

U.S. House of Representatives
Washington, DC 20515

June 6, 2025

Tab 21

The Honorable Tony Tavares
Director
California Department of Transportation
1020 N Street
Sacramento, CA 95814

The Honorable Darnell Grisby
Chair
California Transportation Commission
1020 N Street, MS 52
Sacramento, CA 95814

Dear Director Tavares and Chair Grisby,

The undersigned members of the Congressional Delegation representing California's San Joaquin Valley write to urge you, as leaders of the state's transportation department and commission responsible for funding and building projects on the State Highway System, to prioritize funding for long-overdue projects aimed at completing State Route 99 (SR 99). As San Joaquin Valley residents, we can attest that SR 99 is not just a roadway—it is the backbone of our region's economy, a vital conduit for commerce, and an essential connection between our communities.

SR 99 plays a critical role in moving California's agricultural abundance from farm to market, helping feed families across the country. It connects people to jobs, students to schools, and communities to opportunity. Simply put, SR 99 is a quality-of-life corridor for the Valley and an economic engine for the entire state.

Despite its significance to the regional and state economies, SR 99 remains incomplete. Eight segments in the San Joaquin Valley totaling 35 miles through Merced, Madera, and Tulare counties need to be expanded from 4-lanes to 6-lanes to improve safety and goods movement.

The California Department of Transportation (Caltrans) is in the final stages of completing the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) which reestablishes and builds upon prior SR 99 plans, creating a bold vision prioritizing investments in multimodal safety, efficiency, air quality, and economic productivity. Central to the plan is the need to close the remaining gaps so that the corridor is six lanes between Kern and San Joaquin Counties—an upgrade essential to accommodating growing traffic demands and reducing congestion.

The segments of the corridor which continue to operate with only four lanes result in bottlenecks, unsafe conditions, and unnecessary delays. This incomplete work not only undermines the Valley's economic potential, but contribute to deteriorating air quality and worsening environmental outcomes.

We urge Caltrans and the California Transportation Commission to act upon the SR 99 CMCP and direct the necessary funding and staff resources to complete this vital corridor, including funding from every current and future cycle of the Interregional Transportation Improvement Program and the Trade Corridor Enhancement Program until all segments are complete. Committing state funds to these projects will also help California draw down critical competitive federal funds, such as the \$98.4 million Multimodal Project Discretionary Grant Program award for the Six-Lane Widening and Paige Avenue Interchange Improvement. We also strongly support the state's policy of synchronizing maintenance and capital projects to save precious taxpayer funds and reduce construction impacts to local communities while honoring the intent and statutory authorization for use of funds within various types of highway funding programs.

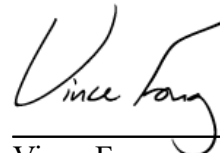
The residents of the San Joaquin Valley—and the businesses that rely upon this route—deserve a safe, modern, and fully realized transportation system.

Thank you for your attention to this critical issue. We look forward to working with you to deliver the infrastructure our region needs and deserves.

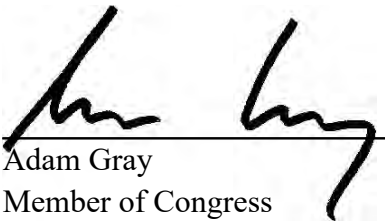
Sincerely,



David G. Valadao
Member of Congress



Vince Fong
Member of Congress



Adam Gray
Member of Congress



Jim Costa
Member of Congress



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

June 19, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Sue Noack, Chair
Cities of Contra Costa County

*Stephanie Moulton-Peters,
Vice Chair*
Marin County and Cities

Margaret Abe-Koga
Santa Clara County

Eddie Ahn
San Francisco Bay Conservation
and Development Commission

Candace Andersen
Contra Costa County

Marilyn Ezzy Ashcraft
Cities of Alameda County

Pat Burt
Cities of Santa Clara County

David Canepa
San Mateo County

Dina El-Taransy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Alicia John-Baptiste
San Francisco Mayor's Appointee

Rebecca Kaplan
Oakland Mayor's Appointee

Matt Maban
San Jose Mayor's Appointee

Amber Manfree
Napa County and Cities

Mitch Masbburn
Solano County and Cities

Myrna Melgar
City and County of San Francisco

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

Belia Ramos
Association of Bay Area
Governments

Libby Schaaf
U.S. Department of Housing
and Urban Development

Andrew B. Fremier
Executive Director

Alix Bockelman
Chief Deputy Executive Director

**Re: Trade Corridor Enhancement Program (TCEP) Funding Recommendation —
State Route 37 Sears Point to Mare Island Improvement Project, Phase 2**

Dear Chair Grisby:

On behalf of the Metropolitan Transportation Commission (MTC), thank you for the staff recommendation to award \$73 million in Trade Corridor Enhancement Program (TCEP) funding for Phase 2 of the State Route (SR) 37 Sears Point to Mare Island Improvement Project. We appreciate your continued partnership in advancing a corridor that is vital to the Bay Area's economy, equity, and environment.

SR 37 is one of the Bay Area's most vulnerable and congested corridors — a critical connection for freight, climate resilience, and regional mobility. The highway is essential to daily travel for low-income workers commuting from Solano County, a key east-west freight route, and a potential evacuation path in the event of wildfires or earthquakes. It also crosses the ecologically significant San Pablo Baylands, which are at imminent risk due to habitat degradation and sea level rise.

The TCEP grant will fund near-term eastbound improvements: a new high-occupancy vehicle (HOV) lane, tolling infrastructure to support congestion management, and initial public access and transit features. It will also fund the Strip Marsh East enhancement — a 900-acre ecological restoration priority that provides nature-based protection against flooding while improving habitat for endangered species.

Some stakeholders have questioned whether the near-term mobility improvements should be pursued at all, suggesting the region should pursue future viaduct. But this is not an either-or decision. Both the near-term and long-term improvements ultimately provide the same lane configuration — two continuous lanes in each direction — to resolve the 10-mile bottleneck that affects tens of thousands of daily travelers. The real distinction is in timing and complexity.

The near-term project is nearly construction-ready and will deliver immediate benefits — improved travel times, reduced vehicle miles traveled, early transit and pricing strategies, and substantial progress on high-priority ecological restoration. The long-term viaduct offers even greater ecological outcomes and long-term resilience to sea level rise, but it is extremely complex and carries a projected cost of over \$10 billion. That's why the Resilient SR 37 Partnership — including Caltrans, MTC, the California Natural Resources Agency, and other state and local partners — has adopted a "both-and"

Honorable Darnell Grisby

Trade Corridor Enhancement Program (TCEP) Funding Recommendation — State Route 37 Sears Point to Mare Island Improvement Project, Phase

June 19, 2025

Page 2

approach: deliver tangible benefits now, while continuing to plan for and pursue the longer-term improvements.

Others have questioned whether the near-term improvements are worth the investment. But there is strong support — from local, regional, and state partners — for advancing a project that delivers real value now: addressing the 90 minutes of daily delay many corridor users currently experience and securing time-sensitive ecological restoration that would otherwise be lost. This approach benefits today's generation of Solano County residents and delivers meaningful environmental progress while long-term solutions are still in development. Letters of support from a broad coalition of stakeholders are attached to this letter for your consideration.

This project reflects years of collaboration among transportation and environmental agencies and enjoys strong regional support. It provides a rare opportunity to align mobility, equity, and ecological restoration in one of California's most challenged corridors — and to do so without asking the public or the environment to wait for a long-term fix that may be decades away.

Thank you again for your partnership and for advancing this important investment.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" being more prominent and the last name "Fremier" following in a similar style.

Andrew B. Fremier
Executive Director,
Metropolitan Transportation Commission

Attachments:
Letters of Support

California State Senate

CAPITOL OFFICE
1021 O STREET, SUITE 6620
SACRAMENTO, CA 95814
TEL (916) 651-4003
FAX (916) 651-4903

BILL DODD

SENATOR, THIRD DISTRICT



CHAIR: SENATE GOVERNMENTAL ORGANIZATION COMMITTEE

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JOINT COMMITTEE
EMERGENCY MANAGEMENT
SELECT COMMITTEE
CALIFORNIA'S WINE INDUSTRY
CO-CHAIR

October 29, 2024

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

Dear Ms. Taylor:

As the Senator from California's 3rd Senate District encompassing Sonoma, Napa, and Solano counties, I am writing to convey my strong support for Metropolitan Transportation Commission's (MTC) request for \$73 million combined from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP). Additionally, I support the request for \$25 million in the competitive Local Partnership Program (LPP) grants needed to complete the funding for Phase 2 of the State Route (SR) 37, Sears Point to Mare Island, Improvement Project (Project) that crosses Sonoma, Napa, and Solano Counties.

State Route 37 is an essential commute route for residents of Solano, Napa, Sonoma and Marin counties, the northernmost non-mountainous east-west freight link in the state and a lifeline for North Bay residents who many need to evacuate following wildfires and/or a major earthquake. The highway also runs through the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. The travel artery has no existing transit options and is plagued with heavy congestion, disproportionately impacting those low-income residents who work in Sonoma and Marin counties but live in the comparatively affordable Solano County – the average North Bay commuter traveling between Vallejo and Novato spends the equivalent of more than two full weeks each year stuck in traffic. Idling vehicles not only contribute to the climate crisis but threaten the sensitive habitat nearby.

The SB1 grants will enable construction of the eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy and Estuary Blueprint](#).

The Project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The Project has been recognized federally as part of the USDOT's [Regional Infrastructure Accelerator Program](#), and [through the award of \\$20 million in USDOT PROTECT funding for Project roadway resilience and Phase 1 funding completed through LTCAP award of \\$50 million](#). Additionally, the Program and Project is the focus of the [SR 37 Partnership Agreement](#) between the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission, committing to advance the critical near and long-term SR 37 projects to deliver transportation, transit, equity, and ecological improvements. The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation. We hope you will support this critical regional project.

Sincerely,

A handwritten signature in cursive script that reads "Bill Dodd". The signature is written in dark ink and is positioned above the printed name.

Bill Dodd
Senator, District 3

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TRANSPORTATION

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CHAIR, TRANSPORTATION AND EMERGENCY
PREPAREDNESS

CHAIR, CALIFORNIA LEGISLATIVE BLACK
CAUCUS

November 1, 2024

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

Dear Ms. Taylor:

I am writing to convey my support for Metropolitan Transportation Commission's (MTC) request for \$73 million combined from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP), and \$25 million in the competitive Local Partnership Program (LPP) grants to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2- that crosses Sonoma, Napa, and Solano Counties.

State Route 37 is an essential commute route for residents of Solano, Napa, Sonoma and Marin counties, the northernmost non-mountainous east-west freight link in the state and a lifeline for North Bay residents who many need to evacuate following wildfires and/or a major earthquake. The highway also runs through the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. The travel artery has no existing transit options and is plagued with heavy congestion, disproportionately impacting those low-income residents who work in Sonoma and Marin counties but live in the comparatively affordable Solano County – the average North Bay commuter traveling between Vallejo and Novato spends the equivalent of more than two full weeks each year stuck in traffic. Idling vehicles not only contribute to the climate crisis but threaten the sensitive habitat nearby.

The SB1 grants will enable construction of the eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy](#) and [Estuary Blueprint](#).

The Project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The Project has been recognized federally as part of the USDOT's [Regional Infrastructure Accelerator Program](#), and through the award of \$20 million in USDOT PROTECT funding for Project roadway

resilience and Phase 1 funding completed through LTCAP award of \$50 million. Additionally, the Program and Project is the focus of the SR 37 Partnership Agreement between the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission, committing to advance the critical near and long-term SR 37 projects to deliver transportation, transit, equity, and ecological improvements. The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

We hope you will support this critical regional project.

Sincerely,



Lori D. Wilson
Assemblymember, 11th District
Chair, Assembly Transportation Committee

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WILDFIRE PREVENTION

VICE CHAIR, LEGISLATIVE WOMEN'S CAUCUS

October 29, 2024

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 M Street, MS 52
Sacramento, CA 95814

Dear Ms. Taylor,

I am writing to convey my support for Metropolitan Transportation Commission's (MTC) request for \$73 million combined from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP), and \$25 million in the competitive Local Partnership Program (LPP) grants to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2- that crosses the 4th Assembly District in Sonoma and Napa counties.

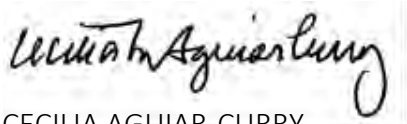
State Route 37 is an essential commute route for residents in my district which includes the northernmost non-mountainous east-west freight link in the state. This region is a lifeline for North Bay residents who many need to evacuate following wildfires and/or a major earthquake. The SB1 grants will go towards improvements of the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge.

The project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Cecilia Aguiar-Curry". The signature is written in a cursive style with a large, looping "C" at the beginning and a long, sweeping "y" at the end.

CECILIA AGUIAR-CURRY
Assembly Majority Leader
Assemblymember, Fourth District



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

Dear Ms. Taylor:

On behalf of our respective bodies, we are writing to convey our strong support for the Metropolitan Transportation Commission's (MTC) request for \$98 million to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2 that crosses Sonoma, Napa, and Solano counties. These funds would include \$73 million combined from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP), and \$25 million in the competitive Local Partnership Program (LPP).

As you know, the Newsom Administration announced last year that a new partnership between the California State Transportation Agency and the Natural Resources Agency would move forward the State's ability to rebuild SR 37 and create a national model for increased mobility, equitable transportation services, crucial habitat restoration, increased public access, and climate resilience. Since then, we have worked collaboratively with our transportation partners to refine Caltrans' original design for the interim SR 37 project in ways that increase environmental restoration and climate resilience while retaining the benefits of the near-term proposal and moving the long-term project forward. Anyone who has traveled SR37 recognizes that the road must become resilient to climate change and enable drivers to move far more quickly from home to work and back as soon as possible. We are working arm-in-arm with our transportation agencies to ensure that these multi-benefit solutions do just that – rebuilding SR 37 in this way will provide much-needed climate resilience, valuable natural habitat, and more successful public access while ensuring a far more successful east-west transportation corridor for its users.

State Route 37 is an essential commute route for residents of Solano, Napa, Sonoma and Marin counties, the northernmost non-mountainous east-west freight link in the state and a lifeline for North Bay residents who may need to evacuate following wildfires and/or a major earthquake. The highway also runs through the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. The travel artery has no existing transit options and is plagued with heavy congestion, disproportionately impacting those low-income residents who work in Sonoma and Marin counties but live in the comparatively affordable Solano County – the average North Bay commuter traveling between Vallejo and Novato spends the equivalent of more than two full weeks each year stuck in traffic. Idling vehicles not only contribute to the climate crisis but threaten the sensitive habitat nearby.

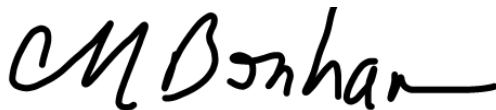
The SB1 grants will enable construction of the eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy](#) and [Estuary Blueprint](#).

The Project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The Project has been recognized federally as part of the USDOT's [Regional Infrastructure Accelerator Program](#), and through the award of \$20 million in USDOT PROTECT funding for Project roadway resilience and Phase 1 funding completed through LTCAP award of \$50 million. The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

We hope you will support this critical regional project.

Sincerely,



Chuck Bonham, Director
California Department of Fish and Wildlife



Eileen White, Executive Officer
San Francisco Regional Water Quality Control Board



Lawrence J. Goldzband, Executive Director
San Francisco Bay Conservation and Development Commission



November 19, 2024

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

Dear Ms. Taylor:

On behalf of Sonoma Land Trust, I am writing to convey my support for Metropolitan Transportation Commission's (MTC) request for \$73 million in combined funding from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP), and \$25 million from the competitive Local Partnership Program (LPP) grants to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2- that crosses Sonoma, Napa, and Solano Counties.

SR 37 bisects the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. Storms fueled by climate-change periodically flood the route, and by 2050, it is projected to be permanently inundated by sea level rise. The proposed Project will advance valuable near-term enhancements as well as long-term sea level rise adaptation projects. To keep pace with sea level rise, restoration in the Baylands must be underway by 2030. We are encouraged by the commitment of the transportation agencies to lengthen the Tolay Creek bridge to allow for maximum tidal restoration within the Tolay Creek Baylands as part of the Sears Point to Mare Island Improvement Project.


The requested funding for the Project will enable construction of the eastbound improvements. This includes a high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy](#) and [Estuary Blueprint](#).

The Project is part of a larger commitment to a long-term solution through the SR 37 Partnership Agreement between the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission. These partners have committed to advance the critical near and long-term SR 37 projects to deliver transportation, transit, equity, and ecological improvements. The requested funding will allow for completion of Phase 2, encourage innovative

partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

We hope you will support funding for this critical regional project.

Sincerely,



Eamon O'Byrne
Executive Director

822 Fifth Street, Santa Rosa, CA 95404 • (707) 526-6930 • sonomalandtrust.org

... to protect the land forever





1901 Harrison Street
Suite 1450
Oakland, CA 94612

415.644.4600
ca.audubon.org

November 4, 2024

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

Dear Ms. Taylor:

On behalf of Audubon California, I am writing to convey my support for Metropolitan Transportation Commission's (MTC) request for \$73 million combined from the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP), and \$25 million in the competitive Local Partnership Program (LPP) grants to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2- that crosses Sonoma, Napa, and Solano Counties.

State Route 37 is an essential commute route for residents of Solano, Napa, Sonoma and Marin counties, the northernmost non-mountainous east-west freight link in the state and a lifeline for North Bay residents who many need to evacuate following wildfires and/or a major earthquake. The highway also runs through the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. The travel artery has no existing transit options and is plagued with heavy congestion, disproportionately impacting those low-income residents who work in Sonoma and Marin counties but live in the comparatively affordable Solano County – the average North Bay commuter traveling between Vallejo and Novato spends the equivalent of more than two full weeks each year stuck in traffic. Idling vehicles not only contribute to the climate crisis but threaten the sensitive habitat nearby.

The SB1 grants will enable construction of the eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy and Estuary Blueprint](#).

The Project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The Project has been recognized federally as part of the USDOT's [Regional Infrastructure Accelerator Program](#), and through the award of \$20 million in USDOT PROTECT funding for Project roadway resilience and Phase 1 funding completed through LTCAP award of \$50 million. Additionally, the Program and Project is the focus of the [SR 37 Partnership Agreement](#) between the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission, committing to advance the critical near and long-term SR 37 projects to deliver transportation, transit, equity, and ecological improvements. The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

We hope you will support this critical regional project.

Sincerely,

Casey Skinner
San Francisco Bay Program Director, Audubon California

From: [Judy Borcz](#)
To: Remedios.Douglas@CATC
Subject: Please OPPOSE funding the State Route 71 Gap Closure Project – Phase 2 in the Trade Corridor Enhancement Program
Date: Sunday, June 22, 2025 7:15:27 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 71 Gap Closure Project – Phase 2 in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I live in Redwood City, and I am concerned that the State Route 71 Gap Closure Project – Phase 2 will negatively impact California by increasing the burdens of the freight system on us and our neighbors, and impact one of our most disadvantaged communities significantly (Pomona). Pomona experiences a significant amount of diesel truck traffic that pollutes the air and impacts health. This project will significantly widen the road, which will result in the displacement of nearby households. With California already facing a housing crisis, a project such as this which will displace hundreds of residents and small businesses, and is therefore not what should be authorized. Additionally, this project is in express opposition to reducing GHG emissions and reducing vehicle miles traveled (VMT). It will prohibit us from meeting our state-wide Scoping Plan goals.

I strongly support improving the movement of goods throughout California, but I am concerned that the State Route 71 Gap Closure Project – Phase 2 will exacerbate emissions problems, health issues, and climate change rather than advancing a cleaner and safer environment for all Californians.

For these reasons, I respectfully request that you do not fund the State Route 71 Gap Closure Project – Phase 2 at the June 26th CTC Hearing. Instead, I ask that you prioritize projects that will substantially reduce pollution from the freight sector, and that directly benefit those most impacted by the freight system. In particular, I urge you to fund more projects that build zero-emission infrastructure, promote public transit, and create safer biking and walking options.

Sincerely,

Judith Borcz

Redwood City, CA

From: [Margaret McCarthy](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Friday, June 20, 2025 1:43:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

Look, I am also a car driver. But widening highways pushes us in the wrong direction -- one that has failed for decades. I stand with Transform and the coalition of transportation, environmental and community groups in the Bay Area and throughout the state that oppose using TCEP funds for Caltrans' proposed project to widen State Route 37.

This is wasteful spending that's not aligned with California's greenhouse gas reduction goals, CAPTI, and will be obsolete in the near future when this highway is underwater. Adding lanes doesn't solve the problem of congestion — it only leads to more VMT, more pollution, and more GHG emissions.

There are many good TCEP applications this cycle that would advance freight electrification, technology, and efficiency at ports and truck parking hubs. I strongly support investing TCEP funding in these types of projects that are well-aligned with CAPTI and reduce harmful impacts to communities that bear the brunt of pollution from the freight industry. As responsible stewards of California's transportation budget, please do not approve TCEP funding for State Route 37.

In addition, I urge you not to fund other projects that add VMT and destroy housing, as listed in the May 28, 2025 letter from a coalition of transportation and environmental advocates.

Thank you for your consideration.

Sincerely,
Margaret McCarthy
6446 Regent St
Oakland, CA 94618

June 23, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby:

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. 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.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

For these reasons, the the Tulare Downtown Association supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,



John Harman, Director
Tulare Downtown Association

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

From: [Christina Terry](#)
To: Remedios.Douglas@CATC
Subject: State Route 71 Gap Closure Project
Date: Monday, June 23, 2025 8:43:30 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 71 Gap Closure Project – Phase 2 in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a member of the Burbank community, and I am concerned that the State Route 71 Gap Closure Project – Phase 2 will negatively impact our community by increasing the burdens of the freight system on us and our neighbors. Our community experiences a significant amount of diesel truck traffic that pollutes our air and impacts our health, while many of our roads, highways, and freight rail corridors create barriers for families walking, biking, and taking transit.

I am concerned that the State Route 71 Gap Closure Project – Phase 2 will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

As a mom of a toddler, I have become increasingly aware and concerned about the impacts of the air quality on young babies and kids since the fires. Anything we can do to avoid worse air quality should be taken seriously, as it’s already bad for our kids.

For these reasons, I respectfully request that you do not fund the State Route 71 Gap Closure Project – Phase 2 at the June 26th CTC Hearing. Instead, I ask that you prioritize projects that will substantially reduce pollution from the freight sector and that directly benefit those most impacted by the freight system. In particular, I urge you to fund more projects that build zero-emission infrastructure, promote public transit, and create safer biking and walking options.

Sincerely,

Christina Terry

Tina Terry
VP of Sales, Marketing, & Events
SRO Productions
918-855-9750
www.sroagency.com



From: [Melissa Crandall Greenberg](#)
To: Remedios.Douglas@CATC
Subject: RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program
Date: Monday, June 23, 2025 11:23:25 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 71 Gap Closure Project – Phase 2 in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a member of the Los Angeles community, and I am concerned that the State Route 71 Gap Closure Project – Phase 2 will negatively impact our community by increasing the burdens of the freight system on us and our neighbors. Our community experiences a significant amount of diesel truck traffic that pollutes our air and impacts our health, while many of our roads, highways, and freight rail corridors create barriers for families walking, biking, and taking transit.

I strongly support improving the movement of goods throughout California, but I am concerned that the State Route 71 Gap Closure Project – Phase 2 will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

For these reasons, I respectfully request that you do not fund the State Route 71 Gap Closure Project – Phase 2 at the June 26th CTC Hearing. Instead, I ask that you prioritize projects that will substantially reduce pollution from the freight sector and that directly benefit those most impacted by the freight system. In particular, I urge you to fund more projects that build zero-emission infrastructure, promote public transit, and create safer biking and walking options.

Sincerely,

Melissa Crandall

From: [Jackie Cole](#)
To: California.Transportation.Commission@CATC
Subject: \$600 million in boondoggle highway expansion projects
Date: Monday, June 23, 2025 11:31:03 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dearest Commissioners,

As someone who cares deeply about the impact of highway expansion projects on climate change and our quality of life, I want to voice my opposition to six highway projects being considered for funding from the Trade Corridor Enhancement Program by the California Transportation Commission this week. Those projects are:

1. Solano/Sonoma Counties - SR 37 Sears Point to Mare Island Widening Project
2. Tulare County - Tulare Six-lane and Paige Ave SR 99 Interchange Project
3. Los Angeles County - SR 71 Gap Closure Widening Project
4. Stanislaus County - SR 132 West Phase 3A New Expressway Project
5. Contra Costa County - I-680/SR-4 Interchange Expansion
6. City of Moreno Valley - SR-60/World Logistics Center Parkway Interchange Expansion

These projects will not sustainably improve freight movement because they will exacerbate long-term traffic congestion and lock Californians into expensive driving commutes. At a time when state resources are being cut for public transit and when investment is needed in rapid electrification of diesel-spewing trucks that move our goods, we urge you to invest our limited transportation dollars in real solutions.

Again, please vote NO on these wasteful projects.

Sincerely

--

Jackie Cole
Principal, Veritable Good
vgconsulting.org
916.718.3504

From: [Jessica Robbins](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Subject: Trade Corridor Enhancement Program - No highway projects
Date: Monday, June 23, 2025 11:41:41 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

As someone who cares deeply about the impact of highway expansion projects on climate change and our quality of life, I want to voice my opposition to six highway projects being considered for funding from the Trade Corridor Enhancement Program by the California Transportation Commission this week. Those projects are:

1. Solano/Sonoma Counties - SR 37 Sears Point to Mare Island Widening Project
2. Tulare County - Tulare Six-lane and Paige Ave SR 99 Interchange Project
3. Los Angeles County - SR 71 Gap Closure Widening Project
4. Stanislaus County - SR 132 West Phase 3A New Expressway Project
5. Contra Costa County - I-680/SR-4 Interchange Expansion
6. City of Moreno Valley - SR-60/World Logistics Center Parkway Interchange Expansion

These projects will not sustainably improve freight movement because they will exacerbate long-term traffic congestion and lock Californians into expensive driving commutes. At a time when state resources are being cut for public transit and when investment is needed in rapid electrification of diesel-spewing trucks that move our goods, we urge you to invest our limited transportation dollars in real solutions.

Again, please vote NO on these wasteful projects.

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Comcast

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CAO
Buck Institute for Research on Aging

GARRY OLNEY
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Providence Northern CA

MELISSA OLIVA
Executive Vice President, Field Operations
Nelson Connects

ALLISON SCHUTTE
Partner
Hanson Bridgett LLP

JOANNE WEBSTER
President & CEO

KATE MURRAY
CAO



June 20, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: State Route 37 Sears Point to Mare Island Improvement Project – Phase 2

Dear Chair Grisby:

On behalf of North Bay Leadership Council, I am writing in support of Metropolitan Transportation Commission (MTC) and California Department of Transportation (Caltrans) to receive \$73 million from the Trade Corridor Enhancement Program (TCEP) grants to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2 – that crosses Sonoma, Napa, and Solano Counties.

State Route 37 is an essential commute route for residents of Solano, Napa, Sonoma and Marin counties, the northernmost non-mountainous east-west freight link in the state and a lifeline for North Bay residents who many need to evacuate following wildfires and/or a major earthquake. The travel artery is plagued with heavy congestion, disproportionately impacting those low-income residents and constraining freight and commerce. It is time to rectify a long-standing inequity, while supporting the economy of the region and the state, and thoughtful climate change adaptation and ecological improvements.

The SB1 grants will enable construction of the eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species consistent with the [North Bay Regional Conservation Investment Strategy and Estuary Blueprint](#).

The Project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users – and enhancing mode choice by introducing transit to the corridor. Additionally, by integrating equity-based tolling, transit and carpool incentives, the Project will reduce Bay Area vehicle miles traveled.

The Project has been recognized federally as part of the USDOT's [Regional Infrastructure Accelerator Program](#), and [through the award of \\$20 million in USDOT PROTECT funding for Project roadway resilience and Phase 1 funding completed through LTCAP award of \\$50 million](#). Additionally, the Program and Project is the focus of the [SR 37 Partnership Agreement](#) between the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission, committing to advance

775 Baywood Dr., Suite 101 • Petaluma, CA 94954
707.283.0028 • Fax: 707.763.3028 • www.northbayleadership.org

the critical near and long-term SR 37 projects to deliver transportation, transit, equity, and ecological improvements. The SB 1 funding will complete funding for Phase 2, encourage innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

We hope you will support this critical regional project.

Sincerely,

A handwritten signature in black ink, appearing to read "Joanne Webster", with a stylized flourish at the end.

Joanne Webster
President & CEO

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

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June 23, 2025

The Honorable Darnell Grisby, Chair
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Re: Support for Trade Corridor Enhancement Program (TCEP) Funding

Dear Chair Grisby:

On behalf of Sonoma County, to express our strong support for Metropolitan Transportation Commission (MTC) and Caltrans' request for \$73 million in SB1 funding for a Trade Corridor Enhancement Program (TCEP) funding. The grant funds will be used to complete funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2 – that crosses Sonoma, Napa, and Solano Counties.

State Route 37 is an essential regional route, the northernmost non-mountainous east-west freight link, carrying 25% of the North Bay's freight, a primary commute corridor. In addition, it is a lifeline for North Bay residents who have used this route to evacuate and will need to do so in another emergency.

The SB1 grants will enable construction of the much-needed eastbound improvements. This includes the eastbound high-occupancy vehicle lane, toll gantry, initial public transit and public access amenities and the Strip Marsh East enhancement, an environmental priority supported by regulatory agencies that serves as a nature-based solution to storm surge. The marsh enhancement reduces the vulnerability of the roadway to coastal erosion and inundation while enhancing habitat for endangered and special status species.

The project will benefit North Bay disadvantaged communities by improving travel times for SR 37's disproportionately low-income users – 85 percent of SR 37's users' household incomes are below the Bay Area median income, compared to 38 percent of all Bay Area freeway users.

June 23, 2025
Page 2

Additionally, it will enhance mode choice by introducing transit to the corridor. By integrating equity-based tolling, transit and carpool incentives, the project will significantly reduce Bay Area vehicle miles traveled.

The project is a critical step along the way to long-term sea level rise adaptation, which will take decades to deliver. This multi-benefit project leverages limited state dollars to meet pressing community needs and bolster the regional economy while using forward thinking techniques to manage greenhouse gasses and to support restoration of the historic San Pablo Baylands. The SB1 funding will complete funding for Phase 2 and support an innovative approach to climate change- that improves quality of life, safety, and the environment.

I urge you to support us in this transformative next step of reimagining SR 37. Thank you for your time and consideration. If I can be of assistance in any way, please call me at (707) 608-3929.

Sincerely,



Rebecca Hermosillo, Supervisor
County of Sonoma, First District

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

From: [Orlando Terrazas](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: Opposition to State Route 71 Closure Project
Date: Monday, June 23, 2025 12:21:06 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 71 Gap Closure Project – Phase 2 in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I travel on the roads in the Corona area, and I am concerned that the State Route 71 Gap Closure Project – Phase 2 will negatively impact the local community by increasing the burdens of the freight system on us and our neighbors. The greater Los Angeles community experiences a significant amount of diesel truck traffic that pollutes our air and impacts our health, while many of our roads, highways, and freight rail corridors create barriers for families walking, biking, and taking transit.

I strongly support improving the movement of goods throughout California, but I am concerned that the State Route 71 Gap Closure Project – Phase 2 will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

We should be spending California's precious resources on mass transit, bike lanes and pedestrian zones instead of highway expansion. The Hi-Speed Rail system currently under construction comes to mind. It is a far more beneficial use of taxpayer dollars.

For these reasons, I respectfully request that you do not fund the State Route 71 Gap Closure Project – Phase 2 at the June 26th CTC Hearing.

Instead, I ask that you prioritize projects that will substantially reduce pollution from the freight sector and that directly benefit those most impacted by the freight system. In particular, I urge you to fund more projects that build zero-emission infrastructure, promote public transit, and create safer biking and walking options.

Sincerely,

Orlando Terrazas

Whittier, Ca.



June 24, 2025

The Honorable Darnell Grisby
Chair, California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Trade Corridor Enhancement Program (TCEP) Funding: SR 99 Tulare Six-Lane and Paige Ave Interchange – SUPPORT FOR CTC STAFF RECOMMENDATIONS

Dear Chair Grisby -

We are providing this letter to express support for the approval of the California Transportation Commission (CTC) staff recommendations for \$62.7 million of Trade Corridor Enhancement Program (TCEP) funding for the construction of the State Route 99 (SR 99) Tulare Six-Lane and Paige Avenue Interchange project. This would complete the necessary funding for the construction phase of the project which will start in FY 26/27. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already received \$98 million in federal competitive Infrastructure for Rebuilding America (INFRA) funding and the recommended TCEP funding is being matched with \$11.3 million of TCAG's regional sales tax, Measure R.

We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. 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.

SR 99 is the transportation backbone of Tulare County and the San Joaquin Valley and is a critical north-south goods movement artery for the State. It is because of the need for freight mobility and safety for Tulare County, the San Joaquin Valley and the State as a whole that continued investment in projects like these are critical.

Moreover, the San Joaquin Valley is working with the Caltrans to develop a new multimodal corridor plan which will enhance and add to the already significant work being done to create sustainable communities, build affordable housing, and increase multimodal opportunities. A completed SR 99 is a vital part of the global strategy for the region.

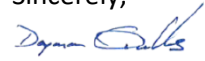


909 W. Visalia Road Farmersville, Ca. 93223 – P (559) 747-0458

Strong Roots...Growing Possibilities

For these reasons, the City of Farmersville supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daymon Qualls", is positioned above the printed name.

Daymon Qualls
City Manager

Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

From: [Sandy Eckel](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program
Date: Tuesday, June 24, 2025 8:21:28 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 71 Gap Closure Project – Phase 2 in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a resident of Los Angeles County and a faculty member at the University of Southern California who studies the health effects of air pollution and climate change related hazards.

I am concerned that the State Route 71 Gap Closure Project – Phase 2 will negatively impact our community by increasing the burdens of the freight system on us and our neighbors. Our community experiences a significant amount of diesel truck traffic that pollutes our air and impacts our health, while many of our roads, highways, and freight rail corridors create barriers for families walking, biking, and taking transit.

I strongly support improving the movement of goods throughout California, but I am concerned that the State Route 71 Gap Closure Project – Phase 2 will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

I oppose this project due to the significant adverse climate and housing impacts this project will have on the nearby residents. The city of Pomona and the surrounding areas are already classified as disadvantaged communities under the CalEnviroScreen and should not face undue economic and public health burdens. The Southern California region is already required by law to reduce its GHG emissions by 19% by 2035. This project undermines our region’s efforts to address climate change by significantly increasing local emissions due to increased traffic.

For these reasons, I respectfully request that you do not fund the State Route 71 Gap Closure Project – Phase 2 at the June 26th CTC Hearing. Instead, I ask that you prioritize projects that will substantially reduce pollution from the freight sector and that directly benefit those most

impacted by the freight system. **In particular, I urge you to fund more projects that build zero-emission infrastructure, promote public transit, and create safer biking and walking options.**

Sincerely,

Sandy Eckel

From: ["Christopher Roberts"](#)
To: California.Transportation.Commission@CATC
Subject: Vote No on wasteful misguided highway projects!
Date: Tuesday, June 24, 2025 9:58:16 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear California Transportation Committee,

As someone who cares deeply about the impact of highway expansion projects on climate change and our quality of life, I want to voice my opposition to six highway projects being considered for funding from the Trade Corridor Enhancement Program by the California Transportation Commission this week. Those projects are:

Solano/Sonoma Counties - SR 37 Sears Point to Mare Island Widening Project
Tulare County - Tulare Six-lane and Paige Ave SR 99 Interchange Project
Los Angeles County - SR 71 Gap Closure Widening Project
Stanislaus County - SR 132 West Phase 3A New Expressway Project
Contra Costa County - I-680/SR-4 Interchange Expansion
City of Moreno Valley - SR-60/World Logistics Center Parkway Interchange Expansion

These projects will not sustainably improve freight movement because they will exacerbate long-term traffic congestion and lock Californians into expensive driving commutes. At a time when state resources are being cut for public transit and when investment is needed in rapid electrification of diesel-spewing trucks that move our goods, we urge you to invest our limited transportation dollars in real solutions.

Again, please vote NO on these wasteful projects.

Sincerely,

Chris

Chris Roberts (he/him)
[Transportation Team](#) co-lead



From: [Kristian Wittstock](#)
To: California.Transportation.Commission@CATC
Subject: Rethink highway widening
Date: Tuesday, June 24, 2025 10:29:34 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Members of the Commission,

I am only a humble citizen, but I can see the damage done by highway widening projects this state is currently undergoing and planning in the future. This morning in the San Francisco Chronicle, there is an opinion piece about the costs and damages of highway widening in our state. The notion that people want or need these projects, in the year 2025, is crazy to me. This commission should think very hard about the damages they are going to be doing to our state, not to mention our endangered species in Solano and Marin county with the building of an “interim” lane expansion on Highway 37.

I plead you all to see reason, not advance these highway widening projects, and instead allocate these billions of dollars to be used on transit and repairing our current roads and highways. Use the money to electrify our railroads, expand transit opportunities, bridge fiscal gaps, and improve our current road infrastructure.

Thank you for your time and consideration.

Sincerely,

Kristian Wittstock