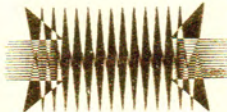


MIDDLETOWN RANCHERIA
OF POMO INDIANS OF CALIFORNIA



TRIBAL COUNCIL

March 4, 2024

California Transportation Commission
1120 N Street,
Sacramento, CA 95418

RE: Konocti Corridor – Segment 2B

To Whom It May Concern:

I am writing to you in my capacity as the Tribal Chairman of the Middletown Rancheria, to express our community's strong support for the Lake 29 Konocti Corridor Improvement Project. This initiative represents a significant step forward in improving the safety, quality of life, and environmental sustainability of our region, especially for the north shore communities around Clear Lake, which includes tribal lands.

As Tribal Chairman, I recognize the importance of preserving our cultural heritage and the natural beauty of our lands. The proposed project aligns with our values of environmental stewardship and community safety. The section of roadway in question is not merely a stretch of asphalt for our community; it is a lifeline that connects our members to essential services, employment opportunities, educational institutions, and healthcare facilities.

Furthermore, this project supports our goals of promoting sustainable development and active transportation options within our community. It aligns with broader efforts to improve transportation infrastructure in a way that respects the environment and the well-being of all residents, including those of us in tribal communities.

In conclusion, the Middletown Rancheria fully supports the Lake 29 Konocti Corridor Improvement Project. We believe that this project is essential for enhancing the safety, environment, and quality of life for our community and the entire region. We urge all stakeholders and decision-makers to prioritize the completion of this project, recognizing its benefits not just for today, but for future generations.

Thank you for considering our support for this vital initiative. We look forward to seeing the positive impact it will have on our community and those surrounding us.

Sincerely,

Jose Simon III.
Tribal Chairman
Middletown Rancheria

March 4, 2024

California Transportation Commission
1120 N Street,
Sacramento, CA 95418

RE: Konocti Corridor – Segment 2B

To Whom It May Concern:

As the owner of Lakeview Supermarket and Deli, a cornerstone of the Lucerne, CA community that provides essential groceries and deli services to locals and visitors alike, I am writing to express my strong support for the Lake 29 Konocti Corridor Improvement Project. This initiative is not just a roadway improvement project; it is a beacon of progress for our community and the surrounding areas, promising to enhance the quality of life and safety for all.

The heavy traffic flow on State Route 20 (SR 20) through our north shore communities, including Lucerne, has been a longstanding concern for us. The mix of interregional and truck traffic navigating through our "Main Street" has significantly affected pedestrian and bicycle safety, contributed to increased noise levels, and impacted the overall quality of life negatively. The designation of this segment as a Pedestrian Safety Corridor in 2007 was a step in the right direction, yet the need for a more comprehensive solution has become ever more apparent.

As a resident of Lake County for over 54-years, with over 47 years on the Northshore I have seen an unbelievable number of incredible accidents, both fatal and shocking. In just the last year or so we had two 45 ft semi-trucks tip over on the very street where the elementary school sits. One time was a lumber truck that lost the entire load. The second incident was a hay hauler who likewise lost most of the bales which were scattered all over Highway 20. Just North in Nice, CA the number of pedestrians killed due to poor lighting and traditional dark clothing, has been alarming. Just last month our local mortician reported three deaths of pedestrians in that area. Not too long ago a semi-truck killed a person in a wheel chair.

In previous meetings of the Area Planning Council, I have been pushing for reflective arm bands to be distributed by local convenience stores to help stop the carnage. Often times the only thing protecting the locals on the fog line from death is the white grocery bag they often carry. Local lighting improvements will certainly be a plus but the trucks that pour through our communities every day are a serious concern. This is especially true at frequent pedestrian crossings where a 45-foot truck is forced to suddenly brake for a thoughtless person.

The Lake 29 Konocti Corridor Improvement Project will offer a huge improvement by proposing to reroute the interregional traffic onto the SR 20/29/53 Principal Arterial Route. This strategic redirection is expected to bring a multitude of benefits, including reduced traffic congestion in our community, improved safety for pedestrians and bicyclists, and a quieter, more peaceful environment for residents and businesses.

From a business perspective, the positive implications of this project are clear. For Lakeview Supermarket and Deli, improved traffic conditions mean not only a safer environment for our

customers but also an enhanced shopping experience. We anticipate that the reduction in traffic noise and congestion will make Lucerne an even more attractive destination for visitors, potentially boosting local commerce and bringing new customers to our doorstep. What's more, is that more than a few lives will be saved in the process!

The efforts of Caltrans to prioritize traffic calming and active transportation improvements have my full endorsement, and the Lake 29 Konocti Corridor Improvement Project is a crucial step towards achieving these objectives. Thank you for considering the perspective of a local business owner.

Sincerely,



Kenneth Parlet
Owner, Lakeview Supermarket and Deli
Lucerne, CA



County of Fresno

BOARD OF SUPERVISORS

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Bernice E. Seidel
Clerk

March 11, 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. The population of Fresno and the surrounding communities has more than doubled since then.


Reconstructing and expanding these nearly 60-year-old interchanges will have positive impacts on the County of Fresno and the City of Fresno as well as the other cities and communities along the SR99 corridor. Local businesses depend on safe and reliable connections with SR99 also provide well-paying jobs to area residents, and our residents deserve safe and efficient access to our highways.

Just as importantly, these projects bring much needed well-paying jobs to our local workforce. Fresno Council of Governments 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.

Ms. Lee Ann Eager
March 11, 2024
Page 2

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 'N. Magsig', with a large, stylized flourish at the end.

Nathan Magsig, Chairman
Fresno County Board of Supervisors

cc: Fresno County Board of Supervisors
Fresno County State Legislative Delegation
Robert Phipps, Fresno Council of Governments
Terry Ogle, Fresno County Transportation Authority
Members, California Transportation Commission
Paul Yoder, Legislative Advocate



County of Fresno

BOARD OF SUPERVISORS

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March 11, 2024

Ms. Lee Ann Eager
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1120 N Street, MS 52
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Ms. Lee Ann Eager
March 11, 2024
Page 2

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Nathan Magsig, Chairman
Fresno County Board of Supervisors

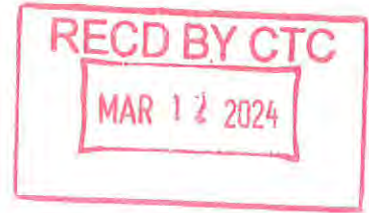
cc: Fresno County Board of Supervisors
Fresno County State Legislative Delegation
Robert Phipps, Fresno Council of Governments
Terry Ogle, Fresno County Transportation Authority
Members, California Transportation Commission
Paul Yoder, Legislative Advocate



TERRY OGLE
Executive Director

March 5, 2024

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



Madam Chairwoman:

The Fresno County Transportation Authority strongly supports Fresno Council of Governments' request to program \$42.3 million in new Regional Transportation Improvement Program apportionment on the American Avenue Interchange project at State Route 99 in Fresno County.

This project is being developed concurrently with the North/Cedar Avenue interchange roughly two miles to the north in an area zoned for the last 50-plus years for industrial development and that has recently seen rapid expansion of logistics centers and warehousing. The two interchanges proposed for improvement are original half-interchanges dating back to the mid-1960s that can no longer serve their function.

Nevertheless, this proposal is not about economic development. Both projects represent a major safety concern for Caltrans and the region. For the ten-year period from July 1, 2010, to June 30, 2020, there were 943 collisions on mainline SR 99 and the interchange ramps within the project limits. There were five fatalities and 280 injury accidents.

There have been 407 collisions within the project limits during the three-year period ending December 31, 2019. Of those, 120 resulted in injuries with no fatalities. The rate of injury plus fatal collisions is higher than the statewide average for similar facilities. The rate of total collisions (fatal, injury, and property damage only) is also higher than the statewide average. The standard Caltrans cost values for the various collision types demonstrates a three-year collision cost of just over \$21 million.

The proposed improvements at the American Avenue interchange include roundabouts at the ramp intersections. The roundabouts have added safety features to help reduce collision severity and provide improved pedestrian crossings. Multi-use paths will run adjacent to the roundabouts, which will provide a safe route for both pedestrians and cyclists.

Bike lanes will also be added along American Avenue through the interchange. Adding bike lanes where there is currently a gap in infrastructure, coupled with the increased lighting, will help to reduce the collisions occurring during the dark/dawn hours. Class II bike lanes will be added on North Avenue and the adjacent local roads, which will provide a dedicated path of travel for cyclists. These lanes are

March 5, 2024

Page 2 of 2

consistent with both the City and County of Fresno's comprehensive Active Transportation Plans (ATP). Up to 10,000 feet of both new sidewalk and bike lanes will be added to the interchange crossroads and adjacent roads as part of this project. These improvements are intended to provide key connectivity to other planned ATP facilities.

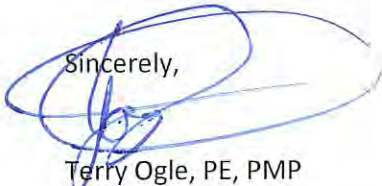
In addition, the project will leverage several measures to reduce GHG emissions, and potential climate change impacts, including: active transportation facilities, travel demand management strategies, electrification, and air pollution control standards. This design connects to adjacent facilities to further enable active transportation and reduce emissions. Including active transportation facilities is a response to community requests.

The project design also incorporates and compliments zero-emission infrastructure being planned in coordination with the City of Fresno. Electric-vehicle charging stations will be included to improve air quality and reduce greenhouse gas emissions.

Fresno County Transportation Authority advocates the Commission to grant this important request for additional RTIP funding to complement the \$45.3 million in STIP funding already authorized by the CTC for the North/Cedar interchange, helping standardize these two interchanges and resolving major safety concerns on State Route 99 are long overdue.

Thank you for your attention and consideration.

Sincerely,



Terry Ogle, PE, PMP
Executive Director

Cc:

Robert Phipps, @ rhipps@fresnocog.org

Diana Gomez, @ diana.gomez@dot.ca.gov

Curt Hatton, @ curt.hatton@dot.ca.gov



March 11, 2024

Commissioner Carl Guardino, Chair
 California Transportation Commission
 1120 N Street MS 52
 Sacramento, CA 95814

RE: Central Coast Coalition Support for CTC 2024 STIP Staff Recommendations

Dear Chair Guardino & Members of the California Transportation Commission:

The Central Coast Coalition strongly supports the California Transportation Commission (CTC) staff recommendations for the 2024 State Transportation Improvement Program (STIP). We thank Commission staff for their collaborative effort to work with the California Department of Transportation and California’s Regional Transportation Planning Agencies on our submittals to the CTC.

As the area’s Regional Transportation Planning Agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, with the Association of Monterey Bay Area Governments, we highly value the STIP revenues and the investment by the CTC.

These funds will help deliver truly transformative multimodal transportation projects in our region that support state climate and equity goals included in the Climate Action Plan for Transportation Infrastructure. As shown in the table below, projects include improvements to our highways, local roads, rail and active transportation that will improve mobility and help California with the movement of vital goods and services. For many of us, the recommended funding will serve as another critical fund source that we use in addition to other federal, state and local funding programs, including Senate Bill 1 (SB1) to help us deliver the projects listed below. Projects seeking SB1 Cycle 4 competitive funding are identified below.

Sponsor Agencies and Projects	CTC Staff Recommendation
San Luis Obispo Council of Governments	
• State Route 227 & Los Ranchos Road Roundabout	\$ 6.196 million
• U.S. 101/Prado Rd Access and Connection Improvements *	\$10.200 million
• State Route 46/Union Rd Safety and Access Improvements *	\$ 6.000 million
• State Route 1/41 Roundabout and Pedestrian Safety Imps.	\$ 8.292 million
• Route 46 Antelope Grade Segment 1 Safety Improvements	\$ 1.270 million
Santa Barbara County Association of Governments	
• U.S. 101 Multimodal Corridor - Segment 4E North-Cabrillo Interchange*	\$14.238 million
• Cabrillo Boulevard Pedestrian Improvements*	\$4.189 million
Santa Cruz County Regional Transportation Commission	
• Glen Arbor Sidewalk	\$2.100 million
• Soquel-San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$1.500 million
• Escalona Complete Streets	\$2.772 million



Central Coast Coalition
Moving California's Economy

<ul style="list-style-type: none"> Felton-SLV Schools Complete Streets 	\$1.800 million
Transportation Agency for Monterey County	
<ul style="list-style-type: none"> Scenic State Route 68* 	\$6.300 million
<ul style="list-style-type: none"> U.S. 101 South of Salinas 	\$8.450 million
California Department of Transportation	
<ul style="list-style-type: none"> Santa Claus Lane Railroad Crossing and Beach Access Improvements Phase 2 (Santa Barbara County) 	\$11.500 million
<ul style="list-style-type: none"> Route 46 Antelope Grade Segment 1 Safety Improvements (San Luis Obispo County) 	\$ 35.920 million

* Projects requesting SB1 Cycle 4 funding.

We strongly support the CTC staff recommendations and urge the Commission to approve the funding at their March 21, 2024 meeting.

If you have any questions, please contact SBCAG Direct of Programming, Sarkes Khachek, at (805) 961-8900 or by email at skhachek@sbcag.org

We greatly appreciate our partnership with Commissioners and CTC staff.

Sincerely,

Marjie Kirn, Executive Director
 Santa Barbara Association of Governments

Pete Rodgers, Executive Director
 San Luis Obispo Council of Governments

Todd Muck, Executive Director
 Transportation Agency for Monterey County

Luis Mendez, Deputy Director
 Santa Cruz Co. Regional Transportation Commission

Binu Abraham, Executive Director
 Council of San Benito County Governments

Maura Twomey, Executive Director
 Association of Monterey Bay Area Governments



Central Coast Coalition
Moving California's Economy

cc: Mr. Toks Omishakin, Secretary, California State Transportation Agency
Ms. Tanisha Taylor, Executive Director, California Transportation Commission
Mr. Tony Tavares, Director, California Department of Transportation
Mr. Paul Golaszewski, Chief Deputy Director, California Transportation Commission
Mr. James Anderson, Chief, Programming, California Department of Transportation
Mr. Scott Eades, District 5 Director, California Department of Transportation
Ms. Teresa Favila, Deputy Director, California Transportation Commission
Ms. Kacey Ruggerio, Associate Deputy Director, California Transportation Commission
Mr. Rich Rosales, Deputy District Director Program/Project Management and Asset Management, California Department of Transportation
Mr. Joe Erwin, Corridor Manager, California Department of Transportation
Mr. Sarkes Khachek, SBCAG Director of Programming, Coalition Chief of Staff