

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.7, Action

Prepared By: Leishara Ward
Associate Deputy Director

Published Date: June 13, 2025

Subject: 2024 Local Partnership Competitive Program Adoption – Program of Projects,
Resolution G-25-43

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2024 Local Partnership Competitive Program of Projects, as presented in the project list (Attachment B) and consistent with Resolution G-25-43 (Attachment A).

Issue:

The Commission established the 2024 Local Partnership Competitive Program as a two-year, \$195,670,000 program covering fiscal years 2025-26 and 2026-27. Commission staff recommends funding 11 projects for a total of \$201,655,000. The recommended program is over-programmed by \$5,985,000. This amount is anticipated to be offset by future unused Local Partnership Program incentive funds set aside each fiscal year, or through future project cost savings, consistent with the Local Partnership Competitive Program Guidelines. The projects leverage nearly \$14 billion in additional federal, state, and local funds, and will generate over 180,000 jobs across the state, promoting a vibrant economy and a sustainable, equitable, and innovative transportation system for all Californians.

The recommended investments will reward cities and counties who have each received voter-approval or board action to tax or fee themselves to locally generate more revenue for transportation projects. Together, Local Partnership Program funding, matched with local funding commitments, will provide safer transportation options to residents, workers, and visitors alike, through improvements to rail and transit, bicycle and pedestrian facilities, and road and highway infrastructure. The projects reduce air pollution with zero-emission public transit and active transportation upgrades, creating a healthier environment for Californians. They reduce congestion with interchange and local road improvements that promote safety. They uplift community voices by incorporating community feedback into project designs. And they include improvements to active transportation with dedicated bike lanes, adaptive traffic signal control systems, new sidewalks, and safer intersections to reduce pedestrian, bicyclist, and vehicular conflicts – each of which were supported by the communities that engaged with project sponsors.

The 11 projects recommended for funding were developed with robust in-person public engagement, in multiple languages, and various formats, and responded to community feedback by incorporating the community's input into project design. The Interagency Equity Advisory Committee supported project evaluations by reviewing and rating the community engagement sections of each application, influencing project selection by prioritizing projects that met or exceeded expectations for effective community involvement and incorporating feedback directly into project designs. Ultimately, projects recommended for funding reflected this prioritization.

The recommended Program of Projects was posted on the Commission's website on June 6, 2025, and is included as Attachment B.

Recommendations Development

The Commission received 41 project nominations totaling \$550,956,000 in 2024 Local Partnership Competitive Program funding requests. Each project underwent a comprehensive review to determine its applicant's eligibility status as either a voter-approved or imposed tax or fee jurisdiction.

Evaluation teams comprised of Commission and Caltrans staff, evaluated project nominations using the screening and evaluation criteria identified in the [2024 Local Partnership Competitive Program Guidelines](#), which included community and economic benefits, environmental impacts and environmental clearance, project readiness and deliverability, and alignment with state climate, equity and housing goals.

In addition, California Department of Housing and Community Development staff evaluated the Transportation, Land Use and Housing criterion, and members of the Interagency Equity Advisory Committee evaluated the Community Engagement evaluation criterion.

The 11 recommended projects were selected for their competitiveness across the criteria established in the guidelines and are projected to deliver numerous benefits including:

- Minimized and reduced vehicle miles traveled
- Reduced congestion and improved accessibility
- Improved air quality and reduced greenhouse gas emissions
- Increased ridership for both bus and rail transit system users
- Expanded mobility options and access to key destinations for all travelers

Projects not recommended for funding demonstrated travel benefits but were found less competitive for various reasons: construction start dates falling outside the program cycle; inconsistent or ineligible funding plans; insufficient local match; little or limited community engagement; lower demonstrated benefits relative to cost; or full funding was secured from another SB 1 program.

Commission staff welcome continued engagement from nominating agencies and encourage them to seek technical assistance to strengthen future submissions. Past applicants that have sought technical assistance and re-applied for funding have proven more successful in subsequent program cycles.

Project Highlights

The 11 recommended projects demonstrate alignment with the Climate Action Plan for Transportation Infrastructure and state climate goals by improving and enhancing public health, housing, safety, equity, and economic prosperity for Californians. The recommended Program will minimize or reduce vehicle miles traveled; improve safety measures for motorized and non-motorized users; transition old natural gas buses to battery electric buses; increase mobility and accessibility; improve and replace bridges and interchanges; improve pavement conditions; reduce greenhouse gas emissions; and advance transportation and housing goals through pro-housing designations as determined by the Department of Housing and Community Development.

Among the recommended projects, a sampling that highlight state objectives include:

- **Howard Streetscape Project (\$14,000,000)** in the City of San Francisco, will remove one to two westbound vehicle traffic lanes, install a permanent two-way Class IV bikeway, construct various safety improvements to pedestrian crossings and intersections, new civic amenity zones, and improvements related to urban greening and green infrastructure.
- **I Street Bridge Replacement Project (\$25,000,000)** in the City of Sacramento, will replace an existing two-lane bridge over the Sacramento River, and will connect to the City of West Sacramento, with enhanced approach structures leading to a two-lane bridge containing a new roadway alignment. The new bridge includes a moveable vertical lift center span to accommodate river-borne traffic, Class II buffered bike lanes, and sidewalks along each side of the bridge.
- **Seventh Street Bridge Replacement Project (\$15,000,000)** in the City of Modesto, the project will replace a structurally deficient and functionally obsolete bridge with a new bridge that is raised to meet current hydraulic design requirements. The project provides Class II bike lanes in each direction, a separated multi-use path on the west side of the bridge, a standard sidewalk on the east side, and improves the adjacent intersections.
- **SR 156/Castroville Boulevard Interchange Project (\$10,300,000)** on the west end of the SR 156 corridor in the unincorporated, rural community of Castroville, Monterey County, will construct a new interchange at Castroville Boulevard and State Route 156. The project is a safety, economic development, and congestion relief project in northern Monterey County that will convert the existing at-grade signalized intersection at Castroville Boulevard into a new grade-separated interchange. The project will enhance safety for residents in the low-income, rural community of Castroville, reduce traffic congestion for trucks traveling to and from the region's largest agricultural distribution center, improve access for visitors to the Monterey Peninsula, and improve the quality of life for all communities who use this corridor.
- **Central Ukiah Circulation Improvement Project (\$2,438,000)** in the City of Ukiah, will install replacement water and sewer utilities, reconstruct storm drains, roadways and sidewalks, and construct Americans with Disabilities Act accessible curb ramps and driveways, pedestrian crossings and bike lanes.

- **Streamview Drive Revitalization Phase II Project (\$10,000,000)** in the City of San Diego, on Streamview Drive from 54th Street to College Avenue, this project will provide access improvements for all users: pedestrians, bicyclists, bus riders, and motorists by installing and improving sidewalks, and installing bikes lanes, pop outs, and roundabouts. This project improves safety for all travelers in this corridor.
- **Zero-Emission Bus Project (34 Battery-Electric Bus, Division 7) (\$24,917,000)** in Los Angeles County, the project includes the procurement of 34 new battery-electric buses to replace 34 Compressed Natural Gas buses currently in service on Metro Bus Division 7 transit lines. The 34 new battery-electric buses will have on-board amenities including Wi-Fi and will operate with lower noise and vibration than existing Compressed Natural Gas buses. Additionally, the new battery-electric buses will feature all-door boarding, which is estimated to reduce line running times by 2.5 percent. This project fulfills Metro's commitment to transform bus service by introducing zero-emission buses together with enhanced high-frequency transit corridor infrastructure to improve speed, reliability, and safety in high-priority corridors that serve some of Los Angeles county's most disadvantaged communities.

Baseline Agreement Requirements

All agencies with projects funded in the 2024 Local Partnership Competitive Program must comply with the Commission's 2024 Local Partnership Program Guidelines and [Senate Bill 1 \(SB 1\) Accountability and Transparency Guidelines](#).

All projects included in the 2024 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a contribution of 2024 Local Partnership Competitive Program funds of \$10 million or greater, must enter into a baseline agreement approved by the Commission. Baseline Agreement development is initiated upon program adoption. Baseline Agreements stipulate the agreed-upon expected benefits, delivery schedules, project costs, and funding plans. Baseline Agreements identify agencies that must comply with SB 1 reporting requirements and include cost-sharing agreements that detail how cost overruns will be covered financially by project sponsors and implementing agencies. Executed Baseline Agreements serve as benchmarks for comparison to the current status of a project for subsequent reporting purposes. Baseline Agreements must be signed by the Caltrans Director and District Director, Commission's Executive Director, project applicant, and implementing agency.

Background:

On April 28, 2017, Governor Brown signed legislation creating the Local Partnership Program (SB 1 [Beall, Chapter 5, Statutes of 2017]). Assembly Bill 115 (Ting, Chapter 20, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. SB 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Beginning in December 2023, Commission staff hosted four public workshops to solicit stakeholder feedback to develop the 2024 Local Partnership Competitive Program Guidelines. Commission staff prepared the 2024 Local Partnership Competitive Program Guidelines in consultation with the Interagency Equity Advisory Committee, Caltrans, California Department of Housing and Community Development, regional transportation planning agencies, local agencies, advocates, and other stakeholders. On August 15, 2024, the Commission adopted the 2024 Local Partnership Competitive Program Guidelines, which describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Local Partnership Competitive Program.

Commission staff hosted 26 virtual office hour sessions from March to May 2024 to provide technical assistance to applicants for project nominations for the 2024 Local Partnership Competitive Program.

Attachments:

- Attachment A: Resolution G-25-43
- Attachment B: 2024 Local Partnership Competitive Program Adoption – Program of Projects
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
2024 LOCAL PARTNERSHIP COMPETITIVE PROGRAM ADOPTION
PROGRAM OF PROJECTS**

RESOLUTION G-25-43

- 1.1 **WHEREAS**, Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, created the Local Partnership Program to provide funding to jurisdictions that have sought and received voter-approval of taxes or that have imposed certain fees, including uniform developer fees, which are dedicated solely to transportation improvements for the purpose of funding road maintenance and rehabilitation; and
- 1.2 **WHEREAS**, Assembly Bill 115 (AB 115) (Ting, Chapter 20, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, on August 15, 2024, the California Transportation Commission (Commission) adopted the 2024 Local Partnership Program Guidelines; and
- 1.4 **WHEREAS**, the Commission established the 2024 Local Partnership Competitive Program as a two-year, \$195,670,000 program covering fiscal years 2025-26 and 2026-27; and
- 1.5 **WHEREAS**, on November 20, 2024, the Commission received 41 project nominations, totaling \$575,956,000 in funding requests; and
- 1.6 **WHEREAS**, Commission staff prepared program recommendations that included \$201,655,000 for 11 projects representing total project costs of \$14 billion.
- 1.7 **WHEREAS**, the over-programmed amount totaling \$5,985,000 included in the program recommendations is anticipated to be funded with the redistribution of unused set-aside incentive funds from Fiscal Year 2025-26 and 2026-27 or through future cost savings; and any remaining 2024 Program over-programmed amount will be deducted from the 2026 Program; and
- 1.8 **WHEREAS**, on June 6, 2025, Commission staff recommendations for the 2024 Local Partnership Competitive Program were posted on the Commission's website; and
- 1.9 **WHEREAS**, the Commission considered the staff recommendations and public testimony during its June 26-27, 2025, Commission meeting.

- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2024 Local Partnership Competitive Program, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that the amounts approved for funding shall be considered a "not-to-exceed" amount, and any increases beyond the estimates reflected in the adopted program shall be the responsibility of the nominating agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that projects included in the adopted 2024 Local Partnership Competitive Program must comply with the 2024 Local Partnership Competitive Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that projects included in the adopted 2024 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission; and
- 2.5 **BE IT FURTHER RESOLVED**, that if a recommended project requires a Baseline Agreement and requests allocation for project components between the June 2025 and October 2025 Commission meetings, the project applicant must submit a Baseline Agreement for approval by the October 2025 Commission meeting and that any remaining project component Baseline Agreements must be submitted by the December 2025 Commission Meeting; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission may remove from the program any project for which a Baseline Agreement is not executed; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission will not consider approval of a project allocation without an approved Baseline Agreement; and
- 2.8 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and project sponsors, is authorized to make minor technical changes to the 2024 Local Partnership Competitive Program to reflect the most current information or clarify the Commission's programming commitments, and shall seek Commission approval for any substantive changes; and
- 2.9 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post the 2024 Local Partnership Competitive Program of Projects on the Commission's website.

2024 Local Partnership Competitive Program
Program of Projects - Projects Recommended for Funding
(\$1,000s)
Resolution G-25-43

County	Nominating Agency	Project Title	Project Type	Fiscal Year	Total Project Cost	Recommended
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Zero Emission Bus (34 BEBs, Division 7)	Bus purchase - 34 Battery Electric Buses	2026-27	\$ 62,131	\$ 24,917
Mendocino	City of Ukiah	Central Ukiah Circulation Improvement Project	Active Transportation with Stormwater	2025-26	\$ 5,838	\$ 2,438
Monterey	Transportation Agency for Monterey County	SR 156/Castroville Boulevard Interchange	New Interchange	2025-26	\$ 136,101	\$ 10,300
Sacramento, Yolo	City of Sacramento	I Street Bridge Replacement	Bridge replacement with bike and pedestrian facilities	2025-26	\$ 310,780	\$ 25,000
San Diego	City of San Diego	Streamview Drive Revitalization Project Phase II	Complete streets	2025-26	\$ 23,087	\$ 10,000
San Francisco	City & County of San Francisco San Francisco Municipal Transportation Agency	Howard Streetscape Project	Complete Streets with Road Diet	2025-26	\$ 52,683	\$ 14,000
Santa Barbara	Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4E North -Cabrillo Interchange	Construct HOV lanes and overcrossing	2025-26	\$ 140,038	\$ 25,000
Santa Clara	Santa Clara Valley Transportation Authority	BART to Silicon Valley Phase II Extension	Public Transit - Rail (Extend BART 6 miles)	2025-26	\$ 12,745,607	\$ 25,000
Santa Cruz	Santa Cruz County Regional Transportation Commission	Watsonville-Santa Cruz Multimodal Corridor Program	Parent Project			\$ 25,000
		State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulders, and Coastal Rail Trail Child Project #1: Segment 12 Project (SB1-Cycle 4: Contract #1)	Auxiliary Lanes	2026-27	\$ 231,844	\$ -
		Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract #2) Child Project #2:	Complete Streets	2026-27	\$ 26,917	\$ -
		Local Roadway Rapid Bus Improvements – Soquel Drive and Highway 152 (SB1-Cycle 4: Contract #3) Child Project #3:	Public Transit - Bus/Bus Rapid Transit	2026-27	\$ 24,449	\$ -
Sonoma	Sonoma Marin Area Rail Transit	Sonoma-Marin Area Rail Transit District Healdsburg Extension	Public Transit - Rail (SMART 5.5 miles extension)	2025-26	\$ 185,750	\$ 25,000
Stanislaus	Stanislaus Council of Governments	Seventh Street Bridge Replacement	Bridge replacement with bike and pedestrian facilities	2025-26	\$ 134,044	\$ 15,000
				TOTAL	\$ 14,079,269	\$ 201,655
				Funding Capacity		\$ 195,670
				Over Programmed		(\$5,985)

*Projects are listed in alphabetical order by county



Congress of the United States
Washington, DC 20515

Reference No.: 4.7
June 26-27, 2025
Attachment C

March 6, 2025

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy:

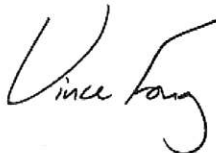
We are writing to express our support for Kern Council of Governments' (Kern COG) application for a Federal-State Partnership for Better Utilizing Investments to Leverage Development (BUILD) grant of \$22 million. If awarded, this funding would support the Centennial Corridor Interchange Connector project in Bakersfield by constructing a new direct freeway-to-freeway connector ramp from southbound State Route (SR) 99 to westbound State Route 58, completing the interchange. This project will enhance mobility and efficiency along SR 99 and SR 58, two of the West Coast's most critical freight corridors.

The Centennial Corridor Interchange Connector is essential for improving regional and national transportation networks, as it links what Kern COG describes as the busiest north-south truck route on the West Coast (SR 99) with the busiest east-west truck route and the only year-round, all-weather route over the Sierra Nevada mountain range (SR 58). This project will not only ease congestion but also reduce the impact of goods movement on communities in Central Bakersfield by diverting truck traffic away from local streets. Kern County's economy continues to expand, driven by its strong agricultural and industrial sectors, and this project will support this growth by facilitating freight movement to and from over 50 distribution, processing, and manufacturing facilities in the southern San Joaquin Valley. Additionally, the project is expected to create 844 construction jobs and support thousands of existing and future industrial jobs.

We firmly support Kern COG's grant application to complete the Centennial Corridor Interchange Connector. Approval of this project aligns with the BUILD Grant Program's mission by enhancing safety, reducing congestion, and strengthening a vital freight corridor essential to regional and national commerce. If you have any questions, please do not hesitate to contact us.

Thank you for your attention to this important matter.

Sincerely,



VINCE FONG
Member of Congress



DAVID G. VALADAO
Member of Congress

TOM MCCLINTOCK
5TH DISTRICT, CALIFORNIA

2256 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: 202-225-2511

EL DORADO HILLS DISTRICT OFFICE
4359 TOWN CENTER BLVD., SUITE 210
EL DORADO HILLS, CA 95762
PHONE: 916-786-5560

[HTTPS://MCCLINTOCK.HOUSE.GOV/](https://mcclintock.house.gov/)



Congress of the United States
House of Representatives
Washington, DC 20515-0504

COMMITTEE ON THE JUDICIARY
CHAIRMAN OF SUBCOMMITTEE ON
IMMIGRATION INTEGRITY, SECURITY, AND
ENFORCEMENT

SUBCOMMITTEE ON
CONSTITUTION AND LIMITED GOVERNMENT

COMMITTEE ON NATURAL RESOURCES

SUBCOMMITTEE ON
FEDERAL LANDS

SUBCOMMITTEE ON
WATER, WILDLIFE, AND FISHERIES

COMMITTEE ON THE BUDGET

November 20, 2024

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



Dear Director Taylor,

I write in support of Madera County's application for funding from the Local Partnership Competitive Program administered through the California Transportation Commission. Madera County is seeking funding for its Madera 41 South Expressway Project, which aims to modernize a 4.5-mile-long rural highway, State Route 41, into a facility that provides safe and efficient traffic operations for the region.

State Route 41 is a crucial commuter corridor, connecting rural eastern Madera County to employment centers in urban valley communities leading into the Sierra Nevada. The corridor also plays a significant role in transporting agricultural commodities from the San Joaquin Valley to rail, freight, and port terminals for worldwide distribution. Over the past four years, seven wildfires greater than 5,000 acres have required the use of State Route 41 as an evacuation route. It is also the most utilized travel facility by local, state, national, and international visitors to Yosemite National Park annually. If awarded, it is my understanding that this funding will enable Caltrans and its partners to fulfill this significant project and promote the region's growth objectives.

As the stated purpose of Local Partnership Competitive Program is to provide funding to counties, cities, districts, and regional transportation agencies for transportation improvements, I believe Madera County's application is consistent with the purpose of this grant and highly competitive on its merits.

Thank you for your consideration. Should you have any questions, please contact Paxton Wagner in my office at (202) 225-2511.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom McClintock".

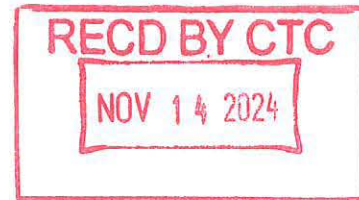
Tom McClintock



CITY OF PERRIS
OFFICE OF THE MAYOR
MICHAEL M. VARGAS

October 31, 2024

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



Subject: Support RCTC's Fiscal Year 2025-26 SCCP and LPP Grant

Dear Chair Guardino:

As the Mayor of Perris, I am pleased to support the Riverside County Transportation Commission's (RCTC) Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) grant applications for the Interstate (I) 15 Express Lanes Project Southern Extension (Project). The full Project extends the existing I-15 Express Lanes an additional 14.5 miles from Cajalco Road in Corona to State Route 74 (Central Avenue) in Lake Elsinore. RCTC is seeking \$85 million from SCCP and \$25 million from LPP under this funding request to advance Segment 1 of the project, which extends approximately five miles from Cajalco Road in Corona to Indian Truck Trail in Temescal Valley.

The full Project will add two tolled express lanes in both directions within the existing I-15 median to facilitate mobility in Riverside County. The Project advances RCTC's mission to provide a safe, interconnected, multimodal transportation system with the following benefits:

- **Improve traffic operations and increase travel time reliability** – Providing new express lanes will enhance the flow of traffic by providing a reliable travel time alternative within the corridor.
- **Expand travel choice** – Augmenting the regional express lanes network encourages carpooling and use of express bus service.
- **Promote safety** – Enabling additional passenger vehicles to travel in dedicated lanes separated from trucks, which rely upon the I-15 corridor to deliver goods from the ports.

Riverside County is the 10th largest county in the nation by population, with rapid growth occurring due to the region's relative housing affordability and economic opportunities. The Project will offset impacts to the I-15 corridor because of population growth, as well as continued growth in the nation's goods movement. The Project addresses competing passenger and

101 North "D" Street
Perris, California 92570
(951) 943-6100

commercial traffic congestion on I-15, bolstering mobility choice and supporting continued economic development.

The I-15 Express Lanes Project Southern Extension will benefit Perris residents and nearby commuters by easing congestion, improving safety, and offering new travel options. By adding tolled express lanes within the I-15 median, the project aims to ensure reliable travel times, support carpooling and express bus services, and separate passenger vehicles from heavy trucks, reducing accident risk. This expansion is vital for accommodating Riverside County's rapid growth, enhancing mobility, and supporting ongoing economic development across the region.

For these reasons, we strongly support RCTC's SCCP and LPP applications for the I-15 Express Lanes Project Southern Extension, Segment 1. For questions regarding this letter of support, please feel free to contact my office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael M. Vargas", with a stylized, flowing script.

Michael M. Vargas
Mayor

CAPITOL OFFICE
1021 O STREET
SUITE 7510
SACRAMENTO, CA 95814
TEL (916) 651-4031
FAX (916) 651-4931

DISTRICT OFFICES
3737 MAIN STREET
SUITE 104
RIVERSIDE, CA 92501
TEL (951) 680-6750
FAX (951) 680-6757

8353 SIERRA AVENUE
SUITE 142
FONTANA, CA 92335
TEL (909) 574-4120
FAX (909) 574-4122

SENATOR.ROTH@SENATE.CA.GOV

California State Senate

SENATOR
RICHARD D. ROTH
THIRTY-FIRST DISTRICT



COMMITTEES

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BUSINESS, PROFESSIONS &
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CAREER TECHNOLOGY AND
THE NEW ECONOMY
CHAIR

SELECT COMMITTEE ON
MANUFACTURED HOME
COMMUNITIES
CHAIR

November 12, 2024

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

RE: Support for RCTC's Fiscal Year 2025-26 SCCP and LPP Grant for Segment 1 of the I-15 ELPSE Project

Dear Chair Guardino:

I write in strong support for the Riverside County Transportation Commission's (RCTC) Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) grant applications for the Interstate (I) 15 Express Lanes Project Southern Extension (Project). As you know, Inland Southern California, with over 4.5 million residents, is one of the fastest growing regions in our nation, and is also severely challenged in providing ample transportation infrastructure for those residents.

The full RCTC Project will help address those transportation needs by extending the existing I-15 Express Lanes an additional 14.5 miles from Cajalco Road in Corona to State Route 74 (Central Avenue) in Lake Elsinore. RCTC is seeking \$85 million from SCCP and \$25 million from LPP under this funding request to advance Segment 1 of the project, which extends approximately five miles from Cajalco Road in Corona to Indian Truck Trail in Temescal Valley.

The full Project will add two tolled express lanes in both directions within the existing I-15 median to facilitate mobility in Riverside County, and facilitate the following benefits:

- **Improve traffic operations and increase travel time reliability** – Providing new express lanes enhancing the flow of traffic by providing a reliable travel time alternative within the corridor.
- **Expand travel choice** – Augmenting the regional express lanes network encourages carpooling and use of express bus service.
- **Promote safety** – Enabling additional passenger vehicles to travel in dedicated lanes separated from trucks, which rely upon the I-15 corridor to deliver goods from the ports.

The Project will offset impacts to the I-15 corridor as a result of population growth, as well as continued growth in the nation's goods movement, and address competing passenger and commercial traffic congestion on I-15.

Please contact me if you have any questions regarding my strong support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard D. Roth", with a long horizontal flourish extending to the right.

RICHARD D. ROTH
Senator, 31st District



*Congress of the United States
House of Representatives
Washington, D. C. 20515*

*Anna G. Eshoo
Sixteenth District
California*



October 18, 2024

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

Dear Ms. Taylor,

I write in strong support of the City of Sunnyvale's application for funding for the Bernardo Avenue Undercrossing Project through the Local Partnership Program.

Sunnyvale is partnering with the City of Mountain View, which is located in my Congressional District, to construct a crossing for pedestrians and cyclists beneath the Caltrain tracks and Central Expressway near Bernardo Avenue at the of the border of Mountain View and Sunnyvale. This long-planned connection is vital to promoting active transportation in the community, connecting employers and a mobile home park to the north of the tracks with affordable housing, light industrial uses, and an elementary school to the south. The undercrossing will eliminate a detour of one to two miles for those traveling by foot or bicycle, facilitating more direct travel between affordable housing, employers, and public transportation in nearby areas. I'm proud to have recently secured \$2.5 million in federal funding for the design and engineering of this project.

The Bernardo Avenue undercrossing is a priority infrastructure project within Sunnyvale's Vision Zero Plan to reduce traffic fatalities and severe injuries and will provide an important pedestrian connection between the two cities. I urge you to give Sunnyvale's request your full and fair consideration in accordance with all applicable laws and regulations, and I thank you in advance for your consideration of my important request.

Most gratefully,

Anna G. Eshoo
Member of Congress

California Legislature



November 19, 2024

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

Re: Letter of Support for the BART Silicon Valley Phase II Extension Project

Dear Director Taylor,

I am writing to express my support for the Santa Clara Valley Transportation Authority's (VTA) BART Silicon Valley Phase II (BSVII) Extension project and urge the California Transportation Commission (CTC) to award the requested \$75 million through the Solutions for Congested Corridors Program (SCCP) and \$25 million through the Local Partnership Program (LPP). These crucial funds are essential to advancing a project of this magnitude, which will significantly improve rail connectivity, enhance access to major employment centers and growing urban areas, reduce congestion on major highways and promote sustainable transportation options in Santa Clara County and throughout the Bay Area.

VTA's BSVII project will extend BART service from the Berryessa/North San José station to the City of Santa Clara, adding six miles of new track and constructing four new stations at 28th Street/Little Portugal, Downtown San José, Diridon Station and Santa Clara. This extension will provide a much-needed sustainable alternative to personal vehicle trips, easing traffic congestion and providing reliable, accessible, equitable and affordable transit options for tens of thousands of daily commuters.

Public Benefits of the BSVII Project:

- Traffic Congestion Reduction: The project will move vehicle trips off major highway corridors in the project area, including US 101, I-680 and I-880. The project is identified in the US 101 Comprehensive Multimodal Corridor Plan.
- Rail Connectivity: The project will fulfill the vision of 'Ringing the Bay with Rail' and improve intermodal connectivity between the different parts of the Bay Area by linking BART, Caltrain, Capitol Corridor, and Altamont Corridor Express at Diridon Station.
- Addressing Climate Change: The project will reduce approximately 50 tons greenhouse gas (GHG) emissions (2040) by reducing barriers to rail and transit options and reducing the number of vehicle trips in the project corridor.
- Economic Growth and Job Creation: The project will spur economic growth and job creation in the region, creating more than 100,000 direct and indirect jobs. Bay Area commuters will gain

access to 1 million Jobs in Silicon Valley. 2 million people in Santa Clara County will gain access to 3.5 million Bay Area Jobs.

- Equity and Access: The project directly serves priority populations by improving access to affordable travel options and connecting 1.7 million transit dependent riders with equitable access to jobs, educational opportunities and essential services.

As our region continues to grow, the need for sustainable and efficient transit options becomes increasingly urgent. The BSVII project is a key component of the long-term strategy to meet this demand while reducing our reliance on personal vehicles and supporting the state's goals for reducing GHG emissions.

I strongly encourage the CTC to prioritize funding for this regionally significant project. BSVII will deliver lasting benefits to the residents of Santa Clara County and the entire Bay Area by improving mobility, supporting economic development and contributing to a more sustainable future.

Thank you for your consideration.

Sincerely,



Dave Cortese
Senator, 15th District



Aisha Wahab
Senator, 10th District



Ash Kalra
Assemblymember, 25th District



Evan Low
Assemblymember, 26th District



Gail Pellerin
Assemblymember, 28th District

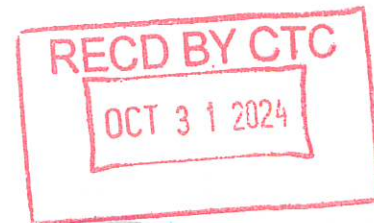


City Manager's Office

"Working with our community to create positive impact through service with heart."

Watsonville
CALIFORNIA

October 28, 2024



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

RE: Support for the Watsonville-Santa Cruz Multimodal Corridor Program, SB1-Cycle 4

Dear CTC Commissioners:

The City of Watsonville is pleased to share its strong support for the Watsonville - Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 4 Project and urges the Commission to fund this important project.

Watsonville is a transportation disadvantaged community that depends upon the corridors identified in this project, Soquel Drive and Highway 1, to connect its residents to educational, healthcare, and job centers both in Santa Cruz. Watsonville is a low-income community, and its residents are severely impacted by the constant congestion on these two corridors when traveling to Santa Cruz.

Watsonville residents will directly benefit from the following improvements proposed by this project:

- Elimination of choke points on Highway 1;
- Multi-modal improvements on Soquel Dr;
- Expansion of express bus service for Santa Cruz Metropolitan Transit District (METRO);
- Addition of two new "rapid" METRO routes;
- Installation of new in-lane boarding platforms, shelters, real-time bus arrival displays, and ticket validators.

This project closely aligns with local, regional, state, and federal climate action and resiliency goals. For Watsonville residents, it will enhance their quality of life by improving safety, increasing mobility, reducing congestion, reducing transit travel times and advancing transportation equity. The City of Watsonville is pleased to support this work and thanks the Commission for its consideration of this important project.

Sincerely,



Tamara Vides
Watsonville City Manager

To: California Transportation Commission

From: Residents of Aptos, Santa Cruz County

May 17, 2025

Dear Commissioners,

We live in Aptos, the location of proposed auxiliary lanes on Highway 1. We are among the people who are supposed to benefit from this project, in the form of reduced congestion on Hwy 1. We experience considerable congestion on Hwy 1, but according to the Project EIR, the morning commute will actually get worse in the opening year of the project. The EIR estimates:

- Northbound AM peak average traffic speed declining from 30 miles per hour to 26 mph in the opening year of the project.

The EIR predicts an improvement in travel time for the Southbound PM peak period in the opening year. However, the EIR says nothing about how long that improvement would last, except that there is no improvement by 2045.

The insignificance of congestion relief benefit was predicted by the Tier I EIR (2019) that studied the "TSM Alternative", defined as auxiliary lanes and ramp meters from Santa Cruz to Freedom Blvd, including the Aptos segments in this Project:

- The TSM Alternative "would result in a very slight improvement in traffic congestion when compared to the No Build Alternative" (Draft EIR page 2.1.5-16)

The Project EIR claims that there will be a safety benefit from adding auxiliary lanes. This contradicts the Tier I EIR (2019):

- "The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative." (Draft EIR page 2.1.5-17)

The absence of safety benefit predicted by the Tier I EIR makes sense. The Caltrans Highway Design Manual recommends auxiliary lanes for safe merging when the distance between interchanges is less than 2000 feet. The interchanges in this Project are a mile apart.

An important question is *why, if the Tier I EIR predicted "very slight" congestion relief, and no safety benefit, did Santa Cruz County leaders proceed with the auxiliary lanes project?*

Whatever the reason, it is not too late to change course. In Aptos, Hwy 1 runs through a finger of redwood forest that extends from the Forest of Nisene Marks towards the coast. The EIR states that 1100 trees will be cut down for this project, including some grand redwoods. It is a costly loss for a Project that will not succeed in reducing congestion.

These magnificent trees shield us from some of the traffic noise on Hwy 1. The project will reduce our quality of life and the value of our property.

The Commission decided not to fund this project during the last cycle of SB 1 grant funding. Please do so again.

Thank you for your consideration,

Mike Saint
516 Santa Marguarita Dr.

Peter Niboli
345 Moosehead Dr.

Elissa Wagner
528 Encino Dr.

Christina Grant
785 Loma Prieta Dr.

Nathan Bietz
520 Santa Marguarita Dr.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0002
(916) 319-2002
FAX (916) 319-2102

DISTRICT OFFICE
50 D STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2526
FAX: (707) 576-2297

E-MAIL

Assemblymember.Rogers@assembly.ca.gov



COMMITTEES
BUDGET
COMMUNICATIONS AND
CONVEYANCE
TRANSPORTATION
UTILITIES AND ENERGY
WATER, PARKS, AND WILDLIFE
BUDGET SUBCOMMITTEE NO. 4 ON
CLIMATE CRISIS, RESOURCES,
ENERGY, AND TRANSPORTATION

April 9, 2025

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

Subject: Support for the SMART Healdsburg Extension Project Applications for Solutions for Congested Corridors Program/Local Partnership Program Competitive Funds

Dear Executive Director Taylor,

I am writing to express my support for funding the completion of Sonoma-Marín Area Rail Transit District's (SMART) Healdsburg Extension through the grant applications submitted by Caltrans and the Metropolitan Transportation Commission to the Solutions for Congested Corridors Program (SCC) and by SMART to the Local Partnership Competitive Program (LPP-C).

In 2008, the voters of Marin and Sonoma County made a commitment by approving a ¼ cent sales tax measure to provide funding for the construction and operations of a 70-mile rail and pathway service between Larkspur and Cloverdale. Through 2024, the voters have provided \$550 million of their hard-earned money towards that purpose.

With the opening of the SMART Windsor Station upcoming Spring 2025, SMART's system will have 48-miles and 14 stations of passenger rail open in service, with 36-miles of the Great Redwood Trail/SMART Pathway open to the public. This request before you completes the work to Healdsburg and advances the completion of the entire system, including non-motorized path and enhanced freight rail service capabilities system-wide. There are just over four years left in SMART's 2008 sales tax measure. We should make every effort to complete construction of the rest of the SMART system before asking the voters to reauthorize the sales tax to pay for ongoing operations of the system.

I respectfully urge your favorable consideration of these SCC and LPP-C funding requests to match our voters' commitment to a healthier transportation future. Please feel free to contact my office at 707-576-2526 if you have any questions or require additional information.

Sincerely,

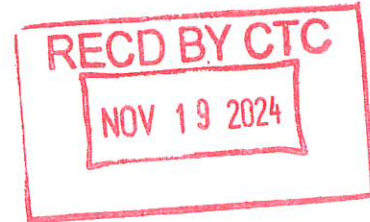
CHRIS ROGERS
Assemblymember, Second District

CR: mb



November 14, 2024

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



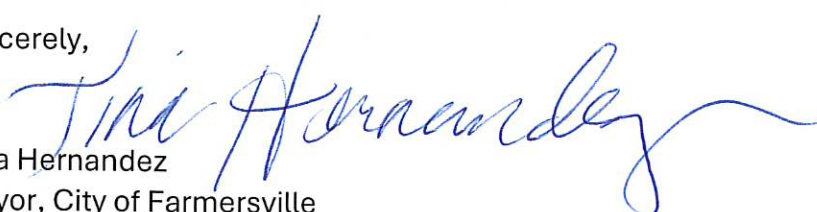
Dear Ms. Taylor:

The City of Farmersville is writing in support of the City of Woodlake's application to the California Transportation Commission's (CTC) 2024 Local Partnership Program (LPP) for the State Route 216 and Mulberry Street Roundabout Project (Project). The application is being submitted in partnership with Caltrans District 6 and the Tulare County Association of Governments (TCAG).

The Project will have a significant and positive impact on the community, enhancing both safety and traffic flow. With new residential, commercial, and industrial developments being designed and constructed in the vicinity of the project area, the intersection will become congested over time. The roundabout will provide safe and sustainable access at the intersection, will accommodate projected traffic associated with foreseeable future development, provide an acceptable Level of Service (LOS), reduce fuel consumption, and reduce vehicular idling time that generates air pollution.

The City of Farmersville appreciates the opportunity to express our strong support. If you have any further questions, please contact Tina Hernandez at 559-747-0458 ex: 1003.

Sincerely,


Tina Hernandez
Mayor, City of Farmersville

1021 O STREET
SACRAMENTO, CA 95814
(916) 651-4003

California State Senate

SENATOR
CHRISTOPHER CABALDON
THIRD SENATE DISTRICT



April 11, 2025

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

Dear Director Taylor:

I am writing to express my support for the City of Sacramento's request for funding for the I Street Bridge Replacement Project through the 2024 Local Partnership Program (LPP) competitive grant program.

This project will build a new iconic bridge over the Sacramento River between the Cities of Sacramento and West Sacramento. This bridge will provide a crossing of the river that can serve all modes of travel, with wide sidewalks, bike lanes, and vehicle lanes wide enough for buses and emergency response vehicles, all options lacking in the existing 113-year-old I Street Bridge. The bridge will support significant new transit-oriented infill development in both cities and improve accessibility to key destinations for communities on both sides of the Sacramento River, including access to a new Kaiser Permanente hospital currently under construction, and the Sacramento Valley Station. The bridge will also provide another key crossing of the river in the event of the need for emergency evacuations.

The Cities of Sacramento and West Sacramento have been working on this project for many years, have secured state and federal environmental clearance, and will complete final design and obtain all necessary permits this summer. After many years of working with Caltrans to secure a financial commitment, in March of this year, Caltrans pledged \$250 million in federal Highway Bridge Program funding toward the bridge's construction. With the LPP funding that is being requested, the project will finally have sufficient funding guarantees to proceed to construction next spring,

I urge you to support funding for this once-in-a-lifetime project to remove the last barrier to its construction.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Cabaldon", written in a cursive style.

Christopher Cabaldon
Senator, District 3



California State Senate

SENATOR
ANGELIQUE V. ASHBY, J.D.
EIGHTH SENATE DISTRICT

May 21, 2025

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

Dear Director Taylor,

I am writing to express my support for the City of Sacramento's request for funding for the I Street Bridge Replacement Project through the 2024 Local Partnership Program (LPP) competitive grant program.

The current bridge, located on I Street, is over 100 years old and lacks critical infrastructure. This project will build a new bridge over the Sacramento River that connects Sacramento and West Sacramento. The new bridge will have multiple modes of transportation, such as wide sidewalks, bike lanes, and larger vehicle lanes for increased safety for pedestrians and cyclists.

The bridge will significantly support additional transit-oriented infill development in both cities, and improve the accessibility to key destinations for communities on both sides of the Sacramento River, including the new Kaiser Permanente hospital currently under construction, the Sacramento Valley Station, and Sutter Health Park. The bridge will also be helpful in the event of emergency evacuations.

The City of Sacramento has been working on this project for many years. In March of this year, after diligently working with Caltrans to secure a financial commitment, Caltrans pledged \$250 million in federal Highway Bridge Program funding toward the bridge's construction. This, coupled with the LPP funding that is being requested, the project will finally have the funding to begin construction next spring, resulting in significant long-term economic benefits to the region.

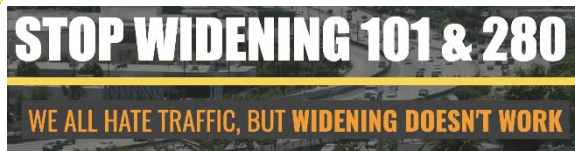
Through this letter, I affirm my support of this project and the economic benefits it will provide to the cities of Sacramento and West Sacramento. Please do not hesitate to contact my office at 916-319-0309 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Angelique Ashby". The signature is fluid and cursive, with a large, sweeping flourish at the end.

ANGELIQUE V. ASHBY
Senator, 8th District

ClimatePlan TRANSFORM



May 28, 2025

Matthew Yosgott
Deputy Director - SB 1 Programming
California Transportation Commission (CTC)
1120 N Street MS 52
Sacramento, CA 95814

Re: Applications of Concern for SB 1 Funding (SCCP, TCEP, LPP Programs)

Dear Deputy Director Yosgott,

The undersigned organizations write to express concerns about a number of highway expansion project applications for SB 1 funding under the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and the Local Partnership Program (LPP) that we have listed below. Our concerns about these projects relate to their inconsistency with the Climate Action Plan for Transportation Infrastructure (CAPTI), their likelihood to significantly increase driving, their environmental, climate, and displacement impacts, and their conflicts with California's climate and equity goals. We urge the Commission to scrutinize these projects closely and only fund the components of these projects that reduce driving, improve

multimodal options, and advance the zero-emission fleet transition. Several of the projects listed are opposed locally by organizations in the ClimatePlan network that are also signed on to this letter. We have linked to opposition letters to specific projects in the footnotes.

Solutions for Congested Corridors Program (SCCP)

We are very pleased to see the high number of transformative multimodal and vehicle miles traveled (VMT) reducing projects and components of projects among the list of applications for SCCP this cycle. We particularly appreciate the innovative project applications that aim to improve highway operations in congested corridors without adding new lanes, such as the ***I-805 South Managed Lanes HOV to HOT Conversion Project*** which will reinvest toll revenue into transit and active transportation infrastructure.

We encourage the CTC to only fund projects and project components that reduce VMT and avoid adding new lanes to highways and roadways. Specifically, we urge the CTC not to fund the following highway expansion projects and project components:

1. **SR 1 – Freedom to State Park Auxiliary Lanes¹ (Also an LPP and TCEP application, comments apply to that program as well)** - This auxiliary lane expansion project is a component of the Watsonville-Santa Cruz Multimodal Corridor Project and is opposed by local advocates challenging the project. As articulated in the Sierra Club chapter letter linked in the footnote, this application for SCCP/TCEP/LPP has some multimodal components that enjoy support from the community and we encourage the CTC to fund these components without the auxiliary lanes.
2. **101 Multimodal Corridor Segment 4E North – Cabrillo Interchange (Also an LPP and TCEP application, comments apply to that program as well)** - This expansion project is a component of the Santa Barbara US 101 Multimodal Corridor Project and was opposed by local advocates. This application for SCCP/TCEP/LPP also has many strong multimodal components that enjoy support from the community and we encourage the CTC to fund these components of this project. Since most of the corridor has already been widened, we recognize that restricting lanes in this short segment could decrease air quality. However, the HOV lanes have limited effectiveness because of their limited time duration and operational requirements for only 2 or more occupants. We encourage CTC to fund the HOV component only with expanded HOV operational requirements for additional hours and 3 or more occupants.
3. **I-5 Managed Lanes Multimodal Operational Improvements (Orange County)** - This project adds 16 lane-miles of new HOV lanes that will exacerbate freeway congestion and air quality issues without a clear commitment to invest in transit alternatives. We would support the portion of this project that converts existing HOV lanes to express lanes if those components could be funded separately from the lane expansion components and if toll revenues were committed to providing multimodal alternatives.

¹ [Sierra Club to CTC on SR-1](https://drive.google.com/file/d/1mzuzGdvoWviBsOHhuy8rzwJOPGmgb4ql/view?usp=sharing)
<https://drive.google.com/file/d/1mzuzGdvoWviBsOHhuy8rzwJOPGmgb4ql/view?usp=sharing>

4. **SR 37 Sears Point to Mare Island Improvement Project – Phase 2² (Also an LPP and TCEP application, comments apply to all three programs)** - The sign on letter linked in the footnote demonstrates the local advocate opposition to this “interim” lane expansion project, and states that “the interim project will cost over \$500M and will be under water caused by sea level rise within fifteen years of completion. Continuing the interim project in its current form further delays, rather than advances, the long-term vision for the corridor.” We have serious concerns about investing any state funding in a roadway that may be inoperable as soon as 2040.
5. **I-15 Express Lanes Project Southern Extension (ELPSE)³ (Also an LPP application, comments apply to that program as well)** - This project will add over 60 lane-miles to I-15 in a congested and growing region and does not include multimodal and VMT reducing components. As detailed in the comment letter on this project’s draft environmental impact report linked in the footnote, this project will induce significant VMT and relied on outdated and flawed methodology for estimating air quality and other impacts.
6. **I-680 NB Express Lane Completion Phase 1⁴** - This express lane expansion project is a component of the Innovate 680 project. Though this SCCP application appears to only be requesting funds for the Shared Mobility Hubs and TDM Augmentation components of the larger project, we still want to highlight the concerns raised by Transform in their comment letter to Caltrans regarding flawed analysis in the draft EIR for this project, linked in the footnote.

Trade Corridor Enhancement Program (TCEP)

We are again pleased to see the increase in TCEP applications this cycle that would advance freight electrification, technology, and efficiency at ports and truck parking hubs. We 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. We encourage the CTC to focus funding only on those types of projects and avoid funding any projects that increase passenger VMT by adding general purpose lanes to roadways.

In addition to the projects listed above that are applying for both SCCP and TCEP, we have concerns about the following TCEP applications:

1. **SR 60/World Logistics Center Pkwy Interchange** - This project entails a significant expansion and new connection for an existing interchange that will open up land for more warehouse and sprawl development and induce significant new passenger VMT.

² Sign on comment letter SR-37 <https://transformca.org/wp-content/uploads/2024/09/Sign-on-Letter - Oppose-Backdoor-Streamlining-for-HW-37.pdf>

³ [Sign on comment letter I-15 DEIR https://drive.google.com/file/d/1P8Tr5ZF3zWvByCTWY_bwlo957Ab7Q3jM/view?usp=sharing](https://drive.google.com/file/d/1P8Tr5ZF3zWvByCTWY_bwlo957Ab7Q3jM/view?usp=sharing)

⁴ [Sign on comment letter Innovate 680 DIER https://transformca.org/wp-content/uploads/2024/07/I-680-NB-Express-Lanes-Comment-Letter.docx.pdf](https://transformca.org/wp-content/uploads/2024/07/I-680-NB-Express-Lanes-Comment-Letter.docx.pdf)

2. **Konocti Corridor - Segment 2B** - This project will add 16 general purpose lane-miles to convert the existing conventional highway between Kelseyville and Clear Lake to a four-lane expressway and will induce passenger VMT.
3. **Tulare SR 99 Corridor and Paige Avenue Multimodal Interchange Enhancements** - We do not support the capacity-increasing general purpose lane additions to SR 99 which will induce significant passenger and truck VMT. The project as approved further separates South City of Tulare and the neighboring unincorporated community of Maheny Tract by providing the transportation system for the growth of the City's industrial zones which separates the aforementioned communities. The Project does not improve connectivity for pedestrians and cyclists. At the bare minimum the project proposes a shared paved path, not even a sidewalk, between Blackstone St. and Laspina St, which do not extend into the residential communities to the East and West of the project site. We recommend a project alternative which will result in reduced traffic congestion while also improving pedestrian and active transportation options for the community, instead of facilitating industrial growth and highway capacity for freight.
4. **State Route 46 Antelope Grade Corridor Improvements Project** - This project will add five general purpose lane-miles to convert the existing conventional highway over Antelope Grade to a four-lane expressway and induce passenger VMT.
5. **State Route 132 Phase 3A Project** - This project will add 14 new general purpose lane-miles to extend a new expressway that creates a bypass for SR 132 and opens up new land for warehouse and sprawl development and induce new passenger VMT.
6. **State Route 71 Gap Closure Phase 2 Project (*Also an LPP application, comments apply to that program as well*)** - This project will convert an existing arterial highway into an 8-lane freeway, adding a general purpose and HOV lane in each direction. We do not support the highway lane addition portions of this project, which will induce significant passenger VMT and limit the freight benefits. However, we support the components of the project that provide sound walls and noise mitigation, update rail bridges to current standards, and enhance a pedestrian overcrossing.
7. **SR 46 East/Union Road Intersection Improvements** - This project entails a new interchange that will open up land for sprawl development and induce significant new passenger VMT.
8. **680/SR-4 Interchange Improvement (*Also an LPP application, comments apply to that program as well*)** - This project will add a direct connector with two general purpose lanes to the interchange of I-680 and SR-4 without mitigation for increases to passenger VMT.

Local Partnership Program (LPP)

In addition to the projects listed above that have applied for SCCP and/or TCEP in addition to LPP, we have concerns about the following additional application for LPP:

1. **Madera 41 South Expressway Project** - This project will add eight general purpose lane-miles to convert the existing conventional highway to a four-lane expressway, increasing access to land that is rapidly converting to sprawl development and significantly increasing passenger VMT. Rather, we urge the CTC to support projects

which truly meet the purpose of the LPP which includes addressing aging infrastructure, road conditions, active transportation, transit and rail, and ensuring health and safety benefits. Madera County is currently unable to meet existing transportation needs, including maintenance and transit of existing communities. Funding additional roadways for the purpose of sprawl contradicts the purpose of the LPP, will increase emissions, and divert critical funding needed to support the current transportation system in Madera County.

We appreciate the opportunity to provide comments and amplify project concerns from local organizations as commission staff reviews the SB 1 applications. We look forward to further engagement with CTC staff and commissioners once the staff recommendations are released.

Thank you for your attention to our concerns and for your leadership in guiding California toward a more sustainable and equitable transportation future.

Sincerely,

Zack Deutsch-Gross
Transform

Mary Lim, J.D.
Genesis: Interfaith Organizing in the East Bay

Jeanie Ward-Waller
ClimatePlan

Marven Norman
Center for Community Action and Environmental Justice (CCA EJ)

Jared Sanchez
CalBike

Elizabeth Reid-Wainscoat
Center for Biological Diversity

Chance Cutrano
Resource Renewal Institute

Matthew Baker
Planning and Conservation League

Janet Cox
Climate Action California

Sofia Rafikova
Coalition for Clean Air

Heather Deutsch
MOVE Santa Barbara County

Mike Swire
Stop the 101 & 280 Widenings in San Mateo County

Iman Sylvain, PhD
Rails to Trails Conservancy

David Diaz, MPH
Active San Gabriel Valley

Nick Ratto
350 Bay Area Action - Transportation Lead

Carter Rubin
Natural Resources Defense Council (NRDC)

Carter Lavin
Transbay Coalition

Justin Hu-Nguyen
Bike East Bay

David Levitus
LA Forward

Hana Creger
The Greenlining Institute

Aditi (Adi) Varshneya
California Environmental Justice Alliance (CEJA) Action

Emma De La Rosa
Leadership Counsel for Justice and Accountability

Jonathan Matz
Safe Routes Partnership

Marc Vukceovich
Streets For All

Kevin Shin
California Walks

Rick Longinotti
Campaign for Sustainable Transportation

Suzanne Hume
CleanEarth4Kids.org

Jamie Pew
NextGen California

Jorge Rivera
Healing & Justice Center

cc:
Executive Director Tanisha Taylor
Chair Darnell Grisby
Vice-chair Clarissa Falcon



Western Regional Office
409 13th St.
Suite 600
Oakland, CA 94612
510-992-4662

May 30, 2025A

Matthew Yosgott
Deputy Director - SB 1 ProgrammingA
California Transportation Commission (CTC)
1120 N Street MS 52A
Sacramento, CA 95814A

RE: ~~Applications of Merit~~for SB 1 FundingA- Supporting Bay Area TrailsA

Dear Deputy Director Yosgott,

Rails to Trails Conservancy writes to encourage CTC staff to recommend funding for two active transportation project applications for SB 1 funding in the San Francisco Bay Area under ~~the~~ Solutions for Congested Corridors Program (SCCP) and the Local Partnership Program (LPP) that we have listed below.

RTC is the largest trail organization in the country and is working to connect all people, everywhere by trails and safe active transportation infrastructure. RTC advocates for low-stress, traffic-separated, and multimodal trails, to create new accessible, sustainable, and affordable pathways for mobility.

RTC chairs the Bay Area Trails Collaborative (BATC), which comprises more than ~~50~~ organizations, agencies, and businesses seeking to develop a 2,600-mile [regional trail network](#) that would connect the nine-county ~~Bay~~ Area. Two [priority projects](#) for BATC applied for SB 1 funding, the Bay Skyway and SMART Pathway.

We encourage you to recommend funding for the following two projects to progress completion of the Bay Area ~~A~~regional trail network.

- 1.A **SCCP Project 1: Multimodal Bay Skyway.** Given the impactful nature of a transbay multiuse path connecting Oakland and San Francisco, the Bay Skyway is one of 12 high priority projects for BATC. The completion of the Bay Skyway would be transformative for the region, as it creates new avenues for congestion relief, expands commuter choice, and opens greater access to cultural, educational, recreational, and employment opportunities. As the crow flies, the downtown ~~A~~ areas of San Francisco and Oakland are a mere 6 miles apart, but



Western Regional Office
409 13th St.
Suite 600
Oakland, CA 94612
510-992-4662

today there are no direct routes to walk, bike, or roll between these destinations. The Bay Skyway would provide a scenic and stress-free route for transbay commuters, as it is sited along and a key segment of the beautiful San Francisco Bay Trail. RTC is additionally supportive of the Bay Skyway as moderators of the Friends of the Bay Trail, a group of advocates, city & county staff, and other professionals working to advance the 500-mile Bay Trail.

2. SCCP Project 2 and APP Project 35: SMART Healdsburg Extension. When complete, the SMART Pathway will connect bicyclists and pedestrians to jobs, schools, transit hubs, housing and other destinations via a 71.3-mile multiuse trail alongside the SMART commuter rail system in Sonoma and Marin counties. This essential spine of Sonoma and Marin's active transportation network is a BATC priority project. Filling the remaining gaps will result in increased connectivity throughout the region and boost the current usership. Additionally, the SMART Pathway was officially designated as the southern portion of the 307-mile Great Redwood Trail.

We appreciate the opportunity to provide comments and amplify the BATC regional trail network as commission staff reviews the SB 1 applications. We look forward to further engagement with CTC staff and commissioners once the staff recommendations are released.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Voremberg".

Jesse Voremberg
jesse@railstotrails.org
Trail Development Manager, Western Region
Rails to Trails Conservancy

A handwritten signature in black ink, appearing to read "Iman Sylvain".

Iman Sylvain, PhD
isylvain@railstotrails.org
Director, Western Region
Rails to Trails Conservancy



KAREN BASS
MAYOR

June 6, 2025

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

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

RE: LA River Greenway, West San Fernando Valley Gap Closure (Segments 1 & 2)

Dear Chair Grisby and Executive Director Taylor,

I write again to reiterate my strong support of Metro's request for \$17 million from the Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP) for the LA River Greenway, West San Fernando Valley Gap Closure (Segments 1 and 2) Project. This project will create a 3-mile Class I path that links directly to the Sepulveda Basin Recreation Area—future site of the Valley Sports Park Olympic venue.

This project is critical to Los Angeles' mobility network and readiness for the 2028 Olympic and Paralympic Games. It will provide safe, sustainable transportation options for underserved communities, improve access to 16 schools and major job centers, and support transit connections. Benefits include the creation of 863 new construction jobs, connection of 13,535 jobs via the new corridor, reduction of fatalities and serious injuries, and elimination of 490,000 annual vehicle miles traveled (VMT) and 2,900+ metric tons of greenhouse gas emissions.

Recent construction bids exceeded estimates due to regional fire impacts on material and labor costs, and it is vital that the project receive the full funding requested by Metro to ensure successful delivery. The City, Metro, and regional partners remain fully committed to delivering this long-planned, shovel-ready project in time for the 2028 Games. With your support, this investment will create a lasting legacy for Los Angeles and the San Fernando Valley.

For these reasons, I ask for the Commission's favorable consideration of the full \$17 million request. Thank you for your continued partnership.

Sincerely,

KAREN BASS
Mayor

cc: Stephanie Wiggins, Chief Executive Officer, Los Angeles Metro





Daniel Lurie, Mayor

Janet Tarlov, Chair
Stephanie Cajina, Vice Chair
Mike Chen, Director
Alfonso Felder, Director

Steve Heminger, Director
Dominica Henderson, Director
Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

Tab 22

June 18, 2025

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

RE: **Local Partnership Competitive Program: Howard Streetscape Project – Support for CTC Staff Recommendation (Ref. # 4.7)**

Dear Chair Grisby:

I am writing in support of the CTC staff recommendation of the San Francisco Municipal Transportation Agency's (SFMTA) Howard Streetscape Project under the Local Partnership Competitive Program.

The Howard Streetscape Project is a transformative Complete Streets project of regional significance that will improve traffic safety and livability on a high-injury corridor for the diverse residents and businesses in the South of Market (SoMa) neighborhood. It will provide direct benefits to residents surrounding the project area who are heavy users of the local and regional transit systems and are most likely to walk and bike for commute and non-commute trips. The project will transform the heavily traveled arterial consisting of generally three travel lanes to a two-lane street with permanent two-way protected bike lanes, intersection improvements and green infrastructure. This transformation exemplifies the principles of a safer and more sustainable complete street design.

SoMa is a culturally and socioeconomically diverse neighborhood designated as an Equity Priority Community, where 42 percent of the residents in the neighborhood earn an income less than 200 percent of the federal poverty level. The outreach process included critical input from the community, especially those from disadvantaged populations, to shape the scope of this project.

We urge the Commission's support of this important project.

Sincerely,

Julie Kirschbaum
Director of Transportation