

2026 STAFF RECOMMENDATIONS

ERRATA

(All costs listed in \$1,000's)

Orange:

- OC LOOP – Segment B Project: **Add** PPNO 1303 to the project.

Sacramento

- Laguna Creek Interregional Trail Segment 4A Project (PPNO 1987): **Change** Construction amount from \$326 to \$2,400 in FY 27-28.

Interregional

- Tulare 6-Lane (PPNO 6369): **Move** \$723 in PAED from FY 2026-27 to Prior; **Move** \$3,156 in PS&E from FY 2026-27 to Prior.
- North Madera 6-Lane (PPNO7004): **Move** \$600 in PAED from FY 2026-27 to Prior.

2026 STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
(All costs listed in \$1,000's)

Alameda:

- Purchase 10 Zero Emission Buses (PPNO 2091F): **change** implementing agency from ACTC to AC Transit.

Lake:

- Delete the Dam Road/Dam Road Extension Roundabout Project (PPNO 3125).

Mariposa:

- **Change** project name from Indian Peak Road, PM 15.3-16.23, rehab (PPNO 3548) to Indian Peak Road Rehabilitation.
- **Change** project name from Indian Peak Road Bridge, PM 15.35, replace (PPNO 3553) to Indian Peak Road Bridge replacement.
- **Change** project name from Harris Bridge, PM12.75, replace (PPNO 3552) to Harris Road Bridge replacement

Sacramento:

- Arden Way Complete Streets, Fulton-Morse Phase 2 Project (PPNO 1814): **move** construction (\$6,056) from FY 2027-28 to 2028-29.

Interregional:

- Project Reserve: **add** PPNO 1235 to the project.

Various:

- Correct the following PPNO's:

<u>County</u>	<u>From</u>	<u>To</u>	<u>Project Name</u>
Shasta	2650	2629A	Butte Street Boogle Network
Shasta	2651	2632A	Victor Improvements
Santa Clara	2358	2364R	Bascom Ave Complete Streets



]January 27, 2026

California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Sent via email: ctc@catc.ca.gov

Re: State Transportation Improvement Program Hearing - North

Dear Chair Grisby and Commissioners,

Leadership Counsel for Justice and Accountability submits this letter in response to various 2026 District 6 Regional Transportation Improvement Program (RTIP) projects and 2026 Interregional Transportation Improvement Program (ITIP) projects included as part of the larger 2026 State Transportation Improvement Program (STIP). The STIP provides the necessary funding for transportation projects to address various issues with our transportation system and provides regional transportation agencies and metropolitan transportation agencies with the opportunity to prioritize projects for funding. Unfortunately, multiple STIP projects conflict with the California Transportation Commission's (CTC) statement of equity and the Climate Action Plan for Transportation Infrastructure 2.0 (CAPTI 2.0), thus perpetuating the harmful impacts of transportation projects near and in vulnerable, low-income communities already facing the harsh realities of pollution and climate change. Our comments describe concerns with a number of STIP projects and our recommendations for the CTC's consideration.

Interregional Transportation Improvement Program (ITIP)

Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements

LCJA and residents of Matheny Tract wholeheartedly thank Chair Grisby and Commissioner Eager for joining the community in Matheny Tract for a community meeting to hear directly from residents about the needs for transportation improvement projects in their community, and learn about the intersection between land use planning and impacts from transportation-related emissions.

The Project design and mitigation plan for the Tulare 6 Lane and Paige Avenue project poses a serious risk to health and safety of the nearby residential neighborhoods which includes two mobile/manufactured home neighborhoods within City of Tulare limits and unincorporated



Matheny Tract. The Tulare 6 Lane and Paige Interchange project will have impacts associated with an increase in Vehicle Miles Traveled, cumulative air quality impact to environmental justice populations, and result in increased greenhouse gas emissions.¹ During the draft environmental impact report and recirculated draft environmental impact report phase, residents of Matheny Tract urged Caltrans to consider an alternative project design that could meet the project goals to relieve congestion and improve circulation and operation of the facilities for all drivers, not just freight, and move away from a capacity increasing project. In response to the community's request for consideration of a different alternative, Caltrans referred to the 2009 Project Initiation Document which considered two other build alternatives, all which were capacity increasing alternatives². Moreover, the community also urged Caltrans to adopt specific, timebound, and enforceable mitigation measures to reduce the project's air quality impacts. In response to the community's plea to incorporate stronger mitigation measures, specifically active transportation mitigation measures, Caltrans added mitigation measures to be completed by Tulare County. However, the mitigation plan to be implemented by the County does not have specific timelines for implementation, nor does it describe where the measures would be implemented. Essentially, the plan appears to be a suite of mitigation measures without enforceability. While the mitigation plan intends to close sidewalk gaps, sidewalks will not extend past K St., thus limiting connectivity to the community of Matheny Tract.

As the CTC considers carrying over and increasing funding programming for the Tulare 6 Lane and Paige Interchange project, we ask the CTC to approve programming the project for the 2026 STIP with the condition to require Caltrans District 6 to work with the Matheny Tract Committee to collaboratively develop a transportation management plan to ensure the construction phase of the project does not inadvertently lead to increased truck traffic, noise, or safety issues on I Street, Addie Avenue, Pratt Street, or any of the neighborhood streets. LCJA has reached out to District 6 to request an update on the plan and request the opportunity to inform the plan. It is our understanding that staff are obtaining information from their team as to the status of the plan.

We are glad to see active transportation infrastructure included in the project mitigation measures in the form of Complete Streets elements, sidewalks, bike lanes, paved paths for walking and biking, and improved pedestrian crossings. However, under the current plan the

¹ California Department of Transportation Statement of Overriding Considerations. Project Name: Tulare Six-Lane and Paige Avenue Interchange. December 28th, 2023.
<https://dot.ca.gov/-/media/dot-media/district-6/documents/d6-environmental-docs/06-48950/fed/06-48950-soc-a11y.pdf>

² Tulare Six-Lane and Paige Avenue Interchange Project, Final Environmental Impact Report Assessment. Appendix G, pg. 425
<https://dot.ca.gov/-/media/dot-media/district-6/documents/d6-environmental-docs/06-48950/fed/sr99-tlr-sx-ln-pge-a-vn-intrchng-imprvmnt-f-0648950-1223-a11y.pdf>



Matheny Tract community will not be connected to these sidewalks or bike lanes and would not be able to reach them safely. Matheny Tract is located outside of the immediate project radius, but they will bear many burdens of the increase in VMTs as a result of the project. They deserve to receive direct access to the project's mitigation measures, especially these active transportation measures which could reduce GHG emissions if built in such a way that allows access and connectivity for the community. In addition, Caltrans should be required to mitigate the potential safety risks to pedestrians and bicyclists in the project area caused by widening intersections and roadway segments that result in longer crossing distances or higher vehicle speeds in the project area. Traffic calming and crossing safety improvements should be included in the final design of the project to mitigate these potential risks.

Further, the Final Environmental Impact Report for this project notes mitigation and minimization measures that will be incorporated by Tulare County, which are outlined in the 2022 Regional Transportation Plan/Sustainability Communities Strategy Environmental Impact Report (Section 4.3 Air Quality). One of the measures is the following: "Incorporate design measures and infrastructure that promote safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles), pedestrian access, and public transportation use. Such measures may include the incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities".³

We ask that the CTC ensure that Caltrans include these measures in the final design of the Tulare 6 Lane and Paige Avenue project before it goes to construction and, if necessary, increase their ITIP request to include funding for complete street improvements that would benefit Matheny Tract, or work with Tulare County and TCAG to request funding for sidewalks, bike lanes, and Complete Streets elements to extend from those which will be built in the project vicinity to the Matheny Tract community. Without this addition, residents would be unable to benefit from the active transportation mitigation measures being constructed because accessing them would both be inefficient and would risk their safety, especially with the increase in truck and vehicle traffic that the project will induce. With construction of these elements, the County would fulfill their duty of "incorporat[ing] design measures and infrastructure that promote safe and efficient use of alternative modes of transportation"² and the residents of Matheny Tract would see a tangible benefit in exchange for the additional pollution burden that this project creates.

³ California Department of Transportation Final Environmental Impact Report/ Environmental Assessment and Section 4(f) Evaluation With Finding of No Significant Impact. Project Name: Tulare Six-Lane and Paige Avenue Interchange Improvement. December 2023.
<https://dot.ca.gov/-/media/dot-media/district-6/documents/d6-environmental-docs/06-48950/fed/sr99-tlr-sx-ln-pge-a-vn-intrchng-imprvmnt-f-0648950-1223-a11y.pdf>



It is essential to mitigate the cumulative air quality impacts from VMTs and GHGs, especially from heavy duty trucks, with genuine actions that provide a substantial benefit to the community, as community members have consistently raised concerns over the project's anticipated impacts on their health and well-being. In a March 22nd, 2024 letter to the California Transportation Commission from Leadership Counsel for Justice and Accountability, 18 residents from Matheny Tract urged that the CTC "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."⁴ In the FEIR, Caltrans considered "21 signatures from members of the Tulare Chamber of Commerce" as public support for the project (FEIR, p.70). We are asking that residents' concerns be treated with the same level of importance, as they are the ones who will live with the consequences of the project every day. While the project is going to move forward despite the impact it will have on residents, we request that the CTC, Caltrans, and Tulare County ensure the inclusion of design elements that will provide benefits accessible to the residents of Matheny Tract, which is not only fair but also in alignment with Caltrans' and the CTC's equity and climate goals.⁵

North Madera 6 Lane Project

The ITIP is programming the North Madera 6 Lane Project for the Project Approval and Environmental Document, Plans Specifications and Estimates, and Right of Way - Surveying and Right of Way phases. According to the Notice of Preparation of the Environmental Impact Report, the project is needed to "improve route continuity, improve travel time reliability, improve traffic operations, and repair and extend the service life of the existing pavement". To do so, Caltrans proposes to expand highway capacity from four lanes to six lanes, and is only considering two project alternatives: No Build and Build alternatives, which limits improvements to solely a capacity increasing project. Notably, the purpose for the project does not align with CAPTI 2.0 Investment Framework Principles nor the California Transportation Plan 2050. Rather, as currently proposed, the North Madera 6 Lane Project conflicts with state climate goals to reduce vehicle miles traveled as a capacity increasing project.

As such, we urge the CTC to require Caltrans to complete an induced travel analysis as required by the SB 743 implementation guidance, and ensure the adoption of mitigation measures to address impacts from the increase of vehicle miles traveled. Preferably and in

⁴ Letter from Leadership Counsel for Justice and Accountability to California Transportation Commission RE: Tab 84, Approval of Project for Future Consideration of Funding Resolution E-24-26. March 22, 2024.

⁵ 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>.



alignment with CAPTI 2.0 and STIP funding guidelines, the CTC should require Caltrans to consider alternatives to a capacity increasing design and instead employ strategies described in CAPTI 2.0 to “such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations”. Multimodal options, particularly transit oriented developments and projects can help reduce vehicle miles traveled on SR 99 and connect transit services to the Madera High Speed Rail Transit Center. Any improvements in North Madera should seek to harmonize with future High Speed Rail projects in efforts to reduce emissions and increase multimodal options.

Last but not least, we ask Caltrans to commit to equity and conform with CAPTI guiding principles to meaningfully involve Madera rural communities, such as Fairmead, to ensure the project does not disproportionately impact low-income communities of color. While we recognize that Caltrans did host a scoping meeting in Fairmead, attendance was low both in person and virtually, and one of the only community based organizations, Fairmead Community and Friends, was not informed about the project or the scoping meetings. We ask the CTC to please hold Caltrans accountable for ensuring collaboration with the community at the onset.

Fresno Regional Transportation Improvement Program **North / Cedar and American Interchange Projects**

The Fresno 2026 RTIP reprogrammed close to 88 million dollars for South Fresno Interchange projects for both the North/Cedar Avenue Phase and the American Avenue Phase. As the CTC may be aware, these projects are subject to ongoing litigation alleging that they are supported by inadequate environmental review, among other claims. We recommend the CTC deny reprogramming both project phases until litigation is resolved to allow STIP funds to be used towards other critical projects throughout the County.

Comprehensive Multimodal Corridor Plan for State Route 99

It is also worth noting the projects listed above are currently listed as projects within the Comprehensive Multimodal Corridor Plan for State Route 99 (CMCP). Caltrans recently underwent a public process to create the CMCP during which LCJA and multiple organizations submitted two comment letters raising significant concerns with the poor prioritization of projects and the poor alignment of the CMCP with CAPTI 2.0 and the California Transportation Plan 2050. The CMCP plans for capacity increasing projects such as those described above throughout the state route 99 corridor, including on local roads, despite state policies to reduce vehicle miles traveled, and considering alternatives to creating new road ways. Many of these projects are not consistent with sustainable communities strategies for the MPOs in the



Sacramento and San Joaquin Valley. While Caltrans claims the additional lane will be used for managed lanes in the future, Caltrans has failed to assess and address the increased emissions for capacity increasing projects which are not yet designated as managed lanes. Moreover, the State Route (SR 99) Managed Lanes Kern to Madera project in the ITIP is planning for the implementation of managed lanes and an additional lane between Pixley to Tulare as one project. We oppose the lane expansion portion of the project, and urge for the additional lane component of the project be evaluated as a separate project from the sections that are proposed to be converted from existing general purpose lanes to managed lanes.

Unfortunately, the CMCP project team ignored our comments. Caltrans and the project team rushed through the development of the CMCP, providing the public with no more than three weeks, for public review of the final draft despite our requests to extend the deadline. Projects consistent with a flawed and rushed plan should not be considered for funding until the plan fully aligns with state transportation policy and the CAPTI funding framework to avoid the risk of funding projects that undermine state climate and transportation goals.

The California State Transportation Agency, the California Transportation Commission, and Caltrans have all made commitments to address climate change by reducing transportation related emissions and increasing multimodal transportation options and improving health, social, and equity in disadvantaged communities. We hope the CTC will strongly consider our recommendations when considering the STIP. We look forward to continuing working with you to ensure transportation investments meet State climate and equity goals.

Respectfully,

/s/

Emma De La Rosa
Land Use and Transportation Policy Manager
Leadership Counsel for Justice and Accountability

/s/

Ruben Yanez
Matheny Tract Resident



/s/

Irma Yanez
Matheny Tract Resident

/s/

Lucio Meza
Matheny Tract Resident

/s/

Yaquelin Martin
Matheny Tract Resident

/s/

Guillermo Martin
Matheny Tract Resident

/s/

Sara Salas
Matheny Tract Committee Member



February 23, 2026

Tanisha Taylor
Executive Director
California Transportation Commission (CTC)
1120 N Street MS-52
Sacramento CA 95814

RE: Comments on the 2026 State Transportation Improvement Program

Dear Ms. Taylor,

Thank you for this opportunity to provide feedback on the 2026 State Transportation Improvement Program (STIP). We are encouraged to see so many active transportation, rail, and transit projects being proposed for funding this STIP cycle in both the ITIP and many county RTIPs. At the same time, Caltrans and many counties are continuing to propose highway widening or managed lane projects for funding. Not only are these projects costly, but, contrary to the promises of the project developers, these projects will actually increase congestion in

their region due to the demonstrated phenomenon known as induced demand.¹ Higher traffic levels will lead to more vehicle collisions², higher air pollution levels³, more money being spent on gas, and less time people can spend with their families due to being stuck in traffic.⁴ It also causes significant costs to the state, as more lane miles mean more funding would need to be spent to maintain it.

At the same time, many of the regions proposing such projects have unfunded active transportation projects in their region. During the last Active Transportation Program (ATP) cycle, CTC received almost 300 project applications, most of which have remained unfunded due to the program facing significant funding cuts in that same year. Over 100 of those projects received a score above 80, meaning they were deemed to be very competitive by your CTC staff. These projects, ranging from additional sidewalks, crosswalks, bike lanes, trails, and safe routes to schools, will all improve safety and accessibility in their communities by providing households with cheaper alternatives to driving. A recent NRDC study showed that 35% of Californians have limited access to a vehicle, meaning that more people than previously thought rely on public transit and active transportation to reach their destinations.⁵ Additionally, access to active transportation improves overall health as it encourages people to be more active, helping lower obesity and heart attack rates, thus reducing hospitalization rates.⁶

Given that the CTC has received more programming requests for the STIP program than there is program capacity, we recognize the difficult decision before you to determine which projects will be eligible for funding. However, this also presents an opportunity to uplift and fund projects that are the most cost-effective use of STIP funding and will provide the most benefits to Californians in the long term. Many of California's regions are still struggling to reach the air quality attainment standards required under the Clean Air Act⁷ and GHG emission reduction targets required by SB 375 and SB 32.⁸ Funding of more capacity increasing projects will push regions even further away from meeting these requirements and will also undo any progress being made by the proposed transit and active transportation projects. Additionally, the 2026 STIP guidelines support the prioritization of funding for projects that reduce GHG emissions, stating that "The Commission intends to consider Executive Order B-30-15 and the provisions of SB 32 when approving programming recommendations if programming requests exceed

¹ Things DOTs say: "Expanding the road will definitely reduce congestion" (2023) *Transportation for America*
<https://t4america.org/resource/community-connectors/what-they-mean/induced-demand/>

² The Dangers of Traffic Congestion. *Metropolitan Transportation Commission*
<https://mtc.ca.gov/news/dangers-traffic-congestion>

³ Smog, Soot, and Other Air Pollution from Transportation. *U.S. Environmental Protection Agency*
<https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-other-air-pollution-transportation>

⁴ California Transportation by the Numbers. (2018) *TRIP*
https://tripnet.org/wp-content/uploads/2018/08/CA_Transportation_by_the_Numbers_TRIP_Report_Aug_2018.pdf

⁵ Lehman A. & Henningson S. (2025) Who Doesn't Have a Car? *Natural Resources Defense Council*
<https://www.nrdc.org/resources/who-doesnt-have-car>

⁶ Active Transportation, Parks and Public Health. *National Recreation and Park Association*
<https://www.nrpa.org/contentassets/4db5df14a30e49ef853101af360cf1a1/active-transportation-parks-public-health.pdf>

⁷ Current Nonattainment Counties for All Criteria Pollutants. (2023) *U.S. Environmental Protection Agency*.
<https://www3.epa.gov/airquality/greenbook/ancl.html>

⁸ SB 150 Dashboard (2024) *California Air Resources Board*
<https://www2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-150-dashboard-tracking-progress-sustainable>

programming capacity.” For these reasons, we urge the CTC to consider our recommendations below not to fund GHG-increasing highway widening projects, especially in regions that have plenty of unfunded ATP projects that would benefit those regions instead.

To guide your decision-making, we have identified a number of counties wherein STIP funds could be more appropriately spent on projects that promote safety, accessibility, and sustainability. Doing so would allow for \$30M in savings and bring the programming of funding in alignment with available funding capacity:

Imperial County

Imperial County is requesting \$10.8M in their 2026 RTIP, most of which will go toward the Forrester Road Improvement Project, which proposes to turn Forrester Road from a 2-lane road into a 4-lane Expressway. At the same time, Imperial County submitted five ATP project proposals, only one of which was funded through the MPO component. We recommend that the CTC staff only approve the Imperial County RTIP if the county agrees to replace the Forrester Road Improvement Project with the Holton Interurban Bikeway Project, which would also save \$8.3M in STIP funding.

Kern County

Kern County is requesting \$26M in their 2026 RTIP, most of which goes toward funding an additional truck climbing lane on State Route 58. By increasing the number of trucks on the corridor, this project will further worsen the poor air quality in the region as medium and heavy-duty vehicles generate 59% of ozone pollution and 55% of particulate matter pollution generated by mobile sources.⁹ Additionally, the project will most likely still lead to an increase in congestion on that corridor, especially since truck climbing lanes are not typically enforced to exclude light-duty vehicles from using them.¹⁰ At the same time, the City of Bakersfield has requested \$25M in ATP funding to construct active transportation improvements along the Monitor Street corridor. Residents of Bakersfield have long complained about the lack of shade and high collision rates along that corridor, especially important given the corridor’s proximity to nine schools.¹¹ This project received a score of 89 on its ATP application but was not funded. For these reasons, we request that the CTC reject the Kern County RTIP and direct Kern County to amend its RTIP to replace the Truck Climbing Lane Phase 2 project with the Monitor Street ATP project, which would also reduce STIP programming demand by \$39,000.

⁹ Delivering Clean Air: Health Benefits of Zero-Emission Trucks and Electricity (2022) *American Lung Association* <https://www.lung.org/getmedia/e1ff935b-a935-4f49-91e5-151f1e643124/zero-emission-truck-report>

¹⁰ Truck-Only Lanes. *Caltrans* <https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-only-lanes>

¹¹ Rodgers, V. (2023) Community weighs in on changes they’d like to see along the Monitor St corridor. *Kern Sol News*

<https://southkernsol.org/2023/12/07/community-weighs-in-on-changes-theyd-like-to-see-along-the-monitor-st-corridor/>

Orange County

While Orange County is requesting funding for a number of new rail, transit, and active transportation projects, it is also looking to fund the I-5 Managed Lanes Project. This project proposes to add at least one HOV lane in each direction, which will induce traffic in that corridor, as additional managed lanes increase traffic just as much as general purpose lanes. This project will pull riders off the parallel Metrolink and Amtrak rail services, and undermine any progress the other active transportation, transit, and rail projects will have on improving air quality and reducing GHG emissions in the region; as such, it is not a cost-effective use of RTIP funds. Instead, we recommend that the funding be used to fund at least one of the numerous safe routes to school projects in Orange County that applied for ATP funding last year but were unable to receive it. Safe Routes to School projects provide significant benefits to their community by ensuring that children are safe walking to and from school, which in turn improves their health, and also reduces local congestion as parents are no longer required to drive their children to school.¹² We strongly recommend that the CTC reject the Orange County RTIP and recommend that the I-5 Managed Lanes Project be replaced with the Monroe Elementary and Edison Elementary SRTS Project, which would also reduce the STIP programming demand by \$1.4M.

Riverside County

We recommend that the CTC reject the Riverside RTIP due to the proposal including a request for \$55M for the Route 15 Express Lanes project, which would build an additional 16 miles of express lanes. In their environmental documents, the developers admit that this project is inconsistent with the GHG reduction targets under SB 32 since the GHG emissions are projected to increase once the project has been built. Building this project will further push this region out of alignment with SB 375 and the Clean Air Act due to significant increases in congestion, air pollution, and GHG emissions. Instead of funding the Express Lanes project, Riverside County could elect to fund any of the 12 projects that applied for ATP funding in their region but received none despite scoring above 70 on their applications. In particular, we recommend that this funding be instead directed toward the City of Banning Downtown Active Transportation Improvement Project, Pedley Elementary School Pedestrian Improvements, Galena Street Improvement Project, and the Improvement of Trail Network Connectivity Project, which would not only improve air quality and reduce GHG emissions in the region, but would also save \$380,000 in programming demand.

San Joaquin County

San Joaquin County is proposing to fund two capacity-increasing projects within its RTIP. The State Route 99/120 Connector Project would widen the connector ramp to two lanes and would add an additional merge lane. While the project claims to improve safety, the additional lanes are likely to contribute to increasing the rate of collisions as more cars are able to travel through

¹² Safe Routes to School (SRTS) *Centers for Disease Control and Prevention*
https://archive.cdc.gov/www_cdc_gov/policy/hi5/saferoutes/index.html

the corridor. Similarly, the I-205 Managed Lanes Project is proposing to widen I-205 to add HOV or express lanes. While the project is still considering which alternative to implement, the major proposed alternatives are expected to increase both GHG and air pollution emissions due to higher levels of traffic.

Instead of investing tax-payer dollars to projects that will increase collision rate and GHG emissions, San Joaquin County should invest in projects that improve safety, accessibility, and air quality. San Joaquin only saw one project funded in the last ATP cycle despite submitting 10 projects suggesting active transportation improvements all across the region. Funding proposed for both widening projects could be used to fund four active transportation projects, which all scored above 85 on their ATP applications. These projects would install complete street elements and improve walkability and bikeability across the cities of Stockton and Lathrop. Thus, we recommend that the CTC reject the San Joaquin RTIP and direct the county to fund Main and Market Complete Streets Phase II, Downtown Walkability and Bikeability, East Lathrop Bicycle and Pedestrian Enhancements, and Boggs Tract Sustainable Transportation Improvements Projects. These changes would also help reduce STIP demand by \$8.4M.

San Luis Obispo County

San Luis Obispo is proposing to fund multiple widening projects using its STIP funding. These projects, including the State Route 46 Antelope Grade Corridor Improvements Project, U.S. 101 NB Off-ramp and SR 46 East Project, and the U.S. 101/Prado Road Interchange Project, will all increase lane capacity in the region, leading to higher GHG and air pollution levels. Additionally, the State Route 46 Antelope Grade Corridor Improvements Project was already rejected by the CTC staff from receiving TCEP funding, meaning this project was found to not be competitive for state funding. Instead, the funding from these highway projects could go towards funding the SLOCOG Safe Routes for All Project, which would improve safety and connectivity in the region, and would save \$1.4M in STIP funding.

San Mateo County

The San Mateo 101 Managed Lanes Project North of I-380 is requesting \$16.8M to build a managed lane in each direction along the U.S. 101. At the same time, San Mateo submitted 3 projects for the last cycle of ATP funding, and were unable to see any of them funded. We would recommend that the 101 Managed Lanes Project be replaced by the Kelly Avenue Complete Streets Project, which would also save \$5.5M in STIP funding.

Santa Clara County

While Santa Clara's US 101 Express Lanes Project proposes to convert existing lanes into express lanes, which would help reduce VMT and GHG along the corridor, the project also proposes to add a second express lane in both directions, which would undo any progress the other component would achieve. This region also saw not a single ATP project funded in their

region last cycle, despite submitting five applications. In order to ensure that the region continues to progress steadily towards meeting its GHG reduction targets, we recommend that the US 101 Express Lanes Project be substituted with the Milpitas Citywide Safe Routes to School Improvements Project and the Pruneridge Avenue Bicycle and Pedestrian Improvements Project, which would also save \$4.1M in STIP funding.

Thank you for considering our recommendations. We look forward to working closely with the CTC staff to create the most benefits for our state, our communities, and our environment through careful STIP spending.

Sincerely,

Sofia Rafikova
Policy Advocate
Coalition for Clean Air

Iman Sylvain, PhD
Western Regional Director
Rails to Trails Conservancy

Carter Rubin
Director of State Transportation Advocacy
NRDC

Jonathan Matz
California Senior Policy Manager
Safe Routes Partnership

Hana Creger
Associate Director of Climate Equity
The Greenlining Institute

Lesley Beatty
Director
ClimatePlan

Marc Vukceвич
Director of State Policy
Streets For All

Matthew Baker
Policy Director
Planning and Conservation League

Chris Roberts
Transportation Team co-lead
SanDiego350

Zack Deutsch-Gross
Executive Director
Transform

David Diaz
Executive Director
Active San Gabriel Valley

Katie McCammon
Co-Executive Director
350 Sacramento

Jared Sanchez
Policy Director
CalBike



March 10, 2026

Clarissa Reyes Falcon
Chair
California Transportation Commission (CTC)
1120 N Street MS-52
Sacramento CA 95814

RE: Comments on the 2026 State Transportation Improvement Program

Dear Chair Falcon and Members of the California Transportation Commission,

Thank you for this opportunity to provide feedback on the 2026 State Transportation Improvement Program (STIP). We are encouraged to see so many active transportation, rail, and transit projects being proposed for funding this STIP cycle in both the ITIP and many county RTIPs. At the same time, Caltrans and many counties are continuing to propose highway widening or managed lane projects for funding. Not only are these projects costly, but, contrary to the promises of the project developers, these projects will actually increase congestion in their region due to the demonstrated phenomenon known as induced demand.¹ Higher traffic levels will lead to more vehicle collisions², higher air pollution levels³, more money being spent on gas, and less time people can spend with their families due to being stuck in traffic.⁴ It also causes significant costs to the state, as more lane miles mean more funding would need to be spent to maintain it.

At the same time, many of the regions proposing such projects have unfunded active transportation projects in their region. During the last Active Transportation Program (ATP) cycle, CTC received almost 300 project applications, most of which have remained unfunded due to the program facing significant funding cuts in that same year. Over 100 of those projects received a score above 80, meaning they were deemed to be very competitive by your CTC staff. These projects, ranging from additional sidewalks, crosswalks, bike lanes, trails, and safe routes to schools, will all improve safety and accessibility in their communities by providing households with cheaper alternatives to driving. A recent NRDC study showed that 35% of Californians have limited access to a vehicle, meaning that more people than previously thought rely on public transit and active transportation to reach their destinations.⁵ Additionally, access to active transportation improves overall health as it encourages people to be more active, helping lower obesity and heart attack rates, thus reducing hospitalization rates.⁶

The STIP recommendations put forward by the CTC staff represent one step forward towards building a more sustainable transportation system. Since 2024, the STIP proposal has included more and more active transportation, transit, and rail projects, with almost half of the current STIP funding going to these types of projects. Additionally, the staff had a difficult decision to make this year in choosing which projects to cut, as the STIP program was oversubscribed by \$14.6M. We support the staff decision to cut funding to a few of the harmful highway widening projects such as the U.S. 101 NB Off-ramp and SR 46 East Project in San Luis Obispo County, the Fix 5 Cascade Gateway/Cascade SHOPP Project on Interstate 5 Project in Shasta County, and the Orange Rt 5 Managed Lanes Project in the Caltrans ITIP proposal.

¹ Things DOTs say: "Expanding the road will definitely reduce congestion" (2023) *Transportation for America*
<https://t4america.org/resource/community-connectors/what-they-mean/induced-demand/>

² The Dangers of Traffic Congestion. *Metropolitan Transportation Commission*
<https://mtc.ca.gov/news/dangers-traffic-congestion>

³ Smog, Soot, and Other Air Pollution from Transportation. *U.S. Environmental Protection Agency*
<https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-other-air-pollution-transportation>

⁴ California Transportation by the Numbers. (2018) *TRIP*
https://tripnet.org/wp-content/uploads/2018/08/CA_Transportation_by_the_Numbers_TRIP_Report_Aug_2018.pdf

⁵ Lehman A. & Henningson S. (2025) Who Doesn't Have a Car? *Natural Resources Defense Council*
<https://www.nrdc.org/resources/who-doesnt-have-car>

⁶ Active Transportation, Parks and Public Health. *National Recreation and Park Association*
<https://www.nrpa.org/contentassets/4db5df14a30e49ef853101af360cf1a1/active-transportation-parks-public-health.pdf>

However, despite the progress being made to shift California transportation spending to fund more sustainable projects, our state is still not on track to meet its climate and air quality standards. Many of California's regions are still struggling to reach the air quality attainment standards required under the Clean Air Act⁷ and GHG emission reduction targets required by SB 375 and SB 32.⁸ With the Trump Administration also pulling back key environmental laws and decisions, California will need to further step up in order to make sure we are still making progress. And the CTC can help lead the state in that direction.

The current STIP proposal still has many regions proposing to build both highway widening and transit and active transportation projects. While this may seem reasonable, the GHG and air pollutant emissions released as a result of the highway widening projects will undo all of the progress that transit, rail, and active transportation projects would accomplish in moving the region closer to meeting its targets. Studies have shown that while additional lanes may decrease traffic in the first 5-10 years, induced demand ensures that the traffic is increased in the long-term, leading to each new mile of highway lane generating over 100,000 tons of carbon dioxide emissions over the next 50 years.⁹ At the same time, the CTC staff estimated that all 241 active transportation projects funded by the Active Transportation Program in 2023 only reduced carbon dioxide emissions by 89,000 tons.¹⁰ This shows that even if the CTC proposed to fund another 250 active transportation projects, the benefits generated by those projects will still not equal the harm one mile of one additional lane will have on our state over the next 50 years.

Thus, the only way forward towards complying with our climate and air quality laws is to stop investing in highway widening projects, which do nothing to alleviate California's traffic problem. We urge the CTC to use the STIP proposal as an opportunity to help regions, by recommending that they instead invest in active transportation projects, which actually improve their residents' quality of life through improvements in public health, accessibility, safety, and providing economic relief for households. This way, the CTC can also ensure that the proposed STIP program remains a cost-effective use of funds as the benefits provided by the transit, rail, and active transportation projects would not be canceled out by the presence of polluting widening projects in the region.

To guide your decision-making, we have identified a number of counties wherein STIP funding for widening projects can be substituted for a similar amount in active transportation projects to improve safety, accessibility, and sustainability in the region.

⁷ Current Nonattainment Counties for All Criteria Pollutants. (2023) *U.S. Environmental Protection Agency*. <https://www3.epa.gov/airquality/greenbook/ancl.html>

⁸ SB 150 Dashboard (2024) *California Air Resources Board* <https://www2.arb.ca.gov/our-work/programs/sustainable-communities-program/sb-150-dashboard-tracking-progress-sustainable>

⁹ Williams-Derry, C. (2007) Increases in greenhouse-gas emissions from highway-widening projects, *Sightline Institute* <https://www.itc.sala.ubc.ca/reports/analysis-ghg-roads.pdf>

¹⁰ 2023 Active Transportation Program Benefits Report (2024) *California Transportation Commission* <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2023-atp-benefits-report-for-posting-v2.pdf>

Imperial County

Imperial County is requesting \$10.8M in their 2026 RTIP, most of which will go toward the Forrester Road Improvement Project, which proposes to turn Forrester Road from a 2-lane road into a 4-lane Expressway. At the same time, Imperial County submitted five ATP project proposals, only one of which was funded through the MPO component. We recommend that the CTC only approve the Imperial County RTIP if the county agrees to replace the Forrester Road Improvement Project with the Holton Interurban Bikeway Project.

Kern County

Kern County is requesting \$26M in their 2026 RTIP, most of which goes toward funding an additional truck climbing lane on State Route 58. By increasing the number of trucks on the corridor, this project will further worsen the poor air quality in the region as medium and heavy-duty vehicles generate 59% of ozone pollution and 55% of particulate matter pollution generated by mobile sources.¹¹ Additionally, the project will most likely still lead to an increase in congestion on that corridor, especially since truck climbing lanes are not typically enforced to exclude light-duty vehicles from using them.¹² At the same time, the City of Bakersfield has requested \$25M in ATP funding to construct active transportation improvements along the Monitor Street corridor. Residents of Bakersfield have long complained about the lack of shade and high collision rates along that corridor, especially important given the corridor's proximity to nine schools.¹³ This project received a score of 89 on its ATP application but was not funded. For these reasons, we request that the CTC reject the Kern County RTIP and direct Kern County to amend its RTIP to replace the Truck Climbing Lane Phase 2 project with the Monitor Street ATP project.

Orange County

While Orange County is requesting funding for a number of new rail, transit, and active transportation projects, it is also looking to fund the I-5 Managed Lanes Project. This project proposes to add at least one HOV lane in each direction, which will induce traffic in that corridor, as additional managed lanes increase traffic just as much as general purpose lanes. This project will pull riders off the parallel Metrolink and Amtrak rail services, and undermine any progress the other active transportation, transit, and rail projects will have on improving air quality and reducing GHG emissions in the region; as such, it is not a cost-effective use of RTIP funds. Instead, we recommend that the funding be used to fund at least one of the numerous safe routes to school projects in Orange County that applied for ATP funding last year but were unable to receive it. Safe Routes to School projects provide significant benefits to their community by ensuring that children are safe walking to and from school, which in turn improves

¹¹ Delivering Clean Air: Health Benefits of Zero-Emission Trucks and Electricity (2022) *American Lung Association* <https://www.lung.org/getmedia/e1ff935b-a935-4f49-91e5-151f1e643124/zero-emission-truck-report>

¹² Truck-Only Lanes. *Caltrans* <https://dot.ca.gov/programs/traffic-operations/legal-truck-access/truck-only-lanes>

¹³ Rodgers, V. (2023) Community weighs in on changes they'd like to see along the Monitor St corridor. *Kern Sol News*

<https://southkernsol.org/2023/12/07/community-weighs-in-on-changes-theyd-like-to-see-along-the-monitor-st-corridor/>

their health, and also reduces local congestion as parents are no longer required to drive their children to school.¹⁴ We strongly recommend that the CTC reject the Orange County RTIP and recommend that the I-5 Managed Lanes Project be replaced with the Monroe Elementary and Edison Elementary SRTS Project.

Riverside County

We recommend that the CTC reject the Riverside RTIP due to the proposal including a request for \$55M for the Route 15 Express Lanes project, which would build an additional 16 miles of express lanes. In their environmental documents, the developers admit that this project is inconsistent with the GHG reduction targets under SB 32 since the GHG emissions are projected to increase once the project has been built. Building this project will further push this region out of alignment with SB 375 and the Clean Air Act due to significant increases in congestion, air pollution, and GHG emissions. Instead of funding the Express Lanes project, Riverside County could elect to fund any of the 12 projects that applied for ATP funding in their region but received none despite scoring above 70 on their applications. In particular, we recommend that this funding be instead directed toward the City of Banning Downtown Active Transportation Improvement Project, Pedley Elementary School Pedestrian Improvements, Galena Street Improvement Project, and the Improvement of Trail Network Connectivity Project, which would improve air quality and reduce GHG emissions in the region.

San Joaquin County

San Joaquin County is proposing to fund two capacity-increasing projects within its RTIP. The State Route 99/120 Connector Project would widen the connector ramp to two lanes and would add an additional merge lane. While the project claims to improve safety, the additional lanes are likely to contribute to increasing the rate of collisions as more cars are able to travel through the corridor. Similarly, the I-205 Managed Lanes Project is proposing to widen I-205 to add HOV or express lanes. While the project is still considering which alternative to implement, the major proposed alternatives are expected to increase both GHG and air pollution emissions due to higher levels of traffic.

Instead of investing tax-payer dollars to projects that will increase collision rate and GHG emissions, San Joaquin County should invest in projects that improve safety, accessibility, and air quality. San Joaquin only saw one project funded in the last ATP cycle despite submitting 10 projects suggesting active transportation improvements all across the region. Funding proposed for both widening projects could be used to fund four active transportation projects, which all scored above 85 on their ATP applications. These projects would install complete street elements and improve walkability and bikeability across the cities of Stockton and Lathrop. Thus, we recommend that the CTC reject the San Joaquin RTIP and direct the county to fund Main and Market Complete Streets Phase II, Downtown Walkability and Bikeability, East Lathrop

¹⁴ Safe Routes to School (SRTS) *Centers for Disease Control and Prevention*
https://archive.cdc.gov/www_cdc_gov/policy/hi5/saferoutes/index.html

Bicycle and Pedestrian Enhancements, and Boggs Tract Sustainable Transportation Improvements Projects.

San Luis Obispo County

San Luis Obispo is proposing to fund multiple widening projects using its STIP funding. These projects, including the State Route 46 Antelope Grade Corridor Improvements Project, U.S. 101 NB Off-ramp and SR 46 East Project, and the U.S. 101/Prado Road Interchange Project, will all increase lane capacity in the region, leading to higher GHG and air pollution levels. Additionally, the State Route 46 Antelope Grade Corridor Improvements Project was already rejected by the CTC staff from receiving TCEP funding, meaning this project was found to not be competitive for state funding. While we support the staff decision to cut funding for the U.S. 101 NB Off-ramp and SR 46 East Project, we ask that the funding from all of these highway projects go towards funding the SLOCOG Safe Routes for All Project instead, which would improve safety and connectivity in the region.

San Mateo County

The San Mateo 101 Managed Lanes Project North of I-380 is requesting \$16.8M to build a managed lane in each direction along the U.S. 101. At the same time, San Mateo submitted 3 projects for the last cycle of ATP funding, and were unable to see any of them funded. We would recommend that the 101 Managed Lanes Project be replaced by the Kelly Avenue Complete Streets Project.

Santa Clara County

While Santa Clara's US 101 Express Lanes Project proposes to convert existing lanes into express lanes, which would help reduce VMT and GHG along the corridor, the project also proposes to add a second express lane in both directions, which would undo any progress the other component would achieve. This region also saw not a single ATP project funded in their region last cycle, despite submitting five applications. In order to ensure that the region continues to progress steadily towards meeting its GHG reduction targets, we recommend that the US 101 Express Lanes Project be substituted with the Milpitas Citywide Safe Routes to School Improvements Project and the Pruneridge Avenue Bicycle and Pedestrian Improvements Project.

Thank you for considering our recommendations. We look forward to working closely with you and the CTC staff to create the most benefits for our state, our communities, and our environment through careful STIP spending.

Sincerely,

Sofia Rafikova
Policy Advocate
Coalition for Clean Air

Iman Sylvain, PhD
Western Regional Director
Rails to Trails Conservancy

Carter Rubin
Director of State Transportation Advocacy
NRDC

Jonathan Matz
California Senior Policy Manager
Safe Routes Partnership

Hana Creger
Associate Director of Climate Equity
The Greenlining Institute

Lesley Beatty
Director
ClimatePlan

Marc Vukceвич
Director of State Policy
Streets For All

Matthew Baker
Policy Director
Planning and Conservation League

Chris Roberts
Transportation Team co-lead
SanDiego350

Zack Deutsch-Gross
Executive Director
Transform

David Diaz
Executive Director
Active San Gabriel Valley

Katie McCammon
Co-Executive Director
350 Sacramento

Jared Sanchez
Policy Director
CalBike

Julio Garcia
Executive Director
Rise South City



Office of the City Council
411 East Kern, Tulare, CA 93274
559.684.4200 | www.tulare.ca.gov

March 11, 2026

Clarissa Falcon
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for SR 99 Programming in the 2026 State Transportation Improvement Program

Dear Chair Falcon:

On behalf of the City of Tulare, we are pleased to express our strong support for the proposed investments in State Route 99 (SR 99) contained in the 2026 State Transportation Improvement Program (2026 STIP). A safe, efficient, and multimodal SR 99 corridor is vital to our organization, the San Joaquin Valley, and the entire State of California. The 2026 STIP makes meaningful progress toward these goals through the following proposed investments:

North Madera 6 Lane

The 2026 STIP proposes \$17.9 million to advance environmental, design, and right-of-way activities for the North Madera 6 Lane carryover project. These improvements will relieve congestion, improve freight movement, and bolster the agricultural economy while enabling future implementation of the Managed Lanes Strategy.

Tulare SR 99 Corridor & Paige Avenue Multimodal Interchange

The 2026 STIP includes \$3.9 million for environmental and design work to advance this critical carryover project. The interchange will improve travel-time reliability, enhance connectivity, and deliver new bicycle, pedestrian, and ADA infrastructure where none currently exists – key components needed to support the Managed Lanes Strategy and the SR 99 Comprehensive Multimodal Corridor Plan (CMCP).

South Madera 6 Lane

We support the proposed additional \$5.3 million investment for environmental and construction activities for the South Madera 6 Lane carryover project. The improvements will benefit surrounding disadvantaged communities by strengthening access to jobs, education, services, and major production centers while also supporting corridor-wide mobility.

SR 99 Managed Lanes Strategy

We recognize that funding previously proposed in the draft 2026 ITIP to begin implementing a Managed Lanes Strategy consistent with the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) has been moved into the project reserve. We support this approach given current funding constraints and look forward to continuing to work with the Commission and the California Department of Transportation (Caltrans) to advance this important corridor strategy in future programming cycles.

SR 99 serves as the backbone of the San Joaquin Valley and a vital north–south goods movement corridor for California. For this reason, we strongly support the California Transportation Commission’s staff recommendations for the 2026 STIP and respectfully urge the Commission to approve these investments at its upcoming meeting.

Thank you for your leadership and for your consideration of this request. Please feel free to contact Marc Mondell, City Manager, at (559) 684-4200 (mmondell@tulare.ca.gov) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick Isherwood". The signature is fluid and cursive, with a long horizontal stroke extending from the first name.

Patrick Isherwood
Mayor

cc: Toks Omishakin, Secretary, California State Transportation Agency
Commissioners, California Transportation Commission
Dina El-Tawansy, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Myles White, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



COUNTY OF TULARE

BOARD OF SUPERVISORS

Administration Bldg. 2800 West Burrel Visalia, CA 93291

Telephone: (559) 636-5000

Fax: (559) 615-3009

March 11, 2026

Clarissa Falcon
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for SR 99 Programming in the 2026 State Transportation Improvement Program

Dear Chair Falcon:

On behalf of the Tulare County Board of Supervisors, I am pleased to express our strong support for the proposed investments in State Route 99 (SR 99) contained in the 2026 State Transportation Improvement Program (2026 STIP). A safe, efficient, and multimodal SR 99 corridor is vital to our organization, the San Joaquin Valley, and the entire State of California. The 2026 STIP makes meaningful progress toward these goals through the following proposed investments:

North Madera 6 Lane

The 2026 STIP proposes \$17.9 million to advance environmental, design, and right-of-way activities for the North Madera 6 Lane carryover project. These improvements will relieve congestion, improve freight movement, and bolster the agricultural economy while enabling future implementation of the Managed Lanes Strategy.

Tulare SR 99 Corridor & Paige Avenue Multimodal Interchange

The 2026 STIP includes \$3.9 million for environmental and design work to advance this critical carryover project. The interchange will improve travel-time reliability, enhance connectivity, and deliver new bicycle, pedestrian, and ADA infrastructure where none currently exists – key components needed to support the Managed Lanes Strategy and the SR 99 Comprehensive Multimodal Corridor Plan (CMCP).

South Madera 6 Lane

We support the proposed additional \$5.3 million investment for environmental and construction activities for the South Madera 6 Lane carryover project. The improvements will benefit surrounding disadvantaged communities by strengthening access to jobs, education, services, and major production centers while also supporting corridor-wide mobility.

SR 99 Managed Lanes Strategy

We recognize that funding previously proposed in the draft 2026 ITIP to begin implementing a Managed Lanes Strategy consistent with the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) has been moved into the project reserve. We support this approach given current funding constraints and look forward to continuing to

Larry Micari
District One

Pete Vander Poel
District Two

Amy Shuklian
District Three

Eddie Valero
District Four

Dennis Townsend
District Five

work with the Commission and the California Department of Transportation (Caltrans) to advance this important corridor strategy in future programming cycles.

SR 99 serves as the backbone of the San Joaquin Valley and a vital north–south goods movement corridor for California. For this reason, we strongly support the California Transportation Commission’s staff recommendations for the 2026 STIP and respectfully urge the Commission to approve these investments at its upcoming meeting.

Thank you for your leadership and for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Amy Shuklian".

Amy Shuklian, Chair
Tulare County Board of Supervisors

cc: Toks Omishakin, Secretary, California State Transportation Agency
Commissioners, California Transportation Commission
Dina El-Tawansy, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Myles White, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom



March 10, 2026

Clarissa Falcon
Chair, California Transportation Commission
1120 N Street
Sacramento, CA 95814

Brett Taylor
Mayor

Liz Wynn
Vice Mayor

Re: Support for SR 99 Programming in the 2026 State Transportation Improvement Program

Steven A. Nelsen
Councilmember

Dear Chair Falcon:

Emmanuel Hernandez Soto
Councilmember

On behalf of City of Visalia, we are pleased to express our strong support for the proposed investments in State Route 99 (SR 99) contained in the 2026 State Transportation Improvement Program (2026 STIP). A safe, efficient, and multimodal SR 99 corridor is vital to our organization, the San Joaquin Valley, and the entire State of California. The 2026 STIP makes meaningful progress toward these goals through the following proposed investments:

Brian Poochigian
Councilmember

North Madera 6 Lane

The 2026 STIP proposes \$17.9 million to advance environmental, design, and right-of-way activities for the North Madera 6 Lane carryover project. These improvements will relieve congestion, improve freight movement, and bolster the agricultural economy while enabling future implementation of the Managed Lanes Strategy.

Tulare SR 99 Corridor & Paige Avenue Multimodal Interchange

The 2026 STIP includes \$3.9 million for environmental and design work to advance this critical carryover project. The interchange will improve travel-time reliability, enhance connectivity, and deliver new bicycle, pedestrian, and ADA infrastructure where none currently exists – key components needed to support the Managed Lanes Strategy and the SR 99 Comprehensive Multimodal Corridor Plan (CMCP).

South Madera 6 Lane

We support the proposed additional \$5.3 million investment for environmental and construction activities for the South Madera 6 Lane carryover project. The improvements will benefit surrounding disadvantaged communities by strengthening access to jobs, education, services, and major production centers while also supporting corridor-wide mobility.



SR 99 Managed Lanes Strategy

We recognize that funding previously proposed in the draft 2026 ITIP to begin implementing a Managed Lanes Strategy consistent with the SR 99 Comprehensive Multimodal Corridor Plan (CMCP) has been moved into the project reserve. We support this approach given current funding constraints and look forward to continuing to work with the Commission and the California Department of Transportation (Caltrans) to advance this important corridor strategy in future programming cycles.

SR 99 serves as the backbone of the San Joaquin Valley and a vital north–south goods movement corridor for California. For this reason, we strongly support the California Transportation Commission’s staff recommendations for the 2026 STIP and respectfully urge the Commission to approve these investments at its upcoming meeting.

Thank you for your leadership and for your consideration of this request. Please feel free to contact **John Lollis, Assistant City Manager** at **(559)713-4323**, **John.Lollis@Visalia.gov**, with any questions.

Sincerely,

Brett Taylor, Mayor
City of Visalia

cc: Toks Omishakin, Secretary, California State Transportation Agency
Commissioners, California Transportation Commission
Dina El-Tawansy, Director, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Myles White, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom