support of this proposed solution by including a Project Programming Request Form in SLOCOG's 2020 RTIP transmittal.

We appreciate the Commission taking the time to consider these issues in advance of developing the final 2020 State Transportation Improvement Program (STIP) recommendations.

If you have any questions, please do not hesitate to contact me at (805) 781-4219.

Sincerely,

Fred Strong, President

Cc: Assembly member Jordan Cunningham (35<sup>th</sup> District)  
Tim Gubbins, Regional Director, Caltrans, District 5  
Bruce de Terra, Division Chief, Caltrans, Division of Transportation Programming

# California Legislature

November 22, 2019

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



Dear Chairwoman Inman,

Thank you and the California Transportation Commission board members for holding a public comment hearing in Fresno on Cal Trans' proposed funding deletions for Highway 99 and Highway 46.

As was apparent to the CTC board members and staff, this issue is important to our community and we are hopeful that the projects will be funded as promised.

In the meantime, it's my understanding that the updated Cal Trans 2020 ITIP will trigger another series of public comment hearings before the CTC vote in March 2020.

It is my hope, along with dozens of other community leaders, that you will plan in advance to hold another hearing in Fresno in addition to meetings planned in northern and southern California so our local representatives can voice their opinions.

Thank you in advance for your consideration of our request.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jim Patterson".

Jim Patterson

Assemblymember, 23<sup>rd</sup> District

Pamela Moore, SD 16

J. M., AD 26

Vince Foy, AD 54

Andy Bor, SD 8

Heath Lewis AD 12

Ruby Salas AD 32

AD 31

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