

**From:** [Anthony Palmere](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Cc:** [Walter.Hannah@CATC](mailto:Walter.Hannah@CATC); [Autumn Bernstein](#)  
**Subject:** Trade Corridor Enhancement Program Recommendations  
**Date:** Wednesday, June 21, 2023 7:36:21 AM

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

Dear CTC and CTC staff:

I am writing to provide my support of the CTC staff recommendation to not provide additional funding for the Yolo 80 US 50 Managed Lane project. While I recognize that providing a managed lane with a toll would be an appropriate response to the congestion that occurs on I-80, it is not at all clear that if the managed lane is an added lane that the project could be designed in such a way as to not result in significant additional traffic (VMT) and greenhouse gases, thus negatively impacting the environment.

Instead, I believe that the existing funding available for this corridor should be used for projects that would clearly be beneficial to the environment while truly reducing the impacts of congestion in the corridor:

- **Provide signage, striping, and legislation required to allow for Bus on Shoulder operation.** This would allow for enhanced transit service without the additional expense and induced demand from adding a new lane.

- **Provide sound/wind/rain/sun protection for the Causeway bike lane.** Caltrans should design a new barrier that would provide for a more appealing cycling experience along the Causeway, which connects to the new bike lanes in West Sacramento and, ideally, improved bike lanes along the frontage road. With the growth of e-bikes, bicycle commuting between Davis and Sacramento has become much easier for the general population. However, the Causeway remains an unpleasant cycling experience. With a structure that would provide sound protection and rain/sun cover (while still being visible to the highway for personal safety), that portion of the ride would no longer be a barrier for cycling.

- **Provide fare subsidy for Capitol Corridor rides.** The current train fare between Davis and Sacramento is \$9, making it an unappealing option for people who might consider using the train instead of driving. If the grant can be used to provide an ongoing subsidy for riders such that the cost of the ride is \$4-\$5, many more people would opt for the train.

- **Consider converting an existing lane to a managed lane.** My understanding is that lane conversion is not currently possible but perhaps a feasibility study could be done to assess the impact of such a proposal, which could reduce congestion (especially in conjunction with the above three alternative transportation measures) without inducing additional VMT.

Thank you for your consideration,  
Anthony Palmere



June 22, 2023

The Honorable Lee Ann Eager  
Chair, California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Re: Support for Staff Recommendations for SB 1 Competitive Grant Programs:  
Trade Corridor Enhancement Program and Local Partnership Program Awards for  
SR 99 Projects**

Dear Chair Eager,

The undersigned legislators write in strong support of the California Transportation Commission's (CTC) staff recommendations for the 2022 SB 1 Competitive Grant Programs. Specifically, we write in support of the proposed investments in the 2022 Trade Corridor Enhancement Program (TCEP) and 2022 Local Partnership Competitive Program (LPP) for projects that will help finish SR 99 in Tulare County and the San Joaquin Valley. The staff recommendations include:

- TCEP: \$37 million for the right of way phase of the SR 99 and Paige Ave interchange improvements project in the City of Tulare.
- LPP: \$15 million for the construction phase of the SR 99/Caldwell Avenue interchange in the County of Tulare.

The TCEP and LPP funding for these projects is a significant step in completing the SR 99 multi-modal corridor thereby eliminating a key bottleneck on this critical facility, increasing safety, reducing congestion, increasing connectivity, improving travel-time reliability of time-sensitive goods, preserving acceptable facility operation on SR 99 and connecting pedestrian bicycle and

transit access. Moreover, these projects address key Climate Plan for Transportation Infrastructure principles and will address the needs of under-resourced communities, have positive environmental impacts, support efficient land use principles, and provide benefits to communities throughout California.

For these reasons, we are pleased to see the projects included in the staff recommendation to the CTC and strongly encourage your support for these projects at the June CTC meeting.

Sincerely,



Senator Melissa Hurtado  
16<sup>th</sup> Senate District



Senator Marie Alvarado-Gil  
4<sup>th</sup> Senate District



Senator Shannon Grove  
12<sup>th</sup> Senate District



Assemblyman Vince Fong  
32<sup>nd</sup> Assembly District



Assemblyman Jim Patterson  
8<sup>th</sup> Assembly District

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission  
Tony Tavares, Director, California Department of Transportation  
Toks Omishakin, Secretary, California State Transportation Agency

**From:** [Lynne Nittler](#)  
**To:** [California.Transportation.Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** citizen comment on widening I-80 corridor at Davis  
**Date:** Thursday, June 15, 2023 8:16:08 PM

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

June 15, 2023

Chair Lee Ann Eager and members, CTC:

The pending decision about widening I-80 beginning just before Davis has a huge impact on our city's climate goals and our clean air. We are already in a state of climate emergency which worsens each year. We cannot afford to dirty our air more by widening the freeway and thus encouraging even more emissions from cars and trucks passing through!

It is time to entice regular commuters to **use transit, either bus or train or carpooling**, to lessen the impact of individual cars on I-80. I often have reasons to go into downtown Sacramento, but I choose to ride Yolobus, thus avoiding adding any additional carbon emissions. Any inconvenience in the bus scheduling times is more than made up by the time I gain on the bus reading or visiting with friends.

The carpool lanes are a step in the right direction. Now add more incentives for carpooling. Encourage more passengers per vehicle and while you're at it, incentivize driving electric!

In the pandemic, many folks learned that zoom meetings work just as well as in-person meetings, thus eliminating much work travel, and many folks can work from home and skip commuting at least some of the time. These methods of avoiding driving can be promoted to reduce freeway commutes entirely and eliminate the unwelcome pollution that blankets our city and region as cars drive by. **Focus on reducing driving, not increasing lanes!** The quality of life will improve for all concerned, and possibly we will help avert a planetary disaster as we reduce carbon emissions into our atmosphere.

Do a cost estimate of expanding the freeway spread over time versus lowering the round trip Capitol Corridor rail trip currently at \$12/day. Perhaps it will actually be cheaper to subsidize the rail trip than to build the extra lane, especially considering the environmental costs of the cement, and the loss of mature, oxygen-producing/ carbon-absorbing trees that line I-80 now that will surely have to be cut down to make space for the additional lane. I might add the trees offer beauty as well, which calms drivers and possibly helps prevent accidents. I consider the trees a gift of life. Notice the difference how it feels when driving on freeways without trees!

Slow down. This is a momentous decision that will cost our whole community in poorer air quality so we cannot meet our city climate goals. It keeps the focus on moving people every day in vehicles that pollute our shared environment. This is clearly not a vision to lead us into a greener, life-affirming future of reduced dependence on fossil fuels. Let's avoid catering to yet more driving, with all the implied pollution concerns that accompany another lane. We're in a climate emergency already due to CO2 emissions! We can do better than add another lane of traffic!

Thank you for your consideration!

Lynne Nittler, retired teacher who carpooled from Davis to Vacaville for 30 years  
on Interstate 80  
2441 Bucklebury Road  
Davis, CA 95616  
530-613-7015

**From:** [Roberta L Millstein](#)  
**To:** [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)  
**Subject:** Tuesday 6/28 Meeting TCEP program: Yolo80 widening  
**Date:** Tuesday, June 20, 2023 10:32:13 AM

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

Dear California Transportation Commission,

I am writing with respect the Staff recommendation for Trade Corridor Enhancement Program funds totaling \$1.081 billion for 26 projects with total project costs of nearly \$3.8 billion.

I notice that the "Yolo 80/50 Corridor Improvements Project" is not among the recommended projects. ***I fully support the decision NOT to recommend this project, which would add managed lanes to I-80, among other things.***

As a resident of Davis, I would be directly impacted by these changes to I-80. The added lanes purport to improve traffic flow, but as described in a [June 2, 2023 article in the Davis Enterprise](#), such attempted improvements only help in the short term (and then only by a small amount). In the longer term, they induce demand, with the result that we have the same traffic delays as before but with more cars and thus a greater contribution of greenhouse gases. Davis has committed to carbon neutrality by 2040 -- this project would take us in the opposite direction.

***I urge you to follow the staff recommendation not to fund the "Yolo 80/50 Corridor Improvements Project."*** This project is not an improvement, and we should not be funding projects that further contribute to our climate crisis.

Sincerely,

Roberta Millstein  
Davis resident



June 20, 2023

Lee Ann Eager, Chair  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**RE: Letter of Support—2022 Trade Corridors Enhancement Program Adoption**

Dear Chair Eager:

On behalf of the San Luis Obispo Council of Governments (SLOCOG), I am pleased to submit this letter of support for CTC staff's recommendations for the 2022 Trade Corridor Enhancement Program and urge approval of the program of projects.

SLOCOG, Caltrans District 5, and the City of Pismo Beach have worked in close partnership over the last decade to develop the *Five Cities Multimodal Transportation Network Enhancement Project*. SLOCOG's investments in the environmental, design, and right of way phases are significant for our region and the recommended TCEP funding allows us to move these important projects to construction without delay.

The *Five Cities* project will construct a peak-hour travel lane, mobility hub, and shared use path extension. The peak-hour travel lane is an innovative solution that fits our region's unique challenges and relieves a major bottleneck on the highway, but at a much smaller cost than a general-purpose lane or HOV lane and limits increases in VMT. The peak-hour travel lane has a much smaller footprint than a general purpose or HOV lane, causes practically no physical impact to our local roads, and preserves the Pismo Rock, an important Native American cultural resource in our community. A mobility hub serving regional and local transit and electric vehicle charging will be constructed in a busy tourism and visitor serving corridor where popular coastal access points and trail networks are located, giving residents and visitors access to viable sustainable transportation choices. In 2020 the City of Pismo Beach completed a segment of the Shell Beach Road shared use path and the *Five Cities* project will extend the shared use path north, connecting to other existing paths and creating a continuous low-stress active transportation facility between the south county communities and the jobs and services in the City of San Luis Obispo.

The *Five Cities* project is designed to fit our region's coastal community character and address our long-term highway capacity needs. The project carries out the strategies and actions of the Climate Action Plan for Transportation Infrastructure by reducing vehicle emissions, facilitating goods movement, supporting the region's strong tourism economy, alleviating vehicle dependency, and enhancing safety for drivers, pedestrians, and bicyclists alike. Complimentary to local and regional investments made in transportation management strategies, active transportation projects, transit, and transportation demand management programs, the *Five Cities* project will significantly enhance the corridor's multimodal mobility

ecosystem and address a major gap in the regional active transportation network-- better connecting south county communities and amenities with centrally located residents, jobs, housing, and services.

We are greatly appreciative of CTC staff's recommendation to fund the *Five Cities* project and urge the Commission to approve the 2022 TCEP program of projects. If you have any questions or concerns please reach out to Peter Rodgers, Executive Director, at 805-781-5712.

Sincerely,

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

Debbie Arnold, President  
San Luis Obispo Council of Governments

Dr. Susan Handy  
516 Hermosa Place  
Davis, CA 95616  
slhandy@ucdavis.edu

June 22, 2023

Dear Chair Lee Ann Eager and Members of the California Transportation Commission:

I support CTC staff recommendation to not fund the Yolo 80/US 50 Corridor Improvement Project at this time. I oppose this project based both on my expertise as one of the top transportation researchers in the country and as a long-time resident of Davis.

Academic studies have convincingly and conclusively established that increases in highway capacity lead to increases in vehicle miles of travel (VMT). The work by my team at the Institute of Transportation Studies at the University of California, Davis shows that traditional methods for evaluating highway widening projects consistently underestimate the increase in VMT that such projects generate, thereby over-estimating their benefits with respect to congestion reduction and under-estimating their impacts with respect to greenhouse gas emissions and other environmental impacts. Increased emissions associated with the increase in VMT swamps any reduction in emissions stemming from what will inevitably be a temporary improvement in traffic flow. In short, highway widening projects are inconsistent with the state's goal for reducing greenhouse gas emissions.

As a solution to congestion, highway widening projects are ineffective, as research as well as historical experience demonstrate. This is true whether the project is a conventional lane or a managed lane open to private vehicles. The only proven way to reduce congestion is to combine congestion pricing with substantial investments in alternatives to driving, particularly high-quality transit service. Investments in transit as a *mitigation* for the highway widening rather than a replacement for it are also ineffective, in that the highway widening reduces the incentive to use transit. Any attempts to mitigate the increase in VMT short of implementing a pricing strategy is likely to fall short.

As a Davis resident I regularly observe traffic on I-80 when bicycling to south Davis and when driving to Sacramento at various times of day. Yes, traffic slows in Davis but it rarely reaches extreme levels except on Friday afternoons. This level of congestion can only be considered a problem because we have set unrealistic standards for travel time and because we have given people few alternatives to driving. The solution is not to persist in a century-old approach that has proved unsuccessful time and time again. The solution is a new way of thinking about transportation.



Susan Handy



June 22, 2023

The Honorable Lee Ann Eager  
 Chair, California Transportation Commission  
 1120 N Street  
 Sacramento, CA 95814

**Re: Support for Staff Recommendations for SB 1 Competitive Grant Programs:  
 Trade Corridor Enhancement Program and Local Partnership Program Awards for SR 99  
 Projects**

Dear Chair Eager,

The undersigned organizations write in strong support of the California Transportation Commission’s (CTC) staff recommendations for the 2022 SB 1 Competitive Grant Programs. Specifically, we write in support of the proposed investments in the 2022 Trade Corridor Enhancement Program (TCEP) and 2022 Local Partnership Competitive Program (LPP) for projects that will help finish SR 99 in Tulare County and the San Joaquin Valley. The staff recommendations include:

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For these reasons, we are pleased to see the projects included in the staff recommendation to the CTC and strongly encourage your support for these projects at the June CTC meeting.

Sincerely,

The Honorable Waseem Ahmed  
Chair  
Madera County Transportation Commission

The Honorable Ray Barragan  
Mayor  
City of Chowchilla

The Honorable Rudy Mendoza  
Mayor  
City of Woodlake

The Honorable Terry A. Sayre  
Mayor  
City of Tulare

James Thuerwachter  
Legislative Advocate  
California State Council of Laborers

Tim Cremins  
Political Director  
International Union of Operating  
Engineers

Emily Cohen  
Executive Vice President  
United Contractors

Eric Sauer  
Sr. Vice President of Government Affairs  
California Trucking Association

Michael Quigley  
Executive Director  
California Alliance for Jobs

Jon Switalski  
Executive Director

Rebuild SoCal Partnership

Mark Watts  
Legislative Advocate  
Transportation California

Todd Bloomstein  
Legislative Advocate  
Southern California Contractors Association

Russel Snyder  
Executive Director  
California Asphalt Pavement Association

Ray Baca  
Executive Director  
Engineering Contractors' Association

Tim Schmid  
President  
Western Regional Association of  
Pavement Preservation

Chris Hiatt  
Vice President  
American Honey Producers Association

Darren Rose  
Executive Director  
Madera Economic Development Commission

Sara Bosse  
Executive Director  
Madera County Public Health

Todd Suntrapak  
President, Chief Executive Officer  
Valley Children's Healthcare

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission  
Tony Tavares, Director, California Department of Transportation  
Toks Omishakin, Secretary, California State Transportation Agency