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March 15, 2024

California Transportation Commission
Carl Guardino, Chair
1120 N Street, MS 52
Sacramento, CA 95814, SE
Washington, DC 20590

Subject: Support for the 2024 STIP and ITIP Funding Recommendation for State Route 46 in San Luis Obispo County

Dear Commissioners:

As the President of the San Luis Obispo Council of Governments (SLOCOG), I am writing to express our strong support for the CTC 2024 State Transportation Improvement Program (STIP) staff recommendation. The Central Coast Coalition, of which SLOCOG is a member, has also provided resounding support for the proposed investments in the 2024 STIP for the five-county mega-region, as outlined in a separate letter. Together, we stand resolutely united in our mission to foster collaboration and secure funding for crucial projects in our respective regions.

One project deserving attention is the Antelope Grade Segment 1 along State Route 46 in San Luis Obispo County, situated just east of the grade-separated interchange at SR41 and 46, currently under construction. Serving as a vital link between US 101 and Interstate 5, SR46 East plays a pivotal role in connecting two of California's major north-south corridors. Notably, a significant portion of the nation's agricultural produce from the Central Coast and the Salinas Valley relies on State Route 46 for transportation, highlighting its importance in regional and interstate commerce.

The recommendation from CTC staff in the 2024 STIP provides funding to improve Antelope Grade Segment 1, marking a crucial step towards further enhancing safety, mobility, and reliability along this route. This investment will also enable SLOCOG and Caltrans to pursue additional grant funding for Segment 2 of Antelope Grade, furthering our efforts to complete the expressway conversion and meet the evolving transportation needs of our communities and those of the state of California.

We deeply appreciate the support from the California Transportation Commission in advancing these vital infrastructure projects that promise significant returns for California's economy and transportation network.

Sincerely,

Andy Pease, President



March 13, 2024

Ms. Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95812

**RE: Support of 2024 STIP Adoption – South Fresno State Route 99 Corridor Improvement Project;
North/Cedar and American Avenue Interchange Improvements**

Dear Madam Chair and CTC Commissioners:

I am submitting this letter of support for the proposed schedule revisions and funding additions within the draft 2024 STIP for the South Fresno State Route 99 Corridor Project; specifically, the North-Cedar and American Avenue Interchange Improvements.

Highway 99 plays a vital role as a major transportation corridor for residents and businesses throughout Fresno County and the rest of the San Joaquin Valley. Two interchanges (North/Cedar and American Avenues) south of Fresno are vital to Fresno's economy and have not been updated since first constructed in 1965. Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts on the City of Fresno as well as the other cities and communities along the SR99 corridor.

Just as importantly, these projects bring much needed well-paying jobs to our local workforce. Our organization has worked with local partners to implement job training and apprenticeship programs here in Fresno County. These efforts are changing peoples' lives. The jobs these projects create coupled with our training efforts will provide well-paying jobs with health and other benefits to people who have suffered chronic unemployment.

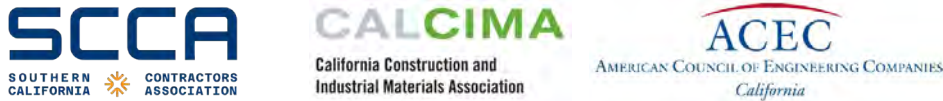
Local businesses that depend safe and reliable connections with SR99 also provide well-paying jobs to area residents

We appreciate your time and consideration of inclusion of additional funding for the South Fresno Corridor SR99 Interchange Improvement project. We are in full support of the transportation improvements and job creation this corridor project will bring to the area.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Oliver", written in a cursive style.

Will Oliver
President/CEO



March 18, 2024

The Honorable Carl Guardino
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for Investments in All Modes of Transportation and a Balanced Approach to Solving California's Diverse Transportation Challenges

Dear Chair Guardino,

Transportation California and our undersigned member organizations, representing the transportation industry and workforce that designs, builds, repairs, and maintains California's statewide multimodal transportation system, write in advance of the California Transportation Commission (CTC) meeting on March 21-22 to express support for investment in all modes of transportation and a balanced approach to solving California's diverse transportation challenges. Unfortunately, multimodal transportation projects that include investments in highway capacity have been made increasingly controversial. Denigrating capacity projects ignores the valid role strategic investments in the state highway system have in helping solve complex transportation problems. Moreover, the highway capacity projects under criticism often include multimodal components such as bicycle and pedestrian facilities that would not get built but for the highway project; will result in a more efficient and effective transit experience; comply with the Governor's Climate Action Plan for Transportation Infrastructure (CAPTI); and are analyzing and mitigating vehicles miles traveled (VMT). We urge the CTC's support for all modes, including strategic highway capacity projects, when taking action during the March meeting (specific agenda items are highlighted below).

While much work remains to address climate change from the transportation sector, it is undeniable the tremendous progress California has made over the last decade to fundamentally change the way we plan, develop, and implement multimodal transportation solutions. Many of the statutory, regulatory, and administrative changes that will have positive climate impacts are just really taking effect – like SB 743 (Steinberg, 2013) which requires transportation projects to analyze and mitigate an increase in VMT resulting

from the project. Moreover, the biggest climate bang-for-the-buck does not come from prohibiting highway capacity projects but rather from investing in infill housing, housing supportive infrastructure, and transit to help people make the shift from driving to other modes.

I. TAB 18: 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

We request your approval of the 2024 STIP which will fund \$2.865 billion in intercity rail, transit, highway, local road, and active transportation projects throughout California. As evidenced by the 2nd Annual CAPTI Report, transportation programs, including the STIP, are increasingly multimodal thereby helping solve the climate crisis, improve air quality and public health, and address long-standing inequities by investing in under resourced, disadvantaged communities.

The 2024 STIP invests about half of the new funding into rail, transit, and active transportation projects. The other half of new funding is slated for highway and local road improvements that increase safety across all modes, provide for the rehabilitation and reconstruction of local streets and roads, and make the existing highway system more efficient by building or converting High-Occupancy Vehicle/High-Occupancy Toll lanes and preferential truck lanes. In addition to the \$214 million in standalone active transportation projects, approximately 41 percent of funding for new projects that include highway and local road improvements include active transportation elements, such as crosswalks and bicycle lanes. While the 2024 STIP includes capacity enhancing projects, they are strategic, limited, and ultimately serve to increase safety for all road users, reduce congestion and therefore greenhouse gas (GHG) emissions and other negative air quality impacts, move freight more efficiently and effectively, and improve overall quality of life in the Golden State.

II. TAB 19: ADVANCE 2024 TRADE CORRIDOR ENHANCEMENT PROGRAM ADOPTION FOR THE I-80/US 50 MANAGED LANES PROJECT IN YOLO COUNTY

We request your approval of the joint application submitted by the California Department of Transportation (Caltrans), Yolo Transportation District, and the Sacramento Area Council of Governments for an advance programming request of \$105 million for the right-of-way support and construction of the I-80/US 50 Managed Lanes Project in Yolo County. This project will improve safety, throughput, reliability, and will advance the region and state's climate, public health, and equity goals through pedestrian, bicycle, and transit improvements. Furthermore, pursuant to SB 743, the project includes real, meaningful VMT mitigation measures that will result in a reduction of 43% of VMT associated with the project. Valued at \$55 million, the VMT reducing mitigation measures include:

- Investing in a Voluntary Trip Reduction Program in Yolo County
- Expanding Capitol Corridor Frequency between Oakland and Sacramento
- Expanding Microtransit in Yolo County
- Subsidizing Monthly Transit Passes in Yolo County
- Reducing Transit Fares in Yolo County
- Expanding Causeway Connection Transit Service on Route 138
- Expanding Unitrans
- Building an Overcrossing at Future UC Davis Housing Development Site

As the only east-west crossing of the Yolo Bypass and a nationally-significant freight corridor, there simply are no alternative routes to provide relief to the 200,000 daily vehicles and heavy duty trucks that travel between Sacramento and the Bay Area. If this project is not built, by 2049 the congestion will be three to four times

worse than it is today. This level of congestion has harmful impacts to freeway-adjacent communities, including air pollution, cut-through traffic, and higher rates of collisions.

III. TAB 81: ADOPTION OF THE FINAL 2024 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

We request your approval of the final 2024 SHOPP. Over half of the program's \$21.2 billion will address condition improvements across the four primary asset classes: pavement, bridges, culverts, and transportation management systems with the remainder of the program funding projects that address critical needs for various supplementary asset classes and other objectives such as safety improvements and emergency response projects. Further, as noted in the proposed 2024 SHOPP, 45 percent of all projects in the program include bicycle, pedestrian, or transit-focused features as part of the project. As noted in the (CAPTI Report), in total, more than \$2.3 billion is being invested in bicycle and pedestrian infrastructure in the SHOPP over the next 10 years – the majority funding bicycle and pedestrian system expansion. These active transportation investments are in addition to the thousands of bicycle and pedestrian projects being built by cities and counties with their local street and road funding.

IV. TAB 72: TCEP BASELINE AGREEMENT; TAB 84: APPROVAL OF PROJECT FUNDING FOR FUTURE CONSIDERATION OF FUNDING, TULARE SIX-LANE AND PAIGE AVENUE INTERCHANGE IMPROVEMENT PROJECT; TAB 113: FINANCIAL ALLOCATION

We request your approval of the items related to the Tulare Six-Lane and Paige Avenue Interchange Improvement Project. The project proposes to upgrade five miles of SR 99 from four lanes to six lanes, thereby closing one of the remaining gaps and creating a seamless route on this critical goods movement corridor. The project will upgrade the existing mainline lanes and shoulders, drainage systems, structures, and Transportation Management Systems within the project limits. The project also reconstructs the interchange ramps at Paige Avenue. Paige Avenue will see improvements including the addition of roundabouts, bicycle lanes and new sidewalks where there are currently gaps. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout the state, including vital agricultural products, reduce negative air quality and other environmental impacts, and increase multimodal travel including supporting intercity rail, transit, and bicycle and pedestrian mobility. The project also includes VMT mitigations, as follows:

- Increasing Tulare County Regional Transit Agency Vanpool Program
- Increasing the Frequency on Tulare County Area Transit Route 20, Route 40, Route 11x
- Develop and Implement a Comprehensive Corridor Management Plan for SR 99 to Create a Truck Only Managed Lane and Identify Other Mode Shift Opportunities

Despite recent investments into the corridor, SR 99 remains unfinished resulting in needless congestion, hampering economic activity, negatively impacting quality of life, and deleteriously impacting air quality and climate change. The currently incomplete SR 99 also poses a serious danger to the traveling public – going from six-lanes to four-lanes and back again numerous times. Making good on the promise of SR 99 will have many and varied positive outcomes for the entire State of California – decreasing congestion, alleviating safety issues and associated fatalities and serious injuries, increasing our economic competitiveness and vitality, and creating living-wage jobs. These benefits can be realized while also achieving the state's air quality and climate change goals.

Thank you in advance for your time and attention to our thoughts and perspectives on these vital matters as you contemplate the multitude of decisions that will be before you at the March CTC meeting. If you have questions about our position, please contact Mark Watts, Transportation California's Legislative Advocate (mark@whstrat.com or (916) 813-1107).

Sincerely,

Mark Watts
Transportation California

Emily Cohen
United Contractors

Matthew Cremins
International Union of Operating Engineers

Peter Tateishi
Associated General Contractors, California Chapter

James Thuerwachter
California State Council of Laborers

Robert Dugan
California Construction and Industrial Materials
Association

Ron Rowlett
Nor Cal Carpenters

Brad Diede
American Council of Engineering Companies,
California

Jon Switalski
Rebuild SoCal Partnership

Russell Snyder
California Asphalt Pavement Association

Michael Quigley
California Alliance for Jobs

Matthew Conarroe
Western Regional Association for Pavement
Preservation

Charlie Nobles
Southern California Contractors Association

cc: Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission
Toks Omishakin, Secretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation
Mark Tollefson, Undersecretary, California State Transportation Agency
James Hacker, Cabinet Secretary, Governor's Office
James Barba, Consultant, Office of Senate President pro Tempore McGuire
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon
Heather Wood, Consultant, Senate Republican Caucus
Daniel Ballon, Consultant, Assembly Republican Caucus