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California State Senate

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June 11, 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:

As the Senator who represents California State Senate District 16, I strongly support 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 Multimodal Interchange project.

I represent the counties of Fresno, Tulare, Kern and Kings in California’s Central Valley. Much of the populace I serve lives far below the federal poverty level. According to recent analysis of National Highway Safety Data, SR 99 in the Central Valley is the deadliest major highway in the country. The 425-mile stretch that runs from Sacramento to Bakersfield averaged 89 fatal accidents annually over the past five years (Bakersfield Californian, June 14, 2024).

Congestion is markedly worse along choke points located between Tulare and Kern counties. By widening these choke points, congestion and air quality impacts can be reduced and safety improved.

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.

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.

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 that 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, I support the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Multimodal Interchange project.

Should you have any questions or concerns, please do not hesitate to reach out to my Chief of Staff, Aaron Brieno at (916) 651-4016 or Aaron.Brieno@sen.ca.gov . Thank you again for your time and consideration of this important matter.

Sincerely,



Melissa Hurtado
California State Senator, 16th District

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

From: [Alberto Ramos](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: State Route 99 Widening Support
Date: Thursday, June 12, 2025 2:52:52 PM
Attachments: [image001.png](#)
[image002.png](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

June 12, 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,

I am writing to express our support for the California Transportation Commission (CTC) staff recommendations regarding the allocation of \$62.7 million in 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 funding will complete the necessary financial support for the construction phase, scheduled to commence in Fiscal Year 2026/2027. The California Department of Transportation (Caltrans) and the Tulare County Association of Governments (TCAG) have already secured \$98 million in federal Infrastructure for Rebuilding America (INFRA) funding, and the recommended TCEP funds will be complemented by \$11.3 million from TCAG's regional sales tax measure, Measure R.

We support investments in projects along SR 99 that aim to address existing gaps and establish a continuous three-lane corridor. These projects will enhance safety, improve the efficiency of goods movement—including critical agricultural products—reduce environmental impacts, and promote multimodal travel options such as intercity rail, transit, and pedestrian and bicycle mobility.

SR 99 serves as the transportation backbone of Tulare County and the San Joaquin Valley, functioning as a vital north-south corridor for freight movement within the state. Continued investment in projects like this is essential to support freight mobility, safety, and economic growth for Tulare County, the San Joaquin Valley, and California as a whole.

Additionally, the San Joaquin Valley is collaborating with Caltrans to develop a comprehensive multimodal corridor plan. This initiative will build upon existing efforts to foster sustainable communities, expand affordable housing, and enhance multimodal transportation opportunities. A fully developed SR 99 corridor remains a critical component of the region's broader strategic

objectives.

For these reasons, CASA of Tulare County hereby supports the approval of TCEP funding for the Tulare Six-Lane and Paige Avenue Interchange project.

Sincerely,

Alberto Ramos
Executive Director
CASA of Tulare County
[1146 N Chinowth St.](mailto:alberto@casatulareco.org)
[Visalia, CA, 93291](mailto:alberto@casatulareco.org)
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Cc: Honorable Commissioners, California Transportation Commission
Tanisha Taylor, Executive Director, California Transportation Commission

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June 15, 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.

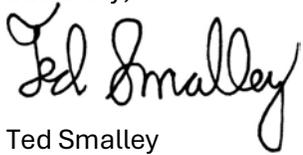
We support the proposed investments in projects on SR 99 which will help close the existing gaps and create a seamless corridor to three lanes throughout. In doing so, this and other projects will address significant safety issues, increase the efficiency and effectiveness of the movement of goods throughout 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, TCAG supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project. If you have any questions, please contact myself at (559)623-0450 or tsmalley@tularecag.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Ted Smalley". The signature is written in a cursive style with a large, looping "T" and "S".

Ted Smalley
Executive Director, TCAG

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

From: [Emma De La Rosa](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC); [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Cc: [Rubin, Carter](#); [Jeanie Ward-Waller](#)
Subject: SR 99 / Paige Ave project
Date: Monday, June 16, 2025 6:48:29 AM
Attachments: [CTC Paige Ave Interchange Project Comment Letter \(1\) \(1\).pdf](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Commissioners,

I'm writing to share our concerns about the SR 99 / Paige Ave project that is recommended for TCEP funding. Our members in the Tulare area breathe some of the nation's worst air, and this project will put more trucks in our neighborhoods, encourage more warehouse development next to homes, and fail to address the persistent mobility challenges in the community. The project contradicts the state climate goals by increasing emissions, and the CTC's commitments to racial equity.

For these reasons, we ask you to reject the staff recommendation and not fund SR 99 / Paige until the project's proponents address these issues.

Please see our detailed comments attached.

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Respectfully,

Emma De La Rosa, MPP
Pronouns: She, Her, Hers, Ella
Land Use and Transportation Policy Manager
Leadership Counsel for Justice & Accountability
1522 18th Street, Suite 220
Bakersfield, CA 93301



[Click here to register!](#)



March 22nd, 2024

California Transportation Commission
Santa Clara County Government Center
Board of Supervisors Chambers
70 West Hedding Street
San Jose, CA 95110

Sent via Email

RE: Tab 84, Approval of Project for Future Consideration of Funding Resolution E-24-26

Dear Chair Guardino and Commissioners,

Leadership Counsel for Justice and Accountability (“LCJA”) and Matheny Tract Committee (“MT Committee”) write on behalf of the residents of Matheny Tract, an SB 535 disadvantaged community (“DAC”) located in Tulare County, to raise concerns about the [Tulare Six-Lane and Paige Avenue Interchange Improvement Project \(“Project”\)](#) approved by the Department California Department of Transportation (“Caltrans”) on December 29th, 2023.

We urge the California Transportation Commission (“CTC”) to reject Resolution E-24-26 and to deny the Project for future consideration of funding as the Project will impose significant environmental impacts and the Project’s Final Environmental Impact Report (“FEIR”) failed to adopt feasible, specific, and enforceable mitigation measures. The FEIR states the Project on p. vii “[w]ould cause disproportionately high and adverse effects on minority or low-income populations for cumulative air quality impact[s].” Approving funding for this Project would result in funding a project with significant, unavoidable, and unmitigated environmental impacts, while having specific air quality impacts on environmental justice communities. Approval of the Project clearly conflicts with Caltrans’ and the CTC’s equity and climate goals and thus cannot and should not be approved.¹

- I. CTC’s Approval of the Project Would Conflict with both CTC’s and Caltrans’ Racial Equity Commitments and their Duties Not to Discriminate but rather to Affirmatively Further Fair Housing.

¹ See generally, California Department of Transportation Equity Statement, <https://dot.ca.gov/about-caltrans/equity-statement>; California Transportation Commission Racial Equity Statement, <https://catc.ca.gov/about/racial-equity-statement>.

In a racial equity statement published in January 2021, the CTC recognizes that “Californians who live in historically underserved communities are more likely to be negatively impacted by increased exposure to air pollution and noise from cars, trucks, [etc.] ...”² Given this recognition, the CTC committed to “ensure equity, public health, and robust public engagement via our planning and programming guidelines” (CTC Equity Statement). In creating significant and unavoidable direct impacts on DACs, this Project directly contradicts commitments made by the CTC to ensure equity and public health. In addition, residents from Matheny Tract have repeatedly expressed and publicly commented on their concerns and position against the Project (FEIR, Appendix G, p.296).³ Thus, approval and implementation of the Project without incorporating resident feedback to address significant impacts counters the CTC’s commitment to “ensure equity, public health and ‘robust public engagement.’”

In addition, the Project is not in accordance with Caltrans’s Equity Statement.⁴ Caltrans committed to “chang[ing] how we plan, design, build and maintain our transportation investments to create a more resilient system that more equitably distributes the benefits and burdens to the current and future generations of Californians.”⁵ On the contrary, Caltrans proposed and approved a Project that will significantly impact environmental justice communities and increase emissions, contradicting state climate goals. (See FEIR the Build alternative “[w]ould cause disproportionately high and adverse effects on minority or low-income populations for cumulative air quality impact.” at p. viii.) Implementing the Project will continue historical patterns of transportation decision-making, design, and construction that disproportionately impact front-line and vulnerable communities.

Government Code section 8899.50 requires that all state agencies and departments affirmatively further fair housing by taking meaningful actions that overcome segregation patterns, foster communities free from barriers that restrict access to opportunity based on protected characteristics, and take no action materially inconsistent with that duty. As discussed, the Project will expand roadway capacity to facilitate industrial growth in the industrial area of the City of Tulare in the environmentally-burdened community of Matheny Tract, as well as several other identified environmental justice communities, which are predominantly communities of color and other protected classes. By allowing for the introduction of increased

² California Transportation Commission Racial Equity Statement, <https://catc.ca.gov/about/racial-equity-statement>.

³ Tulare Six-Lane and Paige Avenue Interchange Improvement Final Environmental Impact Report/Environmental Assessment and Section 4(f) Evaluation With Finding of No Significant Impact <https://dot.ca.gov/-/media/dot-media/district-6/documents/d6-environmental-docs/06-48950/fed/sr99-tlr-sx-ln-pge-avn-intrchn-g-imprvmt-f-0648950-1223-a11y.pdf>.

⁴ California Department of Transportation Equity Statement. Published December 10th, 2020. Accessed at <https://dot.ca.gov/-/media/dot-media/about-caltrans/documents/caltrans-equity-stmt-121020-final-a11y.pdf>.

⁵ California Department of Transportation Equity Statement, <https://dot.ca.gov/about-caltrans/equity-statement>.

volumes of truck traffic and thereby supporting the continued targeted development of industrial facilities in these communities – communities which have steadfastly and vocally opposed their further industrialization, CTC approval of the Project would contradict Caltrans’ and CTC’s statements of commitment to racial equity and result in a discriminatory impact on Matheny residents by further degrading environmental conditions in their neighborhood; increasing public health risks associated with industrial development and truck traffic, including but not limited to air pollution exposure; and adversely impacting residents’ use and enjoyment of their housing who experience air pollution, noise, vibration, light and glare, and other impacts in their homes. Moreover, approval would undermine the possibility of developing the land in the I Street Specific Plan area for uses that reduce disparities and create access to opportunities impacting Matheny Tract, including access to parks, green space, trails, grocery stores, retail, and quality affordable housing among other potential uses of the land.

Caltrans cannot and has not demonstrated that it has a legally sufficient justification for the Project under the Fair Employment and Housing Act (FEHA), including, among other reasons, because neither the City, County nor Caltrans has demonstrated that it is infeasible to pursue its industrial development goals on any other land in the City that is farther away and would have a less direct impact on highly-vulnerable lower-income communities of color. As a result, the CTC’s approval of the Project would likely violate sections 11135, 8899.50, and FEHA, as well as other civil rights and fair housing laws.

II. The Project will have Significant Impacts to Environmental Justice Communities.

Caltrans proposes to widen State Route 99 in the City of Tulare from just south of Avenue 200 Overcrossing to Prosperity Avenue Overcrossing (post miles 25.2-30.6). One lane would be built in each direction in the freeway median to create a six-lane freeway. The existing interchange at Paige Avenue would be reconfigured. One of the primary purposes of this Project is to “improve access to local trucking-related facilities and the neighboring industrial area” and improve freight movement. (FEIR p.5). Caltrans’ purpose for this Project is directly contrary to the desires of Matheny Tract residents, who have advocated for the City and other government agencies to address poor health and community conditions caused by the proliferation of industrial development and the lack of investment and consideration of their needs.

According to CalEnviroScreen 4.0,⁶ Matheny residents experience pollution burdens greater than 94% of all census tracts in the state; Matheny Tract ranks in the 85th percentile for ozone, 95th percentile for particulate matter 2.5, and in the 80th percentile for pesticide

⁶ CalEnviroScreen 4.0 available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40> (Census Tract 6107002400).

exposure. Residents experience health disparities caused by exposure to these pollutants, such as asthma, allergies, nose bleeds, headaches, and respiratory issues. In fact, the community ranks in the 75th percentile for asthma and higher than the 70th percentile for low birth weight. Given current community conditions, residents are concerned about the increase in pollution from heavy truck traffic going to and from the existing industrial sites and future industrial development that will be facilitated by this Project, in addition to the toll that heavy truck traffic has on roads and the health and safety of their community. Furthermore, as conditions in the community deteriorate due to induced industrial development, residents are increasingly concerned about experiencing displacement.

The CTC should deny funding to the Project because it will significantly impact environmental justice (“EJ”) communities surrounding the Project location, including Matheny Tract, which “collectively contain[s] a population of 14,777 residents.”⁷ According to the Project’s FEIR prepared by Caltrans, the Project will increase vehicle miles traveled (“VMTs”) and greenhouse gas emissions (“GHGs”), resulting in cumulative air quality impacts on environmental justice communities. Specifically, the Project will increase vehicle miles traveled up to 19,759,200 (excluding large trucks) (FEIR p.vii). The FEIR further recognizes that the Project aims to facilitate freight movement and ultimately accelerate industrial growth surrounding Matheny Tract. Moreover, the FEIR acknowledges that the Project and future land use development will expose communities to substantial particulate matter without fully mitigating its impacts. The MT Committee has continuously advocated against the heavy industrial zoning surrounding their community implemented by the City of Tulare. Therefore, the MT Committee is against the Project as designed to spur and facilitate further industrial development in the area.

The CTC plans to fund this project through the Trade Corridor Enhancement Program (“TCEP”). The statute that establishes the Trade Corridor Enhancement Program (“TCEP”) holds that:

“The commission shall evaluate the tidal potential economic and noneconomic benefits of the program of projects to California’s economy, environment, and public health. The evaluation shall specifically assess localized impacts in disadvantaged communities... The commission shall adopt guidelines, including a transparent process to evaluate projects and to allocate the funding... [that] places emphasis on projects that improve trade corridor mobility and safety *while* reducing emissions of diesel particulates,

⁷ 2023 Multimodal Project Discretionary Grant Program Proposal

greenhouse gases, and other pollutants and reducing other negative community impacts, especially in disadvantaged communities.”⁸

The FEIR recognizes the Project will lead to disproportionate impacts on DACs, like Matheny Tract, that are identified as significant and not fully mitigatable and, as such, will have cumulative impacts on air quality due to increased greenhouse gas emissions. In exacerbating existing air quality issues in surrounding DACs, this project directly contradicts Caltrans’ goal to “advance equity and livability in all communities,” with a particular focus on underserved communities. Furthermore, approving this Project for future consideration of funding for TCEP would be contrary to the CTC’s authority and responsibility to “specifically assess localized impacts on disadvantaged communities” and “place emphasis on projects that improve trade corridor mobility and safety while reducing emissions... and reducing other negative community impacts, especially in DACs.” (Trade Corridors Improvement Fund, Chapter 4.2 § 2192(e)(1), § 2192(f)(1)).

III. Failure to Provide Significant Public Participation

Caltrans and TCAG failed to conduct a transparent, meaningful and effective public participation process in decision making opportunities related to the Project, contrary to the Commission's Racial Equity Statement (California Transportation Commission Adoption of the 2022 Trade Corridor Enhancement Program Guidelines “TCEP Guidelines” at pg. 16). As a disadvantaged historically impacted and marginalized community, the leading agencies failed to consult with the community prior to, during, and after the environmental review process to ensure all impacts were properly assessed, a range of alternatives were provided, and strong mitigation measures were adopted. Leading agencies, including TCAG failed to conduct community engagement as instructed in the TCEP Guidelines (TCEP Guidelines pg. 18). TCAG’s TCEP application does not indicate how disadvantaged communities were engaged or how their feedback were incorporated into project scope. Most importantly, TCAG failed to engage with the community to avoid or minimize impacts in disadvantaged communities like Matheny Tract. In fact, TCAG’s evaluation of public health impacts as required by TCEP guidelines indicates, “...Environmental Justice communities are not disproportionately burdened by high and adverse effects and do share equitably in the benefits. (Senate Bill 1 – Trade Corridor Enhancement Program (TCEP) – 2022 Tulare Six-lane and Paige Avenue Interchange Improvement Project at pg. 34)”. It is extremely concerning that TCAG chose not to indicate the severity of public health impacts the community of Matheny Tract is currently facing and will face from the emissions that will result from the development of the Project and industrial

⁸ Trade Corridors Improvement Fund, Chapter 4.8 § 2192(e)(1), 2192(f)(1)
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2192

buildout accommodated by the Project. Omitting important data about Matheny Tract about health disparities and community’s feedback directly to TCAG and Caltrans about industrialization and impacts to their health is in complete contradiction to TCEP Guidelines and the Commission’s Racial Equity Statement.

Public participation is essential to the CEQA process and a core component of Caltrans’ duty to affirmatively further fair housing under state law and other applicable laws and agency guidance that apply to the review/approval of this Project. (Gov. Code § 8899.50(a)&(b); HCD’s AFFH Guidance, p. 21⁹; See also Title VI, Civil Rights Act of 1964; Executive Order 12898; Limited English Proficiency Executive Order 13166, (requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (“LEP”), and develop and implement a system to provide those services so LEP persons can have meaningful access to them); 40 C.F.R. § 1506.6; 40 C.F.R. § 93.105 (“Affected agencies making conformity determinations on transportation plans, programs, and projects shall establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans and TIPs, consistent with these requirements and those of 23 C.F.R. 450.316(a).”).

Caltrans failed to ensure that all relevant information about the Project and its environmental effects are made available to the public by failing to include adequate discussion of environmental justice, air quality, and other impacts in the FEIR. (See 42 U.S.C. § 4332(2)(C); 40 C.F.R. § 1500.1(a)). While we appreciate that Caltrans released a Spanish version of the FEIR, studies, data, and reports relied on and incorporated into the findings and conclusions of the FEIR were not made readily available to the public in either English or Spanish.

Caltrans conducted two workshops intended to solicit community engagement. Without properly informing the community, the first Project open house workshop on April 26, 2023, was held at the Agricultural Center. Caltrans failed to provide boards displaying vital information such as a description of VMTs, environmental studies, right of way, and project design in Spanish; all informational boards were solely in English. While Caltrans provided an interpreter, there was only one interpreter for all Spanish speakers. Given the open house format, one interpreter did not suffice to ensure folks received Spanish translations as they visited each board. After receiving feedback from community members, the second Project open house workshop on August 15, 2023, was more accessible to residents. Held in Palo Verde Elementary, the workshop included English and Spanish presentations. However, some residents– such as those from

⁹ HCD, AFFH Guidance, (April 2021 Update), available at https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf.

County Estates Manufactured Home Community who live within 500 ft of the Project—expressed a pressing need for Caltrans and the City to conduct more extensive outreach for workshop events for all impacted residents to have a significant opportunity to participate. Additionally, MTC expressed concerns about the workshop style since the segmented conversations made it difficult to hear the presentation. MTC also conveyed concerns about how Caltrans presented the project and its design as if it had already been approved rather than wanting to hear community feedback on impacts on future traffic, contamination, land use decisions, and mitigation measures.

Matheny Tract Committee also convened a community meeting in efforts to share concerns about project impacts and recommend mitigation measures to mitigate impacts from heavy truck traffic and industrialization induced by the Project. Although Caltrans, City of Tulare, County of Tulare, and Tulare County Association of Government staff were present at the meeting, Caltrans did not adopt all the necessary mitigation measures to ensure this Project does not further significantly deteriorate environmental conditions or implement measures to fully protect environmental justice communities.

IV. Highway Expansions are an Inefficient Solution to Highway Congestion.

The Climate Action Plan for Transportation Infrastructure (“CAPTI”) adopted by the California State Transportation Agency (“CalSTA”) on July 21, 2021, expresses the following approach to highway expansion projects:

“... Research over the past several decades has demonstrated that highway capacity expansion has not resulted in long-term congestion relief and in some cases has worsened congestion, particularly in urbanized areas... As a result, we cannot continue the same pattern of highway expansion investment in California and expect different results... That is why CAPTI includes the following guiding principle – Promoting projects that do not significantly increase passenger vehicle traffic...”¹⁰

Although this Project is located in a rural area, State Route 99 “carries a significant amount of freight-related activity as well as regional and interregional traffic” (2023 MPDG Proposal) and, as such, faces periodic congestion. Moreover, the SB 1 Trade Corridor Enhancement Program 2022 application of this project prepared by Caltrans and the Tulare County Association of Governments emphasizes that “the Annual Average Daily Traffic (“AADT”) for trucks is up to 28% within this corridor as compared with the State average of 9%

¹⁰ Final Adopted Climate Action Plan for Transportation Infrastructure
<https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf>

for truck AADT.”¹¹ However, as research has proven, highway expansion would not result in long-term congestion relief but rather incentivize increased traffic, consequently exacerbating VMT. Given the large DAC population surrounding the Project location, furthering this project without proper mitigation measures would formulate another example of a perpetuated disparate impact on underserved communities.

V. The Final FEIR Fails to Adopt Feasible, Specific, and Enforceable Mitigation Measures.

The FEIR includes minimal and weak mitigation measures. Additionally, it fails to consider a reasonable range of alternatives and implementation regulations, as required by the National Environmental Policy Act (“NEPA”) and the California Environmental Quality Act (“CEQA”). A range of alternatives and implementation regulations could address existing traffic safety impacts on local communities and deterioration of local roadways without expanding traffic flow and capacity that would otherwise cause air pollution and other adverse impacts or induce additional industrial buildout surrounding Matheny.

A. Noise

Construction for the Project is estimated to last three years and is expected to continue day and night. Overall, the Project would result in noise impacts requiring noise abatement consideration. While Caltrans found three sound walls to be reasonable and feasible, and the FEIR suggests Caltrans “intends to incorporate noise abatement in the form of the three barriers,” ultimately, “the final decision on noise abatement will be made upon completion of the project design” (FEIR p.190). The increased capacity as a result of this Project and increased warehouse and industrial development that occurs in response will exacerbate noise and ground-borne vibration, impacts of truck and car traffic, and warehouse construction and operation near Matheny tract. Given the area's significant existing noise and groundborne vibration, this Project's additional noise and vibration impacts will likely be substantial. (See CEQA Guidelines, § 15064(b); *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692, 718, 721 (1990). In declaring to wait for the completion of construction to make a final decision on noise abatement, Caltrans fails to implement enforceable mitigation measures that would avoid and reduce impacts on communities surrounding this Project.

B. Light/Glare Affects

¹¹ Senate Bill 1 - Trade Corridor Enhancement Program 2022, Tulare Six-Lane and Paige Avenue Interchange Improvement Project
<https://drive.google.com/file/d/1ECQqXSg-NGPTnq52nLSoGzKMctQ79JH/view?usp=sharing>

The FEIR concludes that “the Project will not create a new source of light or glare” and thus includes no mitigation measures. However, truck and car trips generated in Tulare due to this Project will create substantial light and glare impacts on local streets and homes at night. Light from vehicle traffic increases the amount of light impacting residences.¹² Light pollution causes adverse health impacts. For instance, an increased amount of light exposure at night lowers melatonin production, which results in sleep deprivation, fatigue, headaches, stress, anxiety, and other health problems.¹³ Evidence of the health effects of light pollution has convinced the American Medical Association to support efforts to control light pollution and conduct research on the potential risks of exposure to light from vehicles and other sources.¹⁴ Matheny residents have concerns that truck and car headlights that travel to and from recently developed and future warehouse distribution centers, induced by this Project, will reduce nighttime darkness on streets used by heavy vehicle traffic. Failure to recognize these impacts and consequently implement mitigation measures will result in significant and long-lasting harm to the large population of DACs adjacent to this Project.

C. Air Quality, GHG Emissions, and VMT

CEQA establishes vehicle miles traveled as the relevant focus for analyzing a project’s transportation impacts in general. (Pub. Res. Code § 21099(b); CEQA Guidelines § 15064.3(a)). Vehicle miles traveled refers to the amount and distance of automobile travel attributable to a project. (CEQA Guidelines § 15064.3(a)). The Caltrans Memorandum, “Caltrans Policy On Transportation Impact Analysis and CEQA Significance Determinations for Projects On the State Highway System” (“Caltrans Memo”), dated September 10, 2020, states that the “determination of significance of a VMT impact will require a supporting induced travel analysis for capacity-increasing transportation projects on the [state highway system].” p. 1.¹⁵ In excluding large trucks, the FEIR fails to provide a complete analysis in VMT on a corridor that currently carries upward of 28% of trucks. TCAG acknowledges the Project will result in significant impacts to VMT, while claiming mitigation measures would be incorporated “to *fully* mitigate vehicle miles traveled by providing funding to expand vanpool programs...and increase

¹² See, e.g., Unawareness in environmental protection: The case of light pollution from Traffic, Land Use Policy, Vol. 29(3) (July 2012), at p. 599, available at https://www.researchgate.net/publication/251543587_Unawareness_in_environmental_protection_The_case_of_light_pollution_from_traffic.

¹³ See, e.g., Missing the Dark: Health Effects of Light Pollution, Environmental Health Perspectives (Jan. 2009), pp. A20–A27.

¹⁴ See AMA Website, https://policysearch.ama-assn.org/policyfinder/detail/*?uri=%2FAMADoc%2FHOD.xml-0-303.xml.

¹⁵ The Caltrans Memorandum, Caltrans Policy On Transportation Impact Analysis and CEQA Significance Determinations for Projects On the State Highway System, dated September 10, 2020 is available at Caltrans website at <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-vmt-policy-memo-fnl-ally.pdf>.

frequency on three transit routes”. TCAG’s TCEP application is deceiving, given measures to mitigate the increase of VMT rely on only *five years* of funding to subsidize round trips for three bus routes and the Tulare County vanpool program. Not only do these mitigation measures fail to confront the major impacts of induced traffic surrounding existing DACs, like Matheny Tract, but funding is only expected to last five years, compared to a lifetime of health and safety impacts on residents.

Similarly, the FEIR relies on the Comprehensive Corridor Management Plan as mitigation for VMT impacts. It is unclear what this plan is and how it will be used to mitigate impacts. It is contradictory for Caltrans to commit resources for Highway 99 buildout and construction of freight lanes that will create approximately 20 million VMTs then retroactively try to reduce those same 20 million VMTs and manage the corridor. Claiming to mitigate VMTs with a hypothetical plan in its early stages, for that matter, is not consistent with the CEQA requirement for mitigation measures to provide “specific performance standards the mitigation will achieve.” (Guidelines § 15126.4(a)(1)(B)).

The Governor’s Office of Planning and Research (“OPR”) states that “[f]or any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the [CEQA] document.”¹⁶ A complete VMT analysis is necessary to reasonably estimate the Project’s greenhouse gas emissions, air pollution, noise, vibration, light pollution, housing impacts, and its impacts on human beings and public health. *Id.* Here, Caltrans has not evaluated the associated impacts that may be caused by expanding the capacity of the highway expansion, spurring industrialization, or alterations to the Paige Avenue interchange. As this Project would increase capacity by adding lanes, new overcrossing, and constructing new interchange configurations and dimensions to accommodate greater volumes of truck traffic and induce industrial development, Caltrans must incorporate those additional miles into the estimate. CEQA does not permit Caltrans to simply ignore a project’s potential to increase significant volumes of truck traffic and its associated impact, including but not limited to air quality and public health in nearby disadvantaged communities. As such, CEQA Guidelines Section 15064.3(b) and Caltrans policy require that the environmental review for this Project include an analysis of the Project’s induced travel impacts. None of the proposed VMT mitigation measures will address the increase in air quality impacts from particulates, ozone, or other additional air pollutants that will increase due to the project.

D. Complete Street Elements/Transportation

As an avoidance, minimization, and/or mitigation measure, the project will incorporate complete street elements to improve transportation within the surrounding community. These

¹⁶ OPR Technical Advisory: ON Evaluating Transportation Impacts in CEQA, at 16, https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.

elements include adding crosswalks, sidewalks, bicycle lanes, benches at bus stops, lighting where it is not present, etc. While the MT Committee supports these improvements, the FEIR does not follow CEQA guidelines to adopt feasible, specific, and enforceable mitigation measures. For instance, mitigation measures listed under Appendix D, Complete Street Elements, fail to identify where complete street elements and improvement or addition of bicycle lanes would be constructed. Outside of the pedestrian and bicycle improvements identified for Paige Ave. interchange, the FEIR is unclear if complete street improvements will be implemented within the DAC residential areas. The Project will not sufficiently address/mitigate the induced traffic and safety impacts, particularly from large freight trucks on local roads/streets coming into their communities as a result of this Project.

In relation to TCEP funding, it is important for the Commission to acknowledge transportation equity to materialize as far more than just pedestrian and bicycle shared paths on a short distance, for a project which will result in air quality and health impacts in environmental justice communities. TCAG claims transportation equity by proposing bicycle and pedestrian shared paths on Paige Ave. overcrossing. Such improvements, while helpful, are the bare minimum and do not fully address the extent to which local transportation infrastructure is needed, which will be exacerbated by the Project's induced truck traffic. According to TCAG's TCEP application, "Residents of Matheny will have walking and biking access to schools and parks with Paige Avenue proposed improvements"(Senate Bill 1 – Trade Corridor Enhancement Program (TCEP) – 2022 Tulare Six-lane and Paige Avenue Interchange Improvement Project at Pg. 32). TCAG claims to meet accessibility criteria under TCEP guidelines by falsely stating the Project will provide Matheny residents access to schools and parks. As stated, the only pedestrian and bicycle improvements proposed are those on the Paige Ave overcrossing, Laspina and Blackstone, roughly around half a mile away from the community of Matheny Tract.

Thus, DACs will continue to bear the negative impacts of this Project without the proper traffic and safety infrastructure to mitigate impacts, yet long waits to have such infrastructure invested/applied to their communities.

E. Vegetative Barriers/Green Space

To address this Project's visual impacts, the FEIR states that "replacement planting would occur at a minimum ratio of 1:1" (FEIR, p.285). This measure would maintain the status quo and ignore the additional deterioration of air quality and enhanced GHG emissions. Residents of Matheny Tract have advocated for adopting green spaces surrounding their community as a mitigation measure to reduce cumulative air quality impacts. Caltrans has continuously and deliberately chosen to refuse the implementation of mitigation measures, such as applying a 5:1 replacement ratio, that would tackle various implications of this Project.

VI. Conclusion

We urge the CTC to deny Resolution E-24-26 to reject the Project for future funding consideration. As discussed, the Project will significantly impact environmental justice communities due to an increase in VMTs and GHGs. Moreover, as a Project with the sole purpose of accommodating industrial development and freight, it is essential to acknowledge and mitigate the induced industrial development and the cumulative air quality impacts from the transportation and land use projects on communities like Matheny Tract. In addition, the Project does not meet TCEP guidelines, for which the Commission has authority. Caltrans has determined the benefit of the project far outweighs the effects on environmental justice communities; however, communities disagree as they continue to bear the brunt of pollution exposure, disinvestment, and neglect from State agencies like Caltrans, the City of Tulare, and Tulare County. Thank you for considering our comments. We hope the CTC will uphold its commitment to racial equity and deny Resolution E-24-26.

Sincerely,

/s/

Ashley Vega,

Tulare County Policy Advocate

Leadership Counsel for Justice and Accountability

/s/

Reina Rodriguez, Matheny Tract Resident

/s/

Daniel Rodriguez, Matheny Tract Resident

/s/

Clarence Ogans, Matheny Tract Resident

/s/

Rosemary Wade, Matheny Tract Resident

/s/

Adolfo Contreras, Matheny Tract Resident

/s/

Hugo Trujillo, Matheny Tract Resident

/s/

Salvador Torres, Matheny Tract Resident

/s/

Hugo Sanchez, Matheny Tract Resident

/s/

Emma De La Torre, Matheny Tract Resident

/s/

Irene Paredes, Matheny Tract Resident

/s/

Javier Estrada, Matheny Tract Resident

/s/

Alfredo Auelar, Matheny Tract Resident

/s/

Hugo Rodriguez, Matheny Tract Resident

/s/

Dania, Matheny Tract Resident

/s/

Adela, Matheny Tract Resident

/s/

Mireya, Matheny Tract Resident

/s/

Juanpablo Barba, Matheny Tract Resident

/s/

Yesenia Yanez, Matheny Tract Resident



June 16, 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 is 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 Human Bean – Central California, supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

Pat + Vikki Mitchell

Pat and Vikki Mitchell
Owners

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

PO BOX 1330, TEMPLETON, CA 93465

ATASCADERO • CLOVIS • MORRO BAY • PORTERVILLE • TEMPLETON • TULARE • VISALIA

From: [Narayan Gopinathan](mailto:Narayan.Gopinathan@CATC)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 2:44:58 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

Dear CTC,

I encourage you to avoid spending money on Highway 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. Highway 37 should be abandoned, as it is not worth the money it would take to raise it.

Especially at a time when Bay Area transit is struggling for funding, and the climate crisis is accelerating, putting even one dollar into the 37 would be a waste. A better solution for this corridor would be public transit solutions that are resilient to sea level rise, such as an electric ferry from Vallejo to San Rafael.

There are many good TCEP applications this cycle that would advance transportation 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.

Adding lanes doesn't solve the problem of congestion — it only leads to more VMT, more pollution, and more GHG emissions. For that reason, 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,
Narayan Gopinathan
12869 Baywind Pt
San Diego, CA 92130

From: [Gabe Goffman](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 2:47:58 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

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,
Gabe Goffman
273 Frederick
San Francisco, CA 94117

From: [Mary Wilson](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 2:43:59 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

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,
Mary Wilson
601 Minnesota St
San Francisco, CA 94107

From: [Jacob Wasserman](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 2:50:56 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

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,
Jacob Wasserman
1027 11th Street, Apartment C
Santa Monica, CA 90403

From: [Davina Srioudom](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 4:35:07 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

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,
Davina Srioudom
1359B GUERRERO ST
SAN FRANCISCO, CA 94110

From: [Sophia DeWitt](#)
To: California.Transportation.Commission@CATC
Subject: Say NO to the State Route 37 Widening
Date: Monday, June 16, 2025 4:47:08 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear,

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,
Sophia DeWitt
538 9th Street, Suite 200
Oakland, CA 94607



350 Sacramento
P.O. Box 161677, Sacramento, CA 95816
info@350sacramento.org
916-209-0478

Tanisha Taylor
Executive Director
California Transportation Commission

RE: OPPOSE Grant Line Road Safety and Freight Mobility Project in Trade Corridor Enhancement Program

Dear Ms. Taylor:

On behalf of 350 Sacramento, I am writing to express our opposition to the inclusion of the Grant Line Road Safety and Freight Mobility Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

350 Sacramento is a grassroots climate justice organization serving the Greater Sacramento region. Through advocacy, education, and the power of community, 350 Sacramento pursues active solutions and policies that support a future where all people are free to breathe fresh air, access clean energy, and live in a safe, healthy environment.

The Grant Line Road Safety and Freight Mobility Project 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.

While we strongly support improving the movement of goods throughout California, we are concerned that the Grant Line Road Safety and Freight Mobility Project will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

Therefore, we respectfully request that you do not fund the Grant Line Road Safety and Freight Mobility Project in your recommendation to the Transportation Commission, and instead, please prioritize projects that will eliminate pollution from the freight sector and that directly benefit those most impacted by the freight system. In particular, we urge you to instead fund projects that build zero-emission infrastructure and promote safer biking and walking options.

Sincerely,

A handwritten signature in black ink that reads 'Patricia Moore'.

Patricia Moore, Executive Director
350 Sacramento



June 9, 2025

Honorable Commissioners
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 Honorable Commissioners,

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 City of Porterville supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,



Greg Meister
Mayor, City of Porterville

Cc: Tanisha Taylor, Executive Director, California Transportation Commission
Darnell Grisby, Chair, California Transportation Commission



June 9, 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:

The Tulare Chamber of Commerce, with 668 members representing more than 12,000 associates, is writing to express strong 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 is scheduled to 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 California (including vital agricultural products), and reduce negative air quality and other environmental impacts. In addition, this project increases multimodal travel, including the support of 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 of California. 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 is critical.

Moreover, the San Joaquin Valley is working with 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.



Page 2 – June 9, 2025

The Honorable Darnell Grisby, Chair, California Transportation Commission

Finally, we would like to add that, as a popular tourist destination, California welcomes millions annually to the three national parks located in the San Joaquin Valley. Offering the safest travel routes for our visitors increases the attractiveness of these amenities which create a substantial economic impact, sustain jobs across hospitality and other industries, and contribute significantly to sales tax revenue.

For the many reasons noted, the Tulare Chamber of Commerce supports the approval of TCEP funding for the Tulare Six-Lane and Paige Ave Interchange project.

Sincerely,

A handwritten signature in black ink, appearing to read "Donnette Silva Carter".

Donnette Silva Carter, IOM
Chief Executive Officer

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



SCTCA
Sonoma County
Transportation and Climate
Authorities

June 17, 2025

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

**Re: Letter of Support for CTC Staff Recommendations for Trade Corridor Enhancement Program (TCEP)
Funding: State Route 37 Sears Point to Mare Island Improvement Project – Phase 2**

Dear Chair Grisby,

On behalf of the Sonoma County Transportation and Climate Authorities (SCTCA), I am writing to convey my support for the approval of the California Transportation Commission (CTC) staff recommendations for \$73 million of Trade Corridor Enhancement Program (TCEP) funding for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2. This critical project crosses Sonoma, Napa, and Solano Counties and we value our partnership with the Metropolitan Transportation Commission (MTC) and California Department of Transportation (Caltrans) as we deliver this transformative project for our region.

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. What’s more, climate-change-fueled storms periodically flood the route, and by 2050 it is projected to be permanently inundated by sea level rise.

The Resilient SR 37- Sears Point to Mare Island Improvement Project will support near-term operations and time-sensitive ecological enhancements, reduce congestion and greenhouse gas emissions, build time-sensitive ecological enhancements, and implement means-based tolling which will generate revenue to provide local funding for the long-term resilience projects. The proposed TCEP funding for Phase 2 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.**

Notably, the importance of the Resilient 37 Program's near and long-term improvements, including this Project, have 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](#). 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 proposed TCEP funding will help facilitate this innovative partnership and the vision of delivering multi-benefit resilience projects throughout California and the nation.

The Resilient SR 37 Program and this Project aligns with California's Climate Action Plan for Transportation Infrastructure, which details how California will invest transportation funding in combating and adapting to climate change, while supporting public health, safety, and equity. We support and respectfully ask for your favorable consideration of this critical regional project.

Sincerely,



James R. Cameron, Executive Director
SCTCA

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



June 18, 2025

Chair Grisby
California Transportation Commission
1120 N. Street, MS-52
Sacramento, CA 95814

**RE: Support for the Adoption of the State Route 156 / Castroville Boulevard, SB1-Cycle 4
Agenda Tabs 21 and 22**

Dear Chair Grisby & CTC Commissioners:

The Association of Monterey Bay Area Governments is pleased to share our strong support for the State Route 156 / Castroville Boulevard Interchange Project and we urge you to adopt the staff recommendation for Senate Bill 1 Cycle 4 funding for this important project.

This project aims to deliver essential safety benefits, enhance traffic flow, and reduce emissions in a rural, underserved community. State Route 156 serves as the main access route for both residents and visitors to the Monterey Peninsula. The project includes converting the current at-grade signalized intersection into a new grade-separated interchange, building roundabouts at ramp intersections, and adding sidewalks, bicycle lanes, and a shared use path that connects to the existing bicycle/pedestrian bridge over the Union Pacific Railroad. These improvements will facilitate efficient goods movement through the interchange, supporting the \$2 billion annual revenue generated by Monterey County's agricultural industry. Additionally, the project will improve safety for vehicles and trucks on SR 156 and nearby intersections, and provide safe, connected facilities for bicyclists and pedestrians. It will also enhance non-motorized access to North County Monterey County High School, the Moro Coho low income housing community, and planned affordable housing developments along Castroville Boulevard.

AMBAG strongly supports the State Route 156 / Castroville Boulevard Interchange project and thanks the CTC for its consideration in funding this project.

Sincerely,

Maura F. Twomey
Executive Director

cc. Todd Muck, Executive Director, TAMC



June 18, 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:

I am writing on behalf of the Napa Valley Transportation Authority to convey my support for Metropolitan Transportation Commission (MTC) and California Department of Transportation (Caltrans) recommended Trade Corridor Enhancement Program (TCEP) award of \$73 million for the State Route (SR) 37 Sears Point to Mare Island Improvement Project (Project), Phase 2 – that traverses Marin, Sonoma, Napa, and Solano Counties in the North Bay Area. The project is intended as an initial and necessary phase that will ultimately result in addressing sea-level rise in the corridor which involves the development of multiple modes and protecting and preserving the many sensitive species along the corridor.

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 and critical emergency evacuation route for North Bay residents and workers. The highway 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 more affordable areas in 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 appreciate the effort and approach that CTC staff have put into assessing the many projects seeking funding in the TCEP program, and the merits of this project warrants their recommendation and the Commission's approval.

Sincerely,



Kate Miller
Executive Director

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

From: [Judy Borcz](#)
To: Remedios.Douglas@CATC
Subject: OPPOSE funding State Route 132 West Phase 3A Project in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 11:48:01 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

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

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 132 West Phase 3A Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a member of the **Redwood City** community, and am concerned that the State Route 132 West Phase 3A Project will negatively impact the air quality of the state. Our state Scoping Plan requires that we reduce vehicles miles traveled, and projects such as this are in opposition to these goals. We must reduce GHG emissions significantly if we are to combat climate change, which is already resulting in the increased frequency and more incendiary effects of wildfires in the state. Too many of our communities experience 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 132 West Phase 3A Project 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 132 West Phase 3A Project 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, California

From: [Danett](#)
To: Remedios.Douglas@CATC
Subject: RE: OPPOSE funding State Route 132 West Phase 3A Project in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 11:38:14 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

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

Dear Chair Grisby and Members of the California Transportation Commission,

I am writing to express my opposition to the inclusion of the State Route 132 West Phase 3A Project in the "program of projects" for the 2025 cycle of the Trade Corridor Enhancement Program.

I am concerned that the State Route 132 West Phase 3A Project 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 132 West Phase 3A Project 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 132 West Phase 3A Project 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,

Danett Abbott-Wicker

"The capitalist class will literally burn the world before giving up their profit schemes. We, the working-class masses, are the only thing that can stop them."

I live on lands stolen from the Kizh and Tongva people. I support the work of LandBack and others to return occupied lands to their Indigenous caretakers.

From: [AJ](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: RE: OPPOSE funding State Route 37 Sears Point to Mare Island Improvement Project in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 2:20:43 PM

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 37 Sears Point to Mare Island Improvement Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program, out of concerns that the State Route 37 Sears Point to Mare Island Improvement Project will increase the burdens of the freight system on and therefore negatively impact coastal California. Urban zones in the Bay Area already experience 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 37 Sears Point to Mare Island Improvement Project will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians.

I am concerned that this project will significantly worsen local air quality. In particular, this project is shown to increase emissions that lead to the creation of ground-level ozone, prolonged exposure to this which can result in permanent scarring of the lung tissue and the development of asthma, lung disease, and heart disease. The State Route 37 Expansion project will moreover increase particulate matter pollution, which increases the chances of developing chronic obstructive pulmonary disease (COPD), stroke, asthma, heart and lung disease, lung cancer, and can even result in premature death for the elderly or those already struggling with respiratory or cardiovascular health issues.

I also oppose this project due to the significant adverse impact this project will have on climate change and California’s efforts to stop it. California is already starting to see the impacts of climate change through the increased rate and frequency of wildfires, which contribute to California’s worsening air quality and the loss of housing.

If nothing is done to address this crisis, our state will face sea level rise, rising temperatures, and increased natural disasters, exposing my community to additional risk. In fact, Californians are already feeling the impacts of climate change, with almost 500 people dead and over 5,000 hospitalizations from extreme heat events recorded in the last 12 years. Sea level rise is especially of concern to this project as it will be built over a tidal salt marsh, which is at risk of flooding. Caltrans’s own analysis predicts that SR 37 will be completely flooded by 2050, making this project a terrible investment for our state to make.

While project supporters claim that this project will help reduce congestion along the SR 37, this project will actually accomplish the opposite in the long term, as the additional lane would incentivize more people to drive. Studies show that any additional lanes lead to increased traffic, even if they are tolled lanes. The Bay Area Region is already required by law to reduce its GHG emissions by 19% by 2035, and this project undermines our region’s efforts to address climate change by significantly increasing local emissions due to increased traffic.

As for me, I currently live within walking distance of a Bay Area shoreline in a neighborhood largely populated by elderly and often disabled or chronically ill people. If sea level rise continues unabated at its current pace, I fear that my older neighbors and I will eventually lose our homes to the encroaching bay waters and possibly even be killed by floods if we cannot escape in time. We only have two more years at best to meet the Paris Agreement limit for global average temperatures; we will exceed that limit permanently if we widen our highways so people will continue driving and inundating our atmosphere with glacier-melting hydrocarbons.

For these reasons, I respectfully request that you do not fund the State Route 37 Sears Point to Mare Island Improvement Project 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,

AJ cho

Sent via [Wildhero](#) - email that plants trees.

From: [Michael McCarthy](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Cc: [Sofia Rafikova](#)
Subject: RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 1:28:01 PM

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 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 Riverside, and the SR 71 Gap Closure Project – Phase 2 will negatively impact my community by inducing more freight activity in the Inland Empire. I actively track warehouse projects and am the creator of the WarehouseCITY cumulative impact planning tool. This part of the SR-71 is NOT part of the National Highway Freight Network. It is expanding the ‘Critical Urban Freight Corridor’ network in the Southern California planning region. Widening roads for freight induces warehouse growth further from the ports and increases climate and air pollution by increasing truck trip lengths and shifting freight modes from rail to trucks.

The Inland Empire already experiences heavy-duty truck rates double that of LA and Orange County (6% vs 13%). Goods movement pollutes our air and harms our climate, while truck routes, highways, and freight rail corridors take priority and funding away from active and passenger transportation. Goods movement is responsible for over half of ozone air pollution in Southern California and with the recent attacks on electrification waivers by the Federal administration, there is an increasingly uncertain path to cleaner air through electrification (or even hydrogen) trucks. Reducing the growth rate of truck trips and logistics sprawl is imperative to protect the quality of life of my region. This project increases negative externalities of goods movement (truck VMT, logistics sprawl) with no corresponding benefits for cleaner air or improved climate efficiency by encouraging industrial infill closer to the ports and intermodal rail terminals.

Please do not fund the State Route 71 Gap Closure Project. Instead, prioritize projects that reduce pollution from the freight sector, shift freight to cleaner modes (such as electric rail) and prioritize industrial infill infrastructure that reduces trip lengths from the ports to the warehouses. Road widening projects continue to subsidize shifting freight modes to trucks and away from rail and industrial infill. That harms our inland communities where warehouse growth is out of control.

Sincerely,

Mike McCarthy

92508

From: [AJ](#)
To: Remedios.Douglas@CATC
Subject: RE: OPPOSE funding State Route 132 West Phase 3A Project in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 2:11:29 PM

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 132 West Phase 3A Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program, out of concern that the State Route 132 West Phase 3A Project will increase the burdens of the freight system on and therefore negatively impact Central Californian communities. People living in Central California already experience a significant amount of diesel truck traffic that pollutes our state's air and impacts our collective health, while many 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 132 West Phase 3A Project will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians. This project will likely significantly worsen local air quality; in particular, this project is shown to increase emissions that lead to the creation of ground-level ozone. Prolonged exposure to this pollutant can result in permanent scarring of the lung tissue and the development of asthma, lung disease, and heart disease. The State Route 132 project will increase particulate matter pollution, which increases the chances of developing chronic obstructive pulmonary disease (COPD), stroke, asthma, heart and lung disease, lung cancer, and can even result in premature death for the elderly or those already struggling with respiratory or cardiovascular health issues.

I also oppose this project due to the significant adverse impact this project will have on climate change and California’s efforts to stop it, as project proponents admit this project will result in an increase of GHG emissions in the long term. California is already starting to see the impacts of climate change through the increased rate and frequency of wildfires, which contribute to California’s worsening air quality and the loss of housing.

If nothing is done to address this crisis, our state will face sea level rise, rising temperatures, and increased natural disasters, exposing my community to additional risk. In fact, Californians are already feeling the impacts of climate change, with almost 500 people dead and over 5,000 hospitalizations from extreme heat events recorded in the last 12 years. The Stanislaus County region is already required by law to reduce its GHG emissions by 16% by 2035, and this project undermines the region’s efforts to address climate change by significantly increasing local emissions due to increased traffic.

Additionally, this bypass is being proposed because the current corridor passes through residential, commercial, and agricultural areas, which have lower speeds than traditional highways. As a result, building this bypass will economically impact the region as traffic is directed away from local businesses, resulting in the loss of revenue. At the same time, the region will continue experiencing higher pollution and noise levels as the traffic is not redirected too far from its original location.

For these reasons, I respectfully request that you do not fund the State Route 132 West Phase

3A Project 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,

AJ cho

Sent via [Wildhero](#) - email that plants trees.

From: [JonR Johnston](#)
To: Remedios.Douglas@CATC
Subject: State Route 37 Sears Point to Mare Island Improvement Project
Date: Thursday, June 19, 2025 1:18:25 PM

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 37 Sears Point to Mare Island Improvement Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a member of the Bay Area community, and I am concerned that the State Route 37 Sears Point to Mare Island Improvement Project 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 oppose this project due to the significant adverse impact this project will have on climate change and California’s efforts to stop it.
- California is already starting to see the impacts of climate change through the increased rate and frequency of wildfires, which contribute to California’s worsening air quality and the loss of housing.
- If nothing is done to address this crisis, our state will face sea level rise, rising temperatures, and increased natural disasters, exposing my community to additional risk. In fact, Californians are already feeling the impacts of climate change, with almost 500 people dead and over 5,000 hospitalizations from extreme heat events recorded in the last 12 years.
- Sea level rise is especially of concern to this project as it will be built over a tidal salt marsh, which is at risk of flooding. Caltrans’s own analysis predicts that SR 37 will be completely flooded by 2050, making this project a terrible investment for our state to make.
- While project supporters claim that this project will help reduce congestion along the SR 37, this project will actually accomplish the opposite in the long term, as the additional lane would incentivize more people to drive. Studies show that any additional lanes lead to increased traffic, even if they are tolled lanes.
- The Bay Area 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 37 Sears Point to Mare Island Improvement Project 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,

Jon Johnston

From: [Carol Schaffer](#)
To: Remedios.Douglas@CATC
Subject: tcep
Date: Thursday, June 19, 2025 1:34:47 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 37 Sears Point to Mare Island Improvement Project 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 37 Sears Point to Mare Island Improvement Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I am a member of the Bay Area community, and I am concerned that the State Route 37 Sears Point to Mare Island Improvement Project 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. Additionally, Caltrans’ analysis shows that this road will be flooded by 2050 due to sea level rise.

I strongly support improving the movement of goods throughout California, but I am concerned that the State Route 37 Sears Point to Mare Island Improvement Project 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 37 Sears Point to Mare Island Improvement Project 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,

Carol Schaffer

From: [Amir Baum](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: 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
Date: Thursday, June 19, 2025 2:33:37 PM

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 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.

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.

The SR 71 project will significantly widen the road, which will result in the displacement of nearby households. With our state already facing a housing crisis and highway expansion projects displacing hundreds of residents and small businesses, this project will further exacerbate this crisis.

Additionally, California is already starting to see the impacts of climate change through the increased rate and frequency of wildfires, which also contribute to California’s worsening air quality and the loss of housing.

If nothing is done to address this crisis, our state will face sea level rise, rising temperatures, and increased natural disasters, exposing my community to additional risk. In fact, Californians are already feeling the impacts of climate change, with almost 500 people dead and over 5,000 hospitalizations from extreme heat events recorded in the last 12 years.

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.

Sincerely,

Amir Baum

From: [Ben Keller](#)
To: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
Subject: RE: OPPOSE funding State Route 37 Sears Point to Mare Island Improvement Project in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 3:07:00 PM

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 37 Sears Point to Mare Island Improvement Project in the “program of projects” for the 2025 cycle of the Trade Corridor Enhancement Program.

I live in the Bay Area, and I am concerned that the State Route 37 Sears Point to Mare Island Improvement Project 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 37 Sears Point to Mare Island Improvement Project will exacerbate these issues rather than advancing a cleaner and safer environment for all Californians. While project supporters claim that this project will help reduce congestion along the SR 37, this project will actually accomplish the opposite in the long term, as the additional lane would incentivize more people to drive. Studies show that any additional lanes lead to increased traffic, even if they are tolled lanes. The Bay Area 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 37 Sears Point to Mare Island Improvement Project 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,

Ben Keller

From: [AJ](#)
To: Remedios.Douglas@CATC
Subject: RE: OPPOSE funding State Route 71 Gap Closure Project – Phase 2 in Trade Corridor Enhancement Program
Date: Thursday, June 19, 2025 2:29:28 PM

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, out of concerns that the State Route 71 Gap Closure Project – Phase 2 will negatively impact our community by increasing the burdens of the freight system on Southern Californian communities. SoCal already experiences a significant amount of diesel truck traffic that pollutes our state's air and impacts our collective 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 am concerned that this project will significantly worsen local air quality; in particular, this project is shown to increase emissions that lead to the creation of ground-level ozone, prolonged exposure to this which can result in permanent scarring of the lung tissue and the development of asthma, lung disease, and heart disease. The State Route 71 expansion project will also increase particulate matter pollution, which increases the chances of developing chronic obstructive pulmonary disease (COPD), stroke, asthma, heart and lung disease, lung cancer, and can even result in premature death for the elderly or those already struggling with respiratory or cardiovascular health issues. The Southern California region is already the most polluted area in the nation and our state should not be further worsening our air quality and harming all who live and work there.

I also 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 SR 71 project will significantly widen the road, which will result in the displacement of nearby households. Such displacement has historically targeted lower-income communities of color for the sake of wealthy white development; even today, residents of communities cleaved and replaced by highways face greater economic inequality alongside environmental risks such as noise and air pollution. With our state already facing a housing crisis and highway expansion projects displacing hundreds of residents and small businesses, this project will further exacerbate this crisis while entrenching racist and classist approaches to urban planning.

Additionally, California is already starting to see the impacts of climate change through the increased rate and frequency of wildfires, which also contribute to California’s worsening air quality and the loss of housing. If nothing is done to address this crisis, our state will face sea level rise, rising temperatures, and increased natural disasters, exposing my community to additional risk. In fact, Californians are already feeling the impacts of climate change, with almost 500 people dead and over 5,000 hospitalizations from extreme heat events recorded in

the last 12 years. The Southern California region is already required by law to reduce its GHG emissions by 19% by 2035. This project undermines the 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,

AJ cho

Sent via [Wildhero](#) - email that plants trees.