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COMMITTEES  
BUSINESS AND PROFESSIONS  
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REGIONAL TRANSPORTATION SOLUTIONS  
SEA LEVEL RISE AND THE CALIFORNIA  
ECONOMY  
VETERAN EMPLOYMENT AND EDUCATION  
WOMEN'S REPRODUCTIVE HEALTH

November 25, 2020

**Tab 22**

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

Re: 2020 Trade Corridor Enhancement Grant

Dear Mr. Weiss,

As the Assemblymember for the 78<sup>th</sup> District and Mayor-Elect of the City of San Diego, I write in support of the City of San Diego's application for the Trade Corridor Enhancement Program (TCEP) Grant to construct the La Media Road Improvements Project. The City of San Diego is requesting \$22.7 million in grant funding for this \$42.7 million project.

The La Media Road Project is critical to California's \$30 billion export economy with Mexico. The Project will widen La Media Road, an essential trade corridor for southbound truck traffic heading to the Otay Mesa Port of Entry. It will help foster binational trade with Mexico, which is a large and growing segment of the San Diego region's economy. In 2019, more than 2 million trucks carried \$48 billion in imported and exported goods through the Otay Mesa Port of Entry. The completion of this project will alleviate congestion and repair a vital piece of our freight transportation network. It will enhance state and regional economic competitiveness by enhancing a vital freight corridor, and will improve quality of life by reducing truck idling and air pollution caused by trucks on local streets.

Thank you for your consideration. Please do not hesitate to contact me if I can provide any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Todd Gloria". The signature is written in a cursive, flowing style.

TODD GLORIA  
Assemblymember, 78<sup>th</sup> District



November 25, 2020

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of the San Gabriel Valley Economic Partnership, I respectfully ask that the California Transportation Commission (CTC) adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your upcoming December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project here in the San Gabriel Valley which will greatly improve driver safety, reduce emissions and increase freight throughput at California's worst highway freight bottleneck. The Partnership is a regional economic development organization covering the two million residents and 31 cities of eastern Los Angeles county.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the 2-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefiting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

I urge the Commission to support funding for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Californians who have endured among the worst and deadliest traffic congestion in the nation. Should you have any questions regarding this letter, inquiries may be directed to Brad Jensen, Director of Public Policy at [bjensen@sgvpartnership.org](mailto:bjensen@sgvpartnership.org) or by cell phone at (801) 368-1419.

Sincerely,

President & CEO

cc: CTC Executive Director Mitchell Weiss  
SGVCOG Government Relations Director Paul Hubler



# CITY OF INDUSTRY

November 25, 2020

*Via email*

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of the City of Industry, I urge the California Transportation Commission (CTC) to adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project which will improve motorist safety, reduce emissions, and increase freight velocity and throughput at California's worst highway freight chokepoint.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the confluence of the two highways, where lane drops, and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the second-worst truck accident location in Southern California, according to the California Highway Patrol, and the ninth worst truck bottleneck in the nation, according to the American Transportation Research Institute.

The SR 57/60 project is a regional priority project with strong support at the state level from Senators Leyva, Chang, Portantino and Rubio, Senator-elect Newman, and Assemblymembers Chau, Chen and Holden. The CTC allocated 2018 TCEP funds for the engineering and right-of-way phases, and programming 2020 TCEP funds will allow this important project to start major construction in 2022, two years earlier than scheduled.

We look forward to the Commission's support for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Southern Californians who have for years endured among the worst traffic congestion in the nation.

If you have any questions, please feel free to contact Mr. Joshua Nelson, Director of Public Works/Engineer at (626) 521-6640.

Sincerely,

A handwritten signature in black ink, appearing to read "Cory", with a large, stylized loop at the bottom.

Cory Moss  
Mayor

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss ([Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov))  
SGVCOG Government Relations Director Paul Hubler ([phubler@sgvcog.org](mailto:phubler@sgvcog.org))



# City of Diamond Bar

21810 Copley Drive | Diamond Bar, CA 91765-4178  
(909) 839-7000 | Fax (909) 861-3117  
[www.DiamondBarCA.gov](http://www.DiamondBarCA.gov)

**Steve Tye**  
*Mayor*

**Nancy A. Lyons**  
*Mayor Pro Tem*

**Andrew Chou**  
*Council Member*

**Ruth M. Low**  
*Council Member*

**Jennifer "Fred" Mahlke**  
*Council Member*

November 25, 2020

*Via email*

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

I am writing as Mayor of the City of Diamond Bar to urge the California Transportation Commission (CTC) to adopt the 2020 Trade Corridor Enhancement Program (TCEP) as recommended at your December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project which will improve motorist safety, reduce emissions and increase freight velocity and throughput at California's worst highway freight chokepoint.

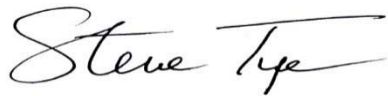
State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the confluence of these two highways. Truck-related accidents are 50 percent higher than the state average due to the hazardous traffic weaving conditions that exist through the project area. The SR 57/60 confluence ranks as the second-worst truck accident location in Southern California, according to the California Highway Patrol, and the ninth worst truck bottleneck in the nation, according to the American Transportation Research Institute.

The SR 57/60 project is a regional priority project with strong support at the state level from Senators Leyva, Chang, Portantino and Rubio, Senator-elect Newman, and Assemblymembers Chau, Chen and Holden. The CTC allocated 2018 TCEP funds for the engineering and right-of-way phases, and programming 2020 TCEP funds will allow this important project to start major construction in 2022, two years earlier than scheduled.

Ms. Hilary Norton  
Chair, California Transportation Commission  
November 25, 2020  
Page 2

We look forward to the Commission's support for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Southern Californians who have for years endured among the worst traffic congestion in the nation. Questions regarding this letter may be directed to City Manager Daniel Fox at [dfox@diamondBarCA.gov](mailto:dfox@diamondBarCA.gov) or 909 839-7010.

Respectfully Submitted,

A handwritten signature in black ink that reads "Steve Tye". The signature is written in a cursive, flowing style.

Steve Tye  
Mayor

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss ([Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov))  
SGVCOG Government Relations Director Paul Hubler  
([phubler@sgvcog.org](mailto:phubler@sgvcog.org))  
City Council  
Daniel Fox, City Manager  
David Liu, Public Works Director





November 20, 2020

Ms. Hilary Norton  
Chairperson  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Dear Chairperson Norton,

On behalf of the Santa Clara Valley Transportation Authority, I would like to express our appreciation and support for the California Transportation Commission's staff recommendation (CTC) of Senate Bill 1 (SB 1) funding for the projects we submitted in the Local Partnership Program (LPP) Solutions for Congested Corridors (SCC), and Trade Corridors Enhancement Program (TCEP).

CTC's recommendation of our US 101/De La Cruz/Trimble Interchange Improvements in the LPP, will provide significant coordination and delivery of active transportation infrastructure, enhanced safety elements and support local economic activity. CTC's recommendation of our US 101/SR 25 Interchange Improvements under the TCEP will provide significant freight infrastructure, enhanced safety elements and active transportation infrastructure as well as contribute to economic development activity and goods movement in the Bay Area and Central Coast.

Although our two other submittals - Caltrain grade separation project in the City of Mountain View (LPP) and the Santa Clara County US 101 Express Lanes project (SCC) were not recommended at this time, we will continue to advance both projects through final design. Should SB 1 funding become available sooner, we ask for your highest consideration of these two deserving projects. As a transportation authority, we know firsthand how difficult it is to select a limited number of projects from a large pool of project nominations, so we appreciate your consideration.

Thanks again for selecting our projects in this round and, we strongly urge the Commission to approve CTC staff's recommendations in all three SB 1 program areas at your December 2020 meeting.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nuria I. Fernandez', written over a light blue circular stamp.

Nuria I. Fernandez  
General Manager/Chief Executive Officer

cc: Mitch Weiss, CTC, Executive Director  
Therese McMillan, MTC, Executive Director



Sonoma County Transportation Authority  
Regional Climate Protection Authority

November 23, 2020

Hilary Norton, Chair  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

RE: Senate Bill 1 Competitive Programs Staff Recommendations – Letter of Support

Dear Chair Norton:

On November 16, the California Transportation Commission (CTC) staff released its recommendations for the proposed programming of three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C).

The Sonoma County Transportation Authority (SCTA) is pleased to support the recommendations in the SCC program – in particular the funding identified for the Transportation Authority of Marin (TAM) for the final phase of the Highway 101 improvements related to the Marin/Sonoma Narrows. The longtime partnership with the Commission, Caltrans, MTC, SCTA and TAM over the past two decade has led us to today – the final piece of funding needed to complete the carpool lanes and related improvements.

The SCTA was pleased to see the support in the LPP-C program for the Town of Windsor project and is grateful for the opportunity you have provided to the Town to makes this project a reality. We were, however, disappointed to see that the LPP-C program did not include the project submitted by the City of Santa Rosa for Hearn Avenue Interchange improvements. This critical project, that has significant local sales tax dedicated to it, is a high priority for Santa Rosa and the SCTA.

While not all nominated projects could be funded due to requests far exceeding limited available resources, the staff recommendations strike a good balance among transportation needs, environmental sensitivities, and geographic considerations. We would appreciate a de-briefing with Commission staff on the Hearn Avenue project in hopes of success in a future round of funding.



Thank you to the CTC staff for their hard work. SCTA staff looks forward to working with project sponsors, the Commission, and Caltrans to deliver these critical transportation improvement projects

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Smith".

Suzanne Smith  
Executive Director

cc: David Kim, Secretary, California State Transportation Agency  
Mitchell Weiss, Executive Director, California Transportation Commission  
Toks Omishakin, Director, California Department of Transportation

**Subject:** My Public Comments on Item 22  
**Date:** Monday, November 30, 2020 1:47:45 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

California Transportation Commission Meeting December 1 & 2

Agenda Item #22

Comments from Ahron Hakimi, Executive Director, Kern COG

Trade Corridor Enhancement Program

Project: SR 46 Gap Closure Segment 4C

Project Partners: Caltrans and Kern Council of Governments

Good Day Executive Director Weiss, Commission Chairwoman Norton and Commissioners. I'm Ahron Hakimi, the Executive Director of Kern Council of Governments. Kern COG supports the Staff Recommendation.

The Project under consideration completes an Interregional Trade Corridor on State Route 46 in Kern County with \$10 million in Trade Corridor funding with the primary focus on improving safety. State Route 46 serves freight movement, recreational travel, and military travel in Kern County, ranked second in California for ag production.

The Benefits-Cost Analysis shows that the Project will result in Passenger Vehicle Accident Cost Savings of \$28.6 million and Freight Vehicle accident cost savings of \$15.9 million.

The project is estimated to reduce air polluting emissions and greenhouse gases, averting nearly 18 thousand tons of Carbon Dioxide and 52 tons of NOx.

I urge you to follow the staff recommendation to approve this project for TCEP funding. This project will save lives, reduce air pollution, and reduce CO2 emissions.

COMMITTEE ON ARMED SERVICES  
SUBCOMMITTEE ON SEAPOWER  
SUBCOMMITTEE ON PERSONNEL

COMMITTEE ON VETERANS' AFFAIRS  
SUBCOMMITTEE ON HEALTH  
SUBCOMMITTEE ON DISABILITY  
ASSISTANCE AND MEMORIAL AFFAIRS  
SUBCOMMITTEE ON OVERSIGHT AND  
INVESTIGATIONS

CONGRESSIONAL HISPANIC CAUCUS

CONGRESSIONAL ASIAN PACIFIC  
AMERICAN CAUCUS



## United States House of Representatives

**Gilbert R. Cisneros, Jr.**

**39<sup>th</sup> District, California**

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431 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
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FULLERTON, CA 92835  
(714) 459-4575

DIAMOND BAR OFFICE:  
20995 PATHFINDER ROAD, SUITE 330  
DIAMOND BAR, CA 91765  
(909) 569-0525

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FACEBOOK.COM/REPGILCISNEROS  
TWITTER: @REPGILCISNEROS

November 30, 2020

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of the 39<sup>th</sup> Congressional District, I ask that the California Transportation Commission (CTC) to adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project here in eastern Los Angeles County which will greatly improve driver safety, reduce emissions and increase freight throughput at California's worst highway freight bottleneck.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the 2-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefiting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

I strongly urge the Commission to support funding for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Californians who have for years endured among the worst and deadliest traffic congestion in the nation. Should you have any questions regarding this letter, inquiries may be directed to my District Director, Martin Medrano at [martin.medrano@mail.house.gov](mailto:martin.medrano@mail.house.gov).

Sincerely,

**Gilbert R. Cisneros, Jr.**  
Member of Congress  
39<sup>th</sup> District, California

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss  
SGVCOG Government Relations Director Paul Hubler



November 30, 2020

Hilary Norton, Chair  
Mitch Wiess, Executive Director  
California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Re: SB 1 Program Staff Recommendation

Dear Chair Norton

The undersigned organizations are writing to express strong disappointment on the recent SB 1 program recommendations made by California Transportation Commission staff. These recommendations do not embody the spirit of Governor Newsom's Executive Order N-19-19 and puts California on a path to increase emissions at a time when climate change impacts have ravaged California. When Governor Newsom signed EO N-19-19 and the Legislature passed visionary climate laws such as SB 32, California made a clear statement about the need to reduce emissions from the transportation sector. It is time our agencies answer that call. As is, the SB 1 program recommendations submitted by CTC staff fall short.

While we understand that the projects selected by staff meet current guideline requirements, these projects are not proven to reduce air pollution or advance a more equitable land use pattern. Current recommendations have over half of funds slated for highway expansion and general purpose lanes. To achieve our greenhouse gas reduction goals we cannot continue to fund these types of projects. **There has to be an intentional shift from car-centric funding to climate-friendly projects.** This shift must include the prioritization of projects that create a safe and robust transit network, complete street projects, active transportation projects, bike and pedestrian infrastructure, zero emission freight, and reduced vehicle miles traveled. Not only do these types of projects help reduce greenhouse gas emissions but can advance equity. Our

hope is that SB 1 programs fit into our vision for California — one that reduces emissions, advances equity, and promotes public health.

For future SB 1 projects, we encourage the CTC to use the Climate Action Plan for Transportation Infrastructure (CAPTI) as a means for making future funding decisions. Not only is the CAPTI aligned with achieving our climate goals but it is informed by robust stakeholder engagement. Use of the CAPTI will move us closer to our reduction targets while also providing more coordination among our transportation agencies.

Thank you,

Nailah Pope-Harden  
Policy Manager  
ClimatePlan

Noah Harris  
Transportation Policy Advocate  
Climate Action Campaign

Jonathan Matz  
California Senior Policy Manager  
Safe Routes Partnership

Catherine Garoupa White  
Executive Director  
Central Valley Air Quality Coalition

Rick Longinotti  
Co-chair  
Campaign for Sustainable Transportation

Matthew Baker  
Policy Director  
Planning & Conservation League

Darnell Grisby  
Executive Director  
TransForm

Julia Randolph  
Policy and Outreach Associate  
Coalition for Clean Air



December 1, 2020

Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N. Street  
Sacramento, California 95814

RE: CTC December 2, 2020 Agenda, item 22

Dear Mr. Weiss:

Regarding item 22 on the CTC agenda, it is my personal experience that it can be stressful and even dangerous driving from Bakersfield to the central coast using Hwy 46, and more specifically the portions of the highway with only one lane in either direction. It is quite common to see cars traveling in both directions moving into oncoming traffic to pass trucks, recreational vehicles or other autos traveling at a slower rate of speed, and I have frequently experienced traffic coming head on into my lane causing me as well as the traffic behind me to slow down, and on one particular occasion forcing me off the road onto an unpaved shoulder. This occurred at night with another mom and children in my vehicle and was a very close call. As someone who cares for a disabled son, had I been seriously injured or killed as a result of vehicles passing each other at a high rate of speed on a section of Hwy 46 that is only a two-lane highway, it would've been very detrimental to my family.

I strongly support the proposed Hwy 46 improvements as this corridor provides a crucial link between Bakersfield and the central coast for business, education as well as recreation, all important to the state economy. Families need to know when we are transporting our children to and from soccer games or enjoying a day at the beach or our children are commuting to and from college that there is a safe road for us to travel on and I don't see how large trucks, recreational vehicles, buses and autos traveling at different rates of speed can be safe when there is only one lane in both directions. Highway 46 is the most direct route between Bakersfield and the surrounding communities of San Luis Obispo, Pismo Beach, and many other central coast locations and it is vital that we have a safe highway for all the different types of vehicles sharing that highway.

Sincerely,

A handwritten signature in blue ink that reads "Donna Stramaglia". The signature is written in a cursive, flowing style.

Donna Stramaglia,  
Bakersfield Resident



1100 North Grand Avenue  
Walnut, CA 91789-1399

909-274-7500  
[www.mtsac.edu](http://www.mtsac.edu)

November 30, 2020

Via email

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of Mt. San Antonio College, I ask that the California Transportation Commission (CTC) adopt the 2020 Trade Corridor Enhancement Program (TCEP) at its December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project in eastern Los Angeles County. Doing so will greatly improve driver safety, reduce emissions, and increase freight throughput at California's worst highway freight bottleneck.

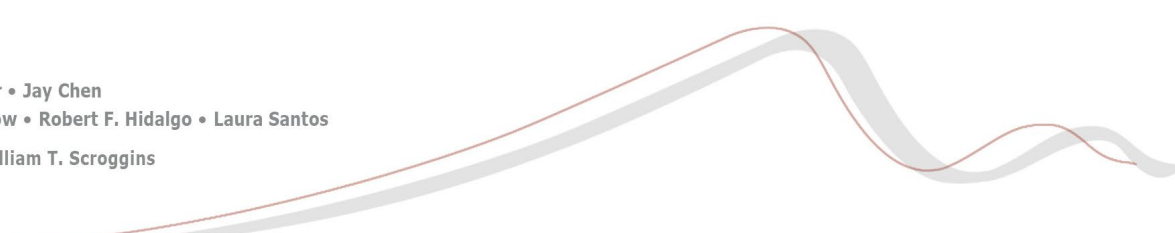
State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the two-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the second-worst truck accident location in Southern California, according to the California Highway Patrol, and the ninth-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefiting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

**BOARD OF TRUSTEES**

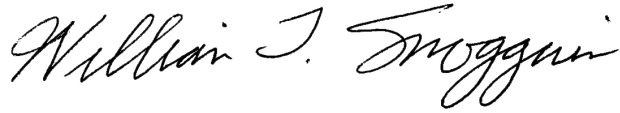
Dr. Manuel Baca • Rosanne M. Bader • Jay Chen  
Judy Chen Haggerty, Esq. • Gary Chow • Robert F. Hidalgo • Laura Santos

**COLLEGE PRESIDENT / CEO** – Dr. William T. Scroggins



I strongly urge the Commission to support funding for the SR 57/60 project, which will deliver significant safety, congestion relief and air quality benefits to Californians who have for years endured among the worst and deadliest traffic congestion in the nation. Should you have any questions regarding this letter, you can reach me at [bscroggins@mtsac.edu](mailto:bscroggins@mtsac.edu)

Sincerely,

A handwritten signature in black ink that reads "William T. Scroggins". The signature is written in a cursive, flowing style.

William T. Scroggins, Ph.D.  
President/CEO

WTS:cn

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss ([Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov))  
SGVCOG Government Relations Director Paul Hubler ([phubler@sgvcoq.org](mailto:phubler@sgvcoq.org))



Officers

December 1, 2020

President  
Matt Jones  
Innovative Cold Storage

Ms. Hilary Norton, Chairman  
California Transportation Commission (CTC)  
1120 N Street  
Sacramento, CA 95814

Vice President  
Mauricio Diaz  
JD Group

Treasurer  
Victor Diaz  
Integro

Secretary  
Silvia Cornejo  
Southwestern College

**RE: Support Trade Corridor Enhancement Program Funding for Otay Mesa Port of Entry and La Media Road**

Directors

Eduardo Acosta  
R.L. Jones Customhouse Brokers

Dear Chairman Norton and CTC Commissioners:

Sam Acuña  
Jensen Meat Co.

Jim Burritt  
DSV Air & Sea, Inc.

Sylvia Casas-Jolliffe  
CASAS International Brokerage

Enrique Esparza, Jr.  
Co-Production International &  
Call Center Services International

On behalf of the Otay Mesa Chamber of Commerce, we wish to express our strong support for the \$42,520 million FY 2020 Trade Corridor Enhancement funds to improve the Otay Mesa East Construction Port of Entry and the \$22.7 million FY 2021 grant from the same fund toward widening and improvements to La Media Road in San Diego County recommended by CTC and Caltrans staff which will be discussed at your December 2-3, 2020 meeting.

Linda Greenberg  
Lee & Associates

We appreciate that CTC staff has recognized the critical importance of these two projects for our U.S.-Mexico Border region. Both of these projects meet the criteria and mission in the Trade Corridor Enhancement Program by improving the flow of commerce between California and Mexico, spurring local economic development, and reducing air polluting truck emissions.

Cheryl Hammond  
Scudi & Ayers, LLP

Cecilia Ortega  
EUSAGA Logistica Internacional

Arazelli Penilla  
Driscoll's Strawberry Associates

Approval of the Otay Mesa East Construction Port of Entry will speed up international goods movement thereby reducing air pollution caused by the current poor infrastructure which is causing trucks to idle for long hours while waiting to cross the border. Similarly, the La Media Road improvements planned by the City of San Diego will facilitate export of California products to Mexico carried by more than 3,500 trucks per day which are currently forced to travel a woefully inadequate two-lane road which regularly foods at a key intersection.

Dinah Willier  
SDG&E

Steve Zisser  
Zisser Group

Diamond Circle:

Aeromexico  
SDG&E  
Univision Radio

Platinum Circle:

UETA Duty Free

President's Circle

Ajinomoto Foods North America

Deloitte: Baja California

Global eTrade Services

Hampton Inn & Homewood

Suites Chula Vista, Eastlake

HD Suspension & Alignment

HS Ecolife LLC

IDS Real Estate Group

Metropolitan Airpark LLC

MEX-CAL Truckline

Murphy Development Company

Pardee Homes

Poly

Quality Suites

Smurfit Kappa

Sycuan Casino

Viva Logistics Center

XEWT 12 Televisa / Rep. ECC

On behalf of the Otay Chamber members, we strongly support approval of these essential border infrastructure projects as proposed by Staff and appreciate your favorable consideration and your continuing support of our international Trade Corridor. Please contact me if you have any questions regarding this important Otay Mesa infrastructure funding at 619.247 0950 or amierlyteran@otaymesa.org.

Sincerely,

Alejandra Mier y Teran  
Executive Director





Office of the President

December 1, 2020

*Via email*

Ms. Hilary Norton  
Chairwoman  
California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

**RE: California State Route 57/60 Confluence Chokepoint Relief Project Funding Support  
as Part of 2020 Trade Corridor Enhancement Program**

Dear Chairwoman Norton:

On behalf of California State Polytechnic University, Pomona (Cal Poly Pomona), I write in support of the **State Route 57/60 Confluence Chokepoint Relief Project**, which is one of 28 projects statewide that will be considered at the California Transportation Commission (CTC) meeting on December 2<sup>nd</sup> and 3<sup>rd</sup> as part of a recommendation to adopt of the 2020 Trade Corridor Enhancement Program (TCEP) – Program of Projects, Resolution G-20-77. The CTC staff-recommended program of projects includes \$217.9 million in grant funds from Senate Bill 1 to accelerate the construction of the **State Route 57/60 Confluence Chokepoint Relief Project** here in eastern Los Angeles County/Inland Empire which will greatly improve driver safety, reduce freight-related emissions and support the region’s economic competitiveness.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. Cal Poly Pomona is a public polytechnic university, located immediately adjacent to the 57/60 confluence area, which affects thousands of students, faculty, staff and campus visitors that travel through the confluence each year. With more than 27,900 full-time and part-time students, as well as over 2,400 faculty and staff employed, our campus is a major activity and employment center severely affected by the confluence. More than 350,000 motorists a day are funneled into the 2.5-mile confluence of the two highways, where lane-drops and hazardous motorist weaving conditions result in truck-related accidents that are 50 percent higher than the statewide average. The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of Los Angeles County Metro’s Measure M transportation sales tax program, passed by voters in 2016, with strong

3801 West Temple Avenue, Pomona, CA 91768 T 909.869.2290 E [president@cpp.edu](mailto:president@cpp.edu) [www.cpp.edu](http://www.cpp.edu)

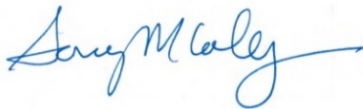
Ms. Hilary Norton  
December 1, 2020  
Page 2

local support from surrounding cities, state and federal lawmakers, as well as numerous important state and local institutions and organizations, including Cal Poly Pomona. Completion of this project will greatly improve the quality of life and provide safer movement of traffic through the confluence, benefiting both domestic and international goods movement as well as alleviating congestion for commuters who live, work and seek affordable education opportunities in the San Gabriel Valley.

Freight transportation generates a high portion of local pollution in this part of the South Coast Air Basin. Reducing these harmful pollutants is an important local, regional, and state priority, as well as a matter of compliance with the federal Clean Air Act. California has also set new, aggressive targets for reducing greenhouse gas emissions 40 percent below 1990 levels by 2030 in order to combat climate change. Reducing emissions in the freight sector is critical to meeting these 2030 targets. At the same time, modernizing California's freight transport system in a manner that improves safety and reduces pollution is essential to improve public health and meet our environmental imperatives.

I urge the Commission to approve the allocation of state SB 1 funding for the SR 57/60 project. Should you have any questions regarding this letter, please contact our Executive Director of Transportation & Planning, Danny Wu, at (909) 869-5044 or [dannywu@cpp.edu](mailto:dannywu@cpp.edu).

Sincerely,

A handwritten signature in blue ink that reads "Soraya M. Coley". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Soraya M. Coley, Ph.D.  
President

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss ([Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov))  
SGVCOG Government Relations Director Paul Hubler ([phubler@sgvcog.org](mailto:phubler@sgvcog.org))





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Matthew H. Litchfield, P.E.

November 30, 2020

Via email

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of the Three Valleys Municipal Water District (TVMWD), I ask that the California Transportation Commission (CTC) to adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project here in eastern Los Angeles County which will greatly improve driver safety, reduce emissions and increase freight throughput at California's worst highway freight bottleneck. The Project lies in the heart of the TVMWD wholesale water service area and has a daily impact on District staff and its member agency representatives.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the 2-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefiting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

I strongly urge the Commission to support funding for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Californians who have for years endured among the worst and deadliest traffic congestion in the nation. I would welcome the opportunity to discuss this project further with you and answer any questions you may have. I can be reached at 909-621-5568 or via email at [mlitchfield@tvmwd.com](mailto:mlitchfield@tvmwd.com).

Sincerely,



Matthew Litchfield  
General Manager

cc: California Transportation Commissioners  
CTC Executive Director Mitchell Weiss ([Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov))  
SGVCOG Government Relations Director Paul Hubler ([phubler@sgvcog.org](mailto:phubler@sgvcog.org))



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November 30, 2020

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Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

On behalf of the Pomona Chamber of Commerce, I ask that the California Transportation Commission (CTC) to adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your December 2-3 meeting. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project here in eastern Los Angeles County which will greatly improve driver safety, reduce emissions and increase freight throughput at California's worst highway freight bottleneck.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the 2-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average. The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefiting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

I strongly urge the Commission to support funding for the SR 57/60 project which will deliver significant safety, congestion relief and air quality benefits to Californians who have for years endured among the worst and deadliest traffic congestion in the nation. Should you have any questions regarding this letter, inquiries may be directed to Monique Manzanares at (909) 622-1256 or [info@pomonachamber.org](mailto:info@pomonachamber.org).

Sincerely,

*Monique Manzanares*

*President & CEO  
The Pomona Chamber of Commerce*

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P.O. BOX 942849  
SACRAMENTO, CA 94249-0055  
(916) 319-2055  
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BREA, CA 92821  
(714) 529-5502  
FAX (714) 529-5548



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UTILITIES AND ENERGY

October 7, 2020

Mr. Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

RE: California State Route 57/60 Confluence Chokepoint Relief Program  
Application for the 2020 SB 1 Trade Corridor Enhancement Program

Dear Mr. Weiss:

I am writing in strong support of the application seeking \$217.9 million from the 2020 Senate Bill 1 Trade Corridor Enhancement Program for the State Route 57/60 Confluence Chokepoint Relief Project. I understand the applications submitted in August are under evaluation with staff recommendations anticipated to be released next month.

By constructing highway mainline improvements and bypass connectors, the chokepoint relief project will alleviate a truck bottleneck critical to the safe and efficient movement of people and goods regionally and across the country. State Route 57 and State Route 60 are among the most heavily traveled freight highway corridors in the country, and the 2.5-mile confluence of the two highways ranks as the worst truck bottleneck in California and the ninth worst in the nation. Due to existing hazardous weaving conditions between trucks and passenger vehicles, the confluence area is the second-highest truck accident location in Southern California where truck-related accidents are 50 percent higher than the state average.

This CTC award of the SB 1 funds will help fill a budget gap and enable the project to begin construction in 2022, two years earlier than currently scheduled. The confluence project results from a partnership among the Los Angeles County Metropolitan Transportation Authority, which is providing local match funds, the San Gabriel Valley Council of Governments, which will oversee property acquisition and construction, and Caltrans, which will be responsible for the improvements when completed. The highway mainline and bypass connector improvements will reduce collisions, improve a regionally and nationally significant truck bottleneck, and help reduce vehicular emissions consistent with the goals of the SB 1 trade corridor program.

I appreciate the California Transportation Commission's full consideration of the significant merits of the SR 57/60 chokepoint relief project. If you have any questions or concerns, please contact my district office.

Sincerely,

A handwritten signature in black ink that reads "Phillip Chen". The signature is written in a cursive, flowing style.

Phillip Chen, Ed.D.  
Assemblymember, 55<sup>th</sup> District

CAPITOL OFFICE  
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ROOM 3086  
SACRAMENTO, CA 95814  
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FAX (916) 651-4925

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GLENDALE, CA 91205  
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SATELLITE OFFICE  
201 EAST BONITA AVE.  
SAN DIMAS, CA 91773  
TEL (909) 599-7351  
FAX (909) 599-7692

SENATOR.PORTANTINO@SENATE.CA.GOV

# California State Senate

ANTHONY J. PORTANTINO  
SENATOR  
TWENTY-FIFTH SENATE DISTRICT



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MUTUAL TRADE, ART, AND  
CULTURAL EXCHANGE  
CHAIR

October 16, 2020

Mr. Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

**RE: California State Route 57/60 Confluence Chokepoint Relief Program Application for the 2020 Trade Corridor Enhancement Program**

Dear Mr. Weiss:

I am writing in strong support of the application seeking \$217.9 million from the 2020 Senate Bill 1 Trade Corridor Enhancement Program for the regionally and nationally significant \$420.2 million State Route 57/60 Confluence Chokepoint Relief Project. I understand the applications submitted in August are under evaluation with staff recommendations anticipated to be released next month for adoption by the California Transportation Commission (CTC) at their meeting in early December.

By constructing highway mainline improvements and bypass connectors, the chokepoint relief project will alleviate a truck bottleneck critical to the safe and efficient movement of people and goods regionally and across the country. State Route 57 and State Route 60 are among the most heavily traveled freight highway corridors in the country, and the 2.5-mile confluence of the two highways ranks as the worst truck bottleneck in California and the ninth worst in the nation. Due to existing hazardous weaving conditions between trucks and passenger vehicles, the confluence area is the second-highest truck accident location in Southern California where truck-related accidents are 50 percent higher than the state average.

CTC award of the SB 1 funds will fill a budget gap and enable the project to start construction in 2022, two years earlier than currently scheduled. The confluence project results from a partnership among the Los Angeles County Metropolitan Transportation Authority, which is providing local match funds, the San Gabriel Valley Council of Governments, which will oversee property acquisition and construction, and Caltrans, which will be responsible for the improvements when completed. The highway mainline and bypass connector improvements will reduce collisions, improve a regionally and nationally significant truck bottleneck and help reduce vehicular emissions, consistent with the goals of the SB 1 trade corridor program.

I thank you for your consideration of this application.

Respectfully,

A handwritten signature in black ink that reads "Anthony J. Portantino".

**Hon. Anthony J. Portantino**  
State Senator, 25<sup>th</sup> District



**Gavin Newsom**  
Governor

915 Capitol Mall, Suite 350B  
Sacramento, CA 95814  
916-323-5400  
[www.calsta.ca.gov](http://www.calsta.ca.gov)

**David S. Kim**  
Secretary

August 13, 2020

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

Re: Support for California Department of Transportation (Caltrans) 2020 cycle Trade Corridor Enhancement Program (TCEP) Priorities.

Dear Chair Norton:

I write to express my strong support on behalf of the California State Transportation Agency (CalSTA) for the California Department of Transportation's (Caltrans) priority projects submitted for the 2020 cycle of Trade Corridor Enhancement Program (TCEP) funding.

CalSTA has worked closely with Caltrans to develop a TCEP prioritization methodology to advance projects that move freight at the ports and by rail, which will help California meet future economic, greenhouse gas (GHG), vehicle miles travelled (VMT) and environmental goals. These priorities address needs throughout the state, from densely populated urban areas to critical rural freight corridors while meeting TCEP's readiness requirements.

Moreover, several Caltrans TCEP projects represent key partnerships with local governments to leverage significant local investment. To highlight one such partnership, we convened a regional working group at the request of Commissioner Christine Kehoe to address critical, time-sensitive issues impacting the operation of the *LOSSAN Rail Corridor*. The working group, which is comprised of local, regional, state, and federal leaders, has been meeting regularly since the beginning of the year to examine climate change resiliency issues and develop long-term plans for this nationally significant Strategic Rail Corridor Network (STRACNET).

The *LOSSAN-SD Intermodal Improvement Program of Projects*, which is included in Caltrans' TCEP applications for this cycle, was developed with input from the LOSSAN Working Group. The project advances key capital improvements along the San Diego



Subdivision of the rail corridor to facilitate additional freight trips from the Port of San Diego to destination points throughout the state as well as nation. Importantly, the proposal also requests funding for stabilization of the Del Mar Bluffs. The national and regional significance of Del Mar Bluffs stabilization efforts are underscored by two grants awarded in recent months for this purpose:

- An \$11.6 million Federal Railroad Administration (FRA) State of Good Repair grant for Del Mar Bluffs Phase 5 coastal bluff track bed stabilization and seismic improvements; and
- A \$5 million Transportation and Intercity Rail Capital Program (TIRCP) grant for Del Mar Bluffs Phase 5, the near-term effort to strengthen the bluffs.

For these reasons, I convey my strong support for Caltrans' priorities submitted for the 2020 cycle of TCEP funding. Thank you very much in advance for your consideration.

Sincerely,

*David S. Kim*

DAVID S. KIM  
Secretary

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FAX (916) 651-4920

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464 WEST 4TH STREET  
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SAN BERNARDINO, CA 92401  
TEL (909) 888-5360  
FAX (909) 591-7096

# California State Senate

SENATOR  
**CONNIE M. LEYVA**

TWENTIETH SENATE DISTRICT



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SUBCOMMITTEE NO. 1  
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& ECONOMIC DEVELOPMENT

ELECTIONS & CAMPAIGN  
FINANCE REFORM

HEALTH

October 19, 2020

*Via email to Mitchell.Weiss@catc.ca.gov*

Mr. Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

**RE: California State Route 57/60 Confluence Chokepoint Relief Program  
Application for the 2020 Trade Corridor Enhancement Program**

Dear Mr. Weiss:

As the State Senator representing the 20<sup>th</sup> State Senate District, I offer this letter in support of the application seeking \$217.9 million from the 2020 Senate Bill 1 Trade Corridor Enhancement Program for the regionally and nationally significant \$420.2 million State Route 57/60 Confluence Chokepoint Relief Project. I understand that the applications submitted in August are under evaluation with staff recommendations expected to be released next month for adoption by the California Transportation Commission (CTC) at its early December meeting.

By constructing highway mainline improvements and bypass connectors, the chokepoint relief project will improve a truck bottleneck vital to the safe and efficient movement of people and goods regionally and across the country. State Route 57 and State Route 60 are among the most heavily traveled freight highway corridors in the country, and the 2.5-mile confluence of the two highways ranks as the worst truck bottleneck in California and the ninth worst in the nation. Due to existing hazardous weaving conditions between trucks and passenger vehicles, the confluence area is the second-highest truck accident location in Southern California where truck-related accidents are 50 percent higher than the state average.

This California Transportation Commission award of the SB 1 funds will fill a budget gap and enable the project to start construction in 2022, two years earlier than currently scheduled. The confluence project results from a partnership among the Los Angeles County Metropolitan Transportation Authority (which is providing local match funds), the San Gabriel Valley Council of Governments (which will oversee property acquisition and construction), and Caltrans (which will be responsible for the improvements when completed). The highway mainline and bypass connector improvements will reduce collisions, improve a regionally and nationally significant truck bottleneck and help reduce vehicular emissions, consistent with the goals of the SB 1 trade corridor program.

I encourage the CTC to review the SR 57/60 chokepoint relief project favorably. Thank you in advance for your positive consideration of this request.

Sincerely,

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

CONNIE M. LEYVA  
State Senator, 20<sup>th</sup> District

cc: Paul Hubler, San Gabriel Valley Council of Governments  
via email to [phubler@sgvcog.org](mailto:p hubler@sgvcog.org)



# SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

*Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties*

**October 16, 2020**

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814

**Subject: Support for SB 1 Solutions for Congested Corridors Program (SCCP)  
Placer-Sacramento Gateway Plan Cycle 2 Grant Application**

Dear Mr. Weiss:

On behalf of the **Sacramento-Sierra's Building & Construction Trades Council**, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

The economic benefits and cost-effectiveness are exceptional for the investments in the Gateway Corridor. The package of the investments results in an estimated benefit/cost ratio of 2.46. Furthermore, the overall package of improvements would provide a benefit of \$2.46 for every dollar spent and creates over 1,400 direct and indirect jobs in the greater Sacramento region.



## SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

*Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties*

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

**Kevin Ferreira**  
**Executive Director**



# SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

*Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties*

**October 16, 2020**

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**Subject: Support for SB 1 Trade Corridor Enhancement Program  
Capitol Region Improvement Project Grant Application**

Dear Mr. Weiss:

On behalf of the **Sacramento-Sierra's Building & Construction Trades Council**, I am writing to confirm our support for the Capitol Region Improvement Project grant application for inclusion in the California Transportation Commission's SB1 Trade Corridor Enhancement Program.

The Sacramento Region is the crossroads of two strategic interregional corridors, I-5 and I-80, and is a key link in interstate connections to Oakland and Stockton's ports. Over 400 million tons of freight worth over \$1 trillion moves annually to, from, and within the Northern California Megaregion. Growing congestion at two freight bottlenecks on these corridors threatens the long-term viability of these interregional connections.

By adding merge lanes and installing ITS infrastructure on I-5 near the airport, adding a fifth lane on westbound I-80 in Roseville, and extending Elkhorn Boulevard to the airport, the Capital Region Freight Improvement Project reduces roadway congestion around rail and air freight facilities and improves freight throughput on I-5, I-80 and through Sacramento International Airport. Furthermore, these improvements will be ready to start construction soon, which will help to bring 1,100 construction jobs and 37,700 permanent commercial and industrial jobs to the Sacramento and Placer regions.

By making three strategic improvements, the Capital Region Freight Improvement Project will reduce congestion, promote intermodal connections, and improve travel time reliability. Developed as a regional partnership, this project is an unprecedented opportunity for the State to improve the freight system of an entire region.

For these reasons, we ask you to give full consideration of the Capitol Region Improvement Project grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.



## SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

*Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties*

Sincerely,

**Kevin Ferreira**  
**Executive Director**



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ECONOMY IN THE INLAND EMPIRE

BOARD MEMBER  
SANTA MONICA MOUNTAINS  
CONSERVANCY BOARD

October 20, 2020

*Via email to [Mitchell.Weiss@catc.ca.gov](mailto:Mitchell.Weiss@catc.ca.gov)*

Mr. Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

RE: **California State Route 57/60 Confluence Chokepoint Relief Program  
Application for the 2020 Trade Corridor Enhancement Program**

Dear Mr. Weiss:

I am writing in strong support of the application seeking \$217.9 million from the 2020 Senate Bill 1 Trade Corridor Enhancement Program for the regionally and nationally significant \$420.2 million State Route 57/60 Confluence Chokepoint Relief Project. I understand the applications submitted in August are under evaluation with staff recommendations anticipated to be released next month for adoption by the California Transportation Commission (CTC) at their meeting in early December.

By constructing highway mainline improvements and bypass connectors, the chokepoint relief project will alleviate a truck bottleneck critical to the safe and efficient movement of people and goods regionally and across the country. State Route 57 and State Route 60 are among the most heavily traveled freight highway corridors in the country, and the 2.5-mile confluence of the two highways ranks as the worst truck bottleneck in California and the ninth worst in the nation. Due to existing hazardous weaving conditions between trucks and passenger vehicles, the confluence area is the second-highest truck accident location in Southern California where truck-related accidents are 50 percent higher than the state average.

CTC award of the SB 1 funds will fill a budget gap and enable the project to start construction in 2022, two years earlier than currently scheduled. The confluence project results from a partnership among the Los Angeles County Metropolitan Transportation Authority, which is providing local match funds, the San Gabriel Valley Council of Governments, which will oversee property acquisition and construction, and Caltrans, which will be responsible for the improvements when completed. The highway mainline and bypass connector improvements will

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WEBSITE: [Assembly.ca.gov/holden](http://Assembly.ca.gov/holden)

EMAIL: [Assemblymember.Holden@assembly.ca.gov](mailto:Assemblymember.Holden@assembly.ca.gov)

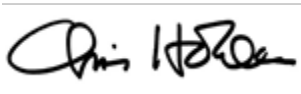
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reduce collisions, improve a regionally and nationally significant truck bottleneck and help reduce vehicular emissions, consistent with the goals of the SB 1 trade corridor program.

I appreciate the California Transportation Commission's full consideration of the significant merits of the SR 57/60 chokepoint relief project. Questions regarding this letter may be directed to my district office, Catherine Del Rosario, District Director at (626) 351-1917.

Sincerely,



CHRIS R. HOLDEN  
Assemblymember, 41<sup>st</sup> District

cc: Paul Hubler, San Gabriel Valley Council of Governments  
via email to [phubler@sgvcog.org](mailto:p hubler@sgvcog.org)



July 1, 2020

Mr. Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**RE: Support for State Route 46 Gap Closure Segment 4C Project**

Mr. Weiss:

The Wonderful Company LLC ("Wonderful") writes to express our support of the completion of the State Route 46 Gap Closure Segment 4C Project with funding from the 2020 Trade Corridor Enhancement Program ("2020 TECP"). The SR 46 improvement project, which has been planned for decades, will greatly improve safety and efficiency on this critical trade corridor through the Central Valley.

Wonderful, and its related entities, farm and process almonds, pistachios, various citrus varieties, pomegranates, wine grapes and nursery stock throughout Central California. Our employees use SR 46 on a daily basis. This transportation corridor serves as a major thoroughfare for California's rich agricultural sector to transport agricultural goods, and people. The project to improve SR 46 is essential to the future of safe and reliable transportation in the Central Valley, and the community of Lost Hills.

For these reasons, Wonderful respectfully requests that the Commission move forward with the proposed 2020 TECP grant for \$10 million to complete the SR 46 project.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Anzaldo". The signature is fluid and cursive, written over a light blue horizontal line.

Andy Anzaldo  
Chief Operating Officer of Wonderful Health + Wellness

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0055  
(916) 319-2055  
FAX (916) 319-2155

DISTRICT OFFICE  
3 POINTE DRIVE, SUITE 313  
BREA, CA 92821  
(714) 529-5502  
FAX (714) 529-5548



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JOBS, ECONOMIC DEVELOPMENT,  
AND THE ECONOMY  
UTILITIES AND ENERGY

December 1, 2020

Ms. Hilary Norton  
Chair, California Transportation Commission  
1120 N St., MS 52  
Sacramento, CA 95814

Dear Chair Norton,

I would like to offer this letter of support asking that the California Transportation Commission (CTC) adopt the 2020 Trade Corridor Enhancement Program (TCEP) at your December 2<sup>nd</sup> and December 3<sup>rd</sup> meetings. The staff-recommended program includes \$217.9 million in grant funds to construct the State Route 57/60 Confluence Chokepoint Relief Project here in eastern Los Angeles County which will greatly improve driver safety, reduce emissions and increase freight throughout California's worst highway bottleneck.

State Routes 57 and 60 are among the most heavily traveled truck highway corridors in the country. More than 350,000 motorists a day are funneled into the 2-mile confluence of the two highways, where lane drops and hazardous traffic weaving conditions result in truck-related accidents that are 50 percent higher than the state average.

The SR 57/60 confluence ranks as the 2<sup>nd</sup>-worst truck accident location in Southern California, according to the California Highway Patrol, and the 9<sup>th</sup>-worst truck bottleneck in the nation, according to the American Transportation Research Institute. From 2016 to 2018, an estimated 741 crashes occurred in the confluence, including five fatalities and 18 severe injuries, with 21 percent of collisions involving trucks.

The SR 57/60 project is a regional priority project included among the top priorities of LA County Metro's Measure M, passed by voters in 2016, with strong local support from surrounding cities, state lawmakers, and numerous important local institutions and organizations. Completion of this project will greatly improve the quality of life and expedite the movement of traffic through the region, benefitting goods movement for local companies as well as alleviating congestion for commuters who live in the San Gabriel Valley.

I strongly urge the Commission to support funding for the SR 57/60 project which will deliver significant safety, congestion relief, and air quality benefits to Californians who have for years endured among the worst and deadliest traffic congestion in the nation. Should you have any questions regarding this letter, inquiries may be directed to my office.

Sincerely,

A handwritten signature in cursive script that reads "Phillip Chen".

Phillip Chen, Ed.D.  
Assemblymember, 55<sup>th</sup> District

**From:** [Pollard C. \(Cindy\) at Aera](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** Aera Energy Comment on CTC Agenda Item #22  
**Date:** Tuesday, December 1, 2020 4:00:00 PM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Members of the California Transportation Commission:

Aera Energy LLC writes to express its continued support for the completion of the State Route 46 Gap Closure Segment 4C Project to improve safety and efficiency on this trade corridor so vital to our concerns, and request your funding and support to complete this project.

A significant interregional goods movement route, this 33-mile SR 46 corridor supports agriculture, energy production, and goods distribution with critical trade value. It is also the main route from San Joaquin Valley communities to Central Coast recreation amenities and military bases. Adding a lane in each direction East-West on SR 46, along with improving North-South connectivity with intersection improvements, will increase the safety of the traveling public and will improve freight movement to and from local, regional and national destinations.

As one of California's largest oil and gas producers, accounting for about 25% of the state's production, and headquartered in Bakersfield, Calif., we have more than 1,000 employees and employ thousands of contractors. Many of them travel this route daily as part of their commitment to producing the oil and gas that Californians rely on to get to work, help their businesses grow and thrive and get California-grown food on the table each and every day.

We support this project to complete the corridor to increase safety, decrease emissions, and improve travel times along SR 46 between Interstate 5 in northwestern Kern County and US 101 near California's beautiful Central Coast.

Sincerely,

**Cindy Pollard**  
Director of Public Affairs  
Aera Energy LLC  
10000 Ming Avenue  
Bakersfield, CA 93311  
(661) 665-5602  
[Cpollard@aeraenergy.com](mailto:Cpollard@aeraenergy.com)  
[www.AeraEnergy.com](http://www.AeraEnergy.com)