

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.6, Action

Prepared By: Leishara Ward
Associate Deputy Director

Published Date: June 16, 2023

Subject: 2022 Local Partnership Competitive Program Adoption – Program of Projects,
Resolution G-23-47

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2022 Local Partnership Competitive Program, as presented in Attachment B and consistent with the Resolution G-23-47 (Attachment A).

Issue:

The Commission established the 2022 Local Partnership Competitive Program as a two-year, \$144 million program across fiscal years 2023-24 through 2024-25. The 2022 Local Partnership Competitive Program proposes 11 projects for a total of \$142,453,000 in funding with a combined total project cost of approximately \$610 million.

The 2020 Local Partnership Competitive Program was over-programmed by \$25,800,000. It received redistributed set-aside Incentive funds totaling \$12,000,000 for fiscal years 2020-21 and 2021-22, leaving a remaining over-programmed amount of \$13,800,000. The 2020 Local Partnership Competitive Program over-programming amount will be deducted from the 2022 Local Partnership Competitive Program, leaving a balance of \$130,200,000 for the 2022 Local Partnership Competitive Program. Staff anticipates that the redistribution of \$6,000,000 from set-aside Incentive funds from fiscal year 2022-23 will be redistributed in August 2023 and increase the available funding capacity for the 2022 Local Partnership Competitive Program to the final amount of \$136,200,000.

Therefore, the recommended 2022 Program of Projects includes an over-programmed amount of \$6,253,000, to be funded with future unused Incentive funds that are set-aside each fiscal year, if available or project cost savings generated over the two-year program. The anticipated, unused Incentive funding available for fiscal year 2023-24 is \$8,000,000, which could be redistributed to the 2022 Local Partnership Competitive Program in August 2024. Any remaining over-programmed amount by the end of fiscal year 2024-25 will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle.

The recommended Program of Projects includes a variety of project types that collectively will enhance and maintain roadways, including: the construction of a roundabout and replacement of a highway interchange; construction of active transportation and complete street improvements; construction of bridge improvements; improvements to bus and rail public transit; implementation of traffic management system enhancements; and rehabilitation of local road infrastructure.

The recommended Program of Projects was posted on the Commission's website on June 8, 2023, and is included in the book item as Attachment B.

Development of Staff Recommendations

The Commission received 37 project nominations seeking a total of \$560.3 million in 2022 Local Partnership Competitive Program funds.

Evaluation teams consisting of Commission and Caltrans staff reviewed project nominations based on the screening and evaluation criteria set forth in the Commission's adopted 2022 Local Partnership Competitive Program Guidelines. In addition, applications were reviewed by the Department of Housing and Community Development staff for the Transportation, Land Use and Housing criteria, as well as members of the Interagency Equity Advisory Committee for the Community Engagement evaluation criteria. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package including the required performance metrics outlined in the program guidelines.

The 11 projects recommended in the Program of Projects were determined to best address the criteria outlined in the guidelines and are anticipated to provide the following benefits:

- Reduce thousands of vehicle miles traveled
- Reduce thousands of tons of greenhouse gas emissions
- Save person-hours of travel time
- Create nearly 10,000 thousand jobs

The projects proposed for funding meet the following program requirements: the nominating agencies have established eligibility with either a voter-approved tax, toll or fee, or an imposed fee within their jurisdiction that solely dedicates revenue to transportation; the fund request is for construction in an eligible fiscal year; each project's construction phase has a full funding commitment, including any potential cost increases. All applications were organized into eligibility types (voter-approved tax, toll, or fee or imposed fee) and population categories pursuant to the 2022 Local Partnership Competitive Guidelines. The recommended Program of Projects resembles a similar proportion of these types and categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive for a variety of reasons, including: the start of the construction phase was outside of the program cycle; inconsistent or ineligible funding plan; lack of local match; low community engagement; less benefit demonstrated when compared to cost; or project was fully funded from another state or federal discretionary program. Lastly, one project was deemed ineligible based on information provided in the application. The projects not recommended for funding are, by and large, worthy projects, though not as competitive for this program cycle.

Project Highlights:

The recommended Program of Projects will deliver a variety of benefits that include reduction of vehicle miles traveled; safety improvements for motorized and non-motorized users; transition to electric bus fleets; increased mobility and accessibility; bridge improvements; improved pavement conditions; reduction of greenhouse gas emissions; and advance transportation and housing goals.

Five of the projects focus on local road improvements including a highway overcrossing, new and modified bridges, complete streets, traffic management system enhancements, and safety improvements.

Two of the projects involve highway improvements including the reconstruction of an existing interchange and replacement of a rural highway intersection with a modern roundabout.

Four of the projects improve public transportation for bus and rail services by reducing vehicle miles traveled and greenhouse gas emissions, and implementing operational improvements that will increase speed, safety, and reliability.

While most of the projects incorporate bicycle and pedestrian facilities, one project has made active transportation and complete streets its main purpose. These projects support the Climate Action Plan for Transportation Infrastructure and the state's climate, housing, safety, equity, and economic vitality goals as they incorporate multimodal, transit, and active transportation solutions.

The following descriptions highlight a sample of projects contained in the staff recommendations:

- **US 101/Hearn Avenue Regional Multimodal Interchange, \$8,600,000** – in the City of Santa Rosa, Sonoma County, the project will replace the US 101/Hearn Avenue overcrossing to increase vertical clearance over US 101 and provide two vehicle lanes in each direction, a median, sidewalks, Class II bike lanes, and Class IV protected bikeways. It will also widen the US 101 off-ramp, add lanes at select intersections and add ADA elements and protected intersection facilities for bike crossings.
- **Oakland Alameda Access Project, \$25,000,000** – in the Cities of Oakland and Alameda, Alameda County, the project is located on Interstate 880 and State Route 260 between 5th Avenue Overhead and 5th and 6th Street Viaduct. The project proposes to improve access along I-880 and in and around the Webster and Posey Tubes (SR-260 tunnels under the Oakland Estuary), downtown Oakland, and the City of Alameda by removing the I-880/Broadway northbound off-ramp, realigning the westbound I-980/Jackson Street on-ramp, widening northbound I-880/Oak Street off-ramp, installing a horseshoe-shaped ramp connecting the Posey Tube to northbound I-880, and restriping and reconfigurations of local roadways adjacent to I-880. In addition, the project will provide significant active transportation facilities and safety enhancements, including various bikeways, sidewalks, bulb-outs, crosswalks, and widening of the Webster Tube Walkway. The project also supports a freight mode shift by accommodating additional rail capacity. Finally, proposed improvements include implementation of follow up landscaping work to restore removed vegetation required by the highway improvements.

- **San Mateo County Transit District (SamTrans) Emission Zero Project, \$14,824,000** – in the City of San Carlos, San Mateo County, the project will construct core transit infrastructure improvements at SamTrans' South Base Maintenance Facility. The project scope includes infrastructure required for the first set of SamTrans' zero-emission buses, including the construction of electrical charging infrastructure and bus charging bays, procurement and installation of an overhead pantograph charging dispenser, and construction of an electrical power distribution network that is scalable for future Battery Electric Bus system expansion. Charging infrastructure for thirty-seven Battery Electric Buses is proposed under this project to enable successful deployment and safe operations of SamTrans' new fleet of 40-foot Battery Electric Buses to be delivered by 2025. The bus network at South Base serves bus routes to the 14 cities of San Mateo County.
- **Foothill Boulevard Complete Street Project, \$2,400,000** – in the City of Rancho Cucamonga, San Bernadino County, the project will add important bike/pedestrian facilities to Foothill Boulevard within existing Right-of-Way by narrowing the existing vehicle lanes and rehabilitating approximately 1,950 linear feet of failing pavement between Grove Avenue/San Bernardino Road. The project will construct a multi-use path along the south side of Foothill Boulevard and a new sidewalk on the north side that will be expanded to a multi-use path by future development. Safety improvements include the installation of streetlights, a traffic signal at a realigned intersection with Red Hill Country Club Drive, and enhanced pedestrian and crosswalk markings at the intersection.
- **Mountain View Transit Center Grade Separation and Access Project, \$25,000,000** – in the City of Mountain View, Santa Clara County, the project will eliminate the Caltrain vehicle at-grade crossing at Castro Street, re-direct vehicular traffic from Castro Street to Shoreline Boulevard via a ramp from West Evelyn Avenue and modify traffic movements at the Central Expressway/Moffett Boulevard intersection. Unsafe situations arise at the project area daily for pedestrians and cyclists with two pedestrian fatalities in 2019. The project will provide new access to and from the Mountain View Transit Center and downtown via a wide, well-lit shared use pathway and vertical circulation for pedestrians and bicycles under the tracks and Central Expressway, eliminating the safety hazard and delay of crossing the busy roadway and train tracks. New loading areas for shuttles will be provided to serve vehicles that will be impacted by the Castro Street vehicle closure.

Baseline Agreement Requirements:

All agencies with projects included in the 2022 Local Partnership Competitive Program, Program of Projects must comply with the Commission's adopted 2022 Local Partnership Program Guidelines and the revised Senate Bill 1 Accountability and Transparency Guidelines, adopted by the Commission on March 23, 2023. This includes the requirement that all projects with a total project cost of \$25 million or greater or 2022 Local Partnership Competitive Program funds of \$10 million or greater must enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project

cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

Background:

On April 28, 2017, Governor Brown signed legislation creating the Local Partnership Program (Senate Bill 1 [Chapter 5, Statutes of 2017]). Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 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.

In August 2021, the Commission initiated the process to develop the 2022 Local Partnership Competitive Program Guidelines. The Commission held seven workshops between August 2021 and April 2022 to solicit input on the development of the 2022 Local Partnership Competitive Program Guidelines. These workshops included consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders. The Commission's 2022 Local Partnership Competitive Program Guidelines, adopted at its August 17, 2022 meeting, describe the policy, standards, criteria and procedures for the development, adoption and management of the 2022 Local Partnership Competitive Program.

Between the months of February 2022 and April 2022, the Commission held office hour sessions with applicant agencies to provide technical assistance. Agencies that requested and attended office hour sessions were able to provide a brief overview of their project proposal(s) which could have included visuals like maps, plans, photos and/or videos. This allowed Commission staff to get a better understanding of the project(s) and provide more project-specific feedback and responses to agency questions. Office hour sessions lasted one to two hours and were attended by Senate Bill 1 Commission Program Managers and applicant agency staff.

Attachments:

- Attachment A: Resolution G-23-47
- Attachment B: 2022 Local Partnership Competitive Program Adoption – Program of Projects
- Attachment C: Comment letters

**CALIFORNIA TRANSPORTATION COMMISSION
2022 LOCAL PARTNERSHIP COMPETITIVE PROGRAM
PROGRAM OF PROJECTS
RESOLUTION G-23-47**

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter-approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Local Partnership Program Guidelines on August 17, 2022; and
- 1.4 **WHEREAS**, the Commission adopted revisions to the SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.5 **WHEREAS**, the 2020 Local Partnership Competitive Program was over programmed by \$25,800,000 and received redistributed funds totaling \$12,000,000 from set-aside Incentive funds for fiscal years 2020-21 and 2021-22 reducing the overprogrammed amount leaving a remaining over-programmed amount of \$13,800,000.
- 1.6 **WHEREAS**, any 2020 Local Partnership Competitive Program over-programmed amount will be deducted from the 2022 Local Partnership Competitive Program; and
- 1.7 **WHEREAS**, the Commission established the 2022 Local Partnership Competitive Program as a two-year, \$144,000,000 (fiscal years 2023-24 through 2024-25) program.
- 1.8 **WHEREAS**, the 2022 Local Partnership Competitive Program funding capacity was reduced by the 2020 Local Partnership Competitive Program over-programmed amount of \$13,800,000, leaving a balance of \$130,200,000 for the 2022 Local Partnership Competitive Program; and

- 1.9 **WHEREAS**, staff anticipates the redistribution of \$6,000,000 from set-aside Incentive funds from Fiscal Year 2022-23 to occur in August 2023 and has increased the available funding capacity for the 2022 Local Partnership Competitive Program to \$136,200,000; and
- 1.10 **WHEREAS**, Commission Staff prepared program recommendations that included \$142,453,000 for 11 projects with total project costs valued at \$610,257,000; and
- 1.11 **WHEREAS**, the over-subscribed amount totaling \$6,253,000 included in the initial program recommendations will be funded with anticipated fiscal year 2023-24 unused incentive funding or project cost savings; and
- 1.12 **WHEREAS**, any 2022 Local Partnership Competitive Program over-programmed amount will be deducted from the Local Partnership Competitive Program in the subsequent programming cycle; and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2022 Local Partnership Competitive Program were published on the Commission's website on June 8, 2023; and
- 1.14 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023, meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Local Partnership Competitive Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Local Partnership Competitive Program must be in compliance with the 2022 Local Partnership Competitive Program Guidelines and the revised SB 1 Accountability and Transparency Guidelines, adopted March 23, 2023; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 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 within six months of program adoption. The Commission may delete a project for which no Baseline Agreement is executed; and

- 2.5 **BE IT FURTHER RESOLVED**, if a recommended project requires a Baseline Agreement and requests allocation in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting, and the Commission will not consider approval of a project allocation without an approved Baseline Agreement if it requires one; and
- 2.6 **BE IT FURTHER RESOLVED**, Commission staff, in consultation with Caltrans and project sponsors, are authorized to make minor technical changes as needed to the 2022 Local Partnership Competitive Program in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Local Partnership Competitive Program of Projects on the Commission's website.

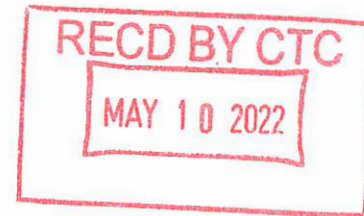
2022 Local Partnership Competitive Program
Program of Projects - Projects Recommended for Funding
Resolution G-23-47
(\$1,000s)

County	Nominating Agency	Implementing Agency	Project Title	Project Description	Fiscal Year	Total Project Cost	Recommended Funding	Voter Approved (V) or Imposed Fee (I)	Population Category
El Dorado	El Dorado County	El Dorado County	Pioneer Trail/US Hwy 50 Intersection Safety Improvement Project	In Meyers, convert a signalized T-intersection at the U.S. Highway 50/State Route 89 into a three-leg modern roundabout. Includes 3 intersection improvements; 11 channelizations; 0.8 miles pedestrian/bicycle facilities.	2023-24	\$ 9,127	\$ 3,055	I	IV
San Bernardino	Rancho Cucamonga, City of	Rancho Cucamonga, City of	Foothill Blvd Complete Street Project	On Foothill Blvd, narrow existing vehicle lanes, rehab approx. 1,950 linear ft of pavement, and construct 0.81 miles of multi-use path and new sidewalk; includes streetlights, a traffic signal, and enhanced pedestrian and crosswalk markings.	2023-24	\$ 4,800	\$ 2,400	I	IV
Sonoma	Sonoma Co Transportation Authority (SCTA)	Caltrans D4	US 101/Hearn Ave Regional Multimodal Interchange	In the City of Santa Rosa, demolish and replace US 101/Hearn Ave overcrossing, includes traffic operation improvements; one mile of new bicycle lanes and sidewalks; ADA elements.	2023-24	\$ 43,675	\$ 8,600	V	III
Alameda	Alameda County Transportation Commission (Alameda CTC)	Caltrans	Oakland Alameda Access Project	In the Cities of Oakland and Alameda, improved traffic ops along I-880 and in and around the Webster and Posey Tubes including: 12.2 roadway lane miles; 2 traffic monitoring detection stations; 3 miles of bike lanes; 110,523 square feet of new bridges/tunnels; and implementation of follow up landscaping work.	2024-25	\$ 129,900	\$ 25,000	V	I
Yuba	Yuba County	Yuba County	North Beale Road Complete Streets / Safety Project - Phase III	In Linda, 2 miles of local road rehabilitation including: raised medians; left-turn lanes; storm drains; new streetlights; curbs; gutters; thermoplastic centerline and edge-line striping; and a new traffic signal; one mile of eight-foot wide sidewalks; 7.5-foot wide paved bicycle lanes.	2023-24	\$ 7,711	\$ 3,000	V	V
Santa Clara	Santa Clara Valley Transportation Authority (VTA)	Peninsula Corridor Joint Powers Board (Caltrain)	Mountain View Transit Center Grade Separation and Access Project	In Mountain View, eliminate the Caltrain vehicle at-grade crossing; re-direct vehicular traffic and modify traffic movements; construct 0.43 miles of shared use pathway and vertical circulation from non-motorized traffic to/from the Transit Center and Downtown; construct new shuttle loading areas.	2024-25	\$ 136,000	\$ 25,000	V	I
Sacramento	Sacramento Transportation Authority (STA)	Sacramento, County of	US 50 Gold Line Corridor Enhancement Project - Hazel Ave/US 50 Interchange		2024-25	\$ 132,726	\$ 25,000	V	I
			Hazel Avenue / US 50 Interchange	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles; grade separation includes 3 interchange modifications, 19,190 square feet of new bridges/tunnels, and adds 0.74 miles of grade-separated Class I path.					
			Gold Line Light Rail Platform Modifications - Phase 2	In Sacramento, converts 29 Gold Line light rail station platforms to fit low floor vehicles, phase 2 conversion.					
Tulare	Tulare County Association of Governments (TCAG)	Caltrans D6	SR99/Caldwell Ave Interchange, Safety and Multi-Modal Project	In Tulare County, reconstruct the Avenue 280 (Caldwell Avenue) Interchange. Includes 0.8 miles auxiliary lane, 1.1 miles of bicycle lane, 0.9 miles sidewalk.	2023-24	\$ 68,227	\$ 15,000	V	V
Mendocino	Ukiah, City of	Ukiah, City of	Urban Core Rehabilitation and Transportation Project	In Ukiah, reconstruct 4.8 miles of local road and 2.9 miles of bicycle lanes, including: replacement of water and sewer utilities; construction of ADA accessible curb ramps; bulb-outs and the installation of a traffic signal and bike lanes.	2023-24	\$ 14,356	\$ 6,074	V	V
San Mateo	San Mateo County Transit District (SamTrans)	San Mateo County Transit District (SamTrans)	SamTrans Emission Zero Project	In San Carlos, construct zero-emission bus electrical charging infrastructure and bus charging bays; procure and install overhead pantograph charging dispenser; and construction of an electrical power distribution network; includes charging infrastructure for thirty-seven Battery Electric Buses.	2023-24	\$ 32,605	\$ 14,824	V	II
Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Southeast Los Angeles Transit Improvements Project (SELA TIP)		2024-25	\$ 31,130	\$ 14,500	V	I
			Southeast Los Angeles Transit Improvements Project (Transit Signal Priority)	In southeast Los Angeles County, purchase, design, and install 114 cloud-based transit signal priority systems in NextGen Tier 1 and 2 high frequency corridors throughout the I-710 South communities.					
			Bus Shelters	Purchase and install 100 bus shelters with real-time display and security lighting.					
			Lighting	Purchase and install 100 solar-powered lighting upgrades.					
			Termini/Layover	Construction of 3 bus termini/layovers at Norwalk, Artesia, and Compton Stations.					
			ZEB Charging	Purchase and install 10 zero emission bus charging masts.					
TOTAL						\$ 610,257	\$ 142,453		
Amount Over-Programmed							\$ 6,253		



May 5, 2022

Lee Ann Eager, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



Subject: 2022 Local Partnership Program (LPP) Application: Rocklin Road and Sierra College Corridor Multimodal Enhancements

Dear Chair Eager,

Sierra College supports the 2022 Local Partnership Program (LPP) application for the Rocklin Road and Sierra College Corridor Multimodal Enhancements project. By combining pedestrian and bicycle enhancements with a cutting-edge diverging diamond interchange design, this project will transform an outdated car-centric corridor to a true multimodal facility that will benefit both local and interregional traffic.

Through the contribution of local development impact fees, the City of Rocklin and South Placer Regional Transportation Authority (SPRTA) show the commitment of local jurisdictions to enhance the multimodal travel choices that are so critical to our quality of life. Rocklin Road is a key travel corridor for the area, not only as an access point to I-80 but also as one of the few crossings of the interstate connecting the approximately 18,000 students at Sierra College at the east end of the corridor and the downtown Rocklin area, including the Capitol Corridor rail station, to the west.

Unfortunately, the current configuration of the Rocklin Road/I-80 Interchange is impeded by an undercrossing of I-80 that is narrow and traffic congested, compounded by its function as a turn lane to westbound I-80. The lack of bike lanes along with minimal sidewalks makes travel inhospitable to bicyclists and pedestrians as well. The Multimodal Enhancements project is designed to transform the area into a safe and attractive route for all modes of travel by adding separate bicycle and pedestrian facilities and channelizing different traffic movements that allow continuous access.

Whether it be for reasons of finances, exercise, or the environment, college students tend to be avid bicyclists and walkers and these improvements would make a huge difference in the safety and convenience of a major access point to the college. We look forward to integrating

William H. Duncan IV | Superintendent/President

(916) 660-7000 | President's Office | 5100 Sierra College Boulevard | Rocklin CA 95677



the improved Rocklin Road corridor with our campus bike and pedestrian routes to create easy, safe, and environmentally sustainable transportation options for our students and employees. In addition, vehicle parking is impacted at Sierra College, and improving the ability of students to use alternative transportation will relieve pressure to add more spaces.

We very much appreciate your positive consideration of this very worthy LPP funding request. Should you have any questions or need more information, please contact me at president@sierracollege.edu or (916) 660-7000.

Sincerely,

William H. Duncan IV
Superintendent/President

Cc:
Mitch Weiss, Executive Director, CTC
CTC Commissioners

Sierra Foothills Cycling Club
P.O. Box 3173
Auburn, CA 95604

Hon. Lee Ann Eager, Chair
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814



August 5, 2022

RE: 2022 Local Partnership Program (LPP) Application: Rocklin Rd. Sierra College Corridor Multimodal Enhancements. **For Safety Reasons, Sierra Foothills Cycling Club Supports “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing”.**

Dear Chair Eager,

The Sierra Foothills Cycling Club (SFCC) is an organization of more than 275 dedicated and avid cyclists in Placer County and surrounding areas. Our members use the roads of Placer County every day, and are regular users of the Rocklin Road / I-80 Interchange by bicycle. Some of our members have been cycling through that interchange for more than 20 years. Because of this, our club is intimately familiar with not only the interchange, but its current deficiencies and need for safety improvements that can benefit travelers on bicycle.

We understand the current configuration of the interchange is impeded by an undercrossing of I-80 that is narrow and traffic congested. The safety hazards of the interchange to cyclists are serious now. They are compounded by a turn lane to west bound I-80, a lack of bike lanes, and unreasonably narrow sidewalks. These conditions make travel for persons on bicycles and for pedestrians unsafe at times.

The Multimodal Enhancements Project, as discussed at the most recent meeting of April 28, 2022 appears to have the intent to transform the area into a safe and attractive route for all modes of travel by adding separate bicycle and pedestrian facilities and channeling different traffic movements that allow continuous and safe access.

We appreciate the time and efforts being put forth by the City of Rocklin to improve its resident’s mode of travel and quality of life with these proposed improvements. We are very grateful the consideration that is being given to significantly improve the safety and commutability of bicyclists and pedestrians through the City of Rocklin.

As you know, at that meeting, there were 2 main options presented for improving the interchange. These options were: 1) “Alternative 1 – DDI with Infield Ped/Bike Overcrossing”;

and 2) "Alternative 2 – DDI with Ped/Bike Undercrossing Option A Adjacent Undercrossing or Option B Separate Undercrossing".

From our point of view, and considering the interests of not only avid cyclists, but also those of students on bicycles commuting to work and school, to get groceries, or young people just trying to get to a friend's house, the Alternatives 1 and 2 are not equal in the safety benefits they would provide to bicyclists or pedestrians.

1. **"Alternative 1– DDI with Infield Ped/Bike Overcrossing" Is Not an Option We Support Because It Will Create Incentives for Illegal Crossings.**

To a physically fit onlooker viewing the proposed Alternative 1 Overpass on a sunny spring day, the new distance and incline grade sections may not seem like a real obstacle to safe travel. But this vantage point ignores understanding of the realities that face this location at all times of the year. It ignores the actual circumstances of those likely to walk or bike the route at all times of the year.

1. The Proposed Route for Bicycle and Pedestrian Travel in "Alternative 1" Unreasonably and Unwisely Increases the Distance and Incline Grades Bicyclists and Pedestrians Must Travel to Cross the Interchange.

The weather in Rocklin can be extreme. We all know that. Some days bicycles will use this route will be over 100(f) degrees sizzling hot. Some days will be pouring rain, and some days will be freezing cold with ice on the ground.

The actual bicycle users of that interchange at times will be wearing less than ideal shoes. Some will be carrying groceries on their handle bars. Some will be carrying heavy backpacks, or musical instruments. Some users will just not have the fitness required to comfortably ride or walk that proposed route without difficulty.

When considering the scope of the types of bicycle and pedestrian users throughout the year, and the range of possible weather conditions in which they will be forced to use "Alternative 1", it just seems not well thought out for all users.

2. "Alternative 1" Will Not Be an Effective Safety Improvement for Many Users.

Because of the conditions and difficulties listed above, it is likely that if this "Alternative 1" were adopted and completed, many bicycle and pedestrian users would just use illegal and unsafe routes to avoid the overpass and grades.

Instead of walking that extended distance in the rain carrying groceries, it is predictable that some pedestrians will just illegally cross the busy roadway. Tired students in flip flops trying to get to school in 100(f) degrees weather will have reasons to skip it also. They will be encouraged by the circumstances to make illegal and unsafe crossings. Less experienced cyclists will also skip the extra distance and grade by crossing illegally, as may parents with small children just trying to get from point A to point B as fast as possible.

If this option is selected, how long will it be before someone illegally pushing a bicycle across the street in the rain with a backpack gets hit by a car?

From our point of view, for these reasons, this option “Alternative 1” is simply not the best, safest option for likely bicyclists and pedestrians.

II. “Alternative 2 Option B – DDI with Offset Ped/Bike Undercrossing” Is Not an Option We Support Because It Will Create an Unsafe/Not-visible Undercrossing.

The underpass option of “Alternative 2 Option B” requires an offset tunnel undercrossing that is not visible from the roads. This situation would put pedestrians and bicyclists in potentially harmful situations. This would require pedestrians and bicyclists to commute in a tunnel that is not visible from the road. They could be exposed to nefarious situations resulting in the pedestrians/bicyclists being a victim of crime.

1. The Proposed Route for Bicycle and Pedestrian Travel in “Alternative 2 Option B” Unwisely Subjects Pedestrians and Bicyclists to Becoming Potential Crime Victims by Traveling Through an Unsafe Tunnel.

Those pedestrians/bicyclists concerned for their safety would choose not to use this off-set tunnel but would instead use the more “visible” route and illegally cross with the motor traffic through the underpass.

From our point of view, for these reasons, this option “Alternative 2 Option B” is again not the best, safest option for likely bicyclists and pedestrians.

III. While Not Ideal, “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing” Is A Safer Option.

The underpass option of “Alternative 2 Option A” is not ideal. It will actually increase the number of places where pedestrians and cyclists must interact with traffic compared to the current interchange. However, it does provide the following concrete safety benefits over “Alternative 1”, the Overpass.

1. “Alternative 2 Option A– DDI with Adjacent Ped/Bike Undercrossing” Does Not Increase The Distance or Grades Pedestrians and Bicyclists Must Negotiate to Use the Interchange Safely.

Persons traveling by bike or on foot for work, school, or everyday life will always seek the shortest distance to travel. This is especially true in bad weather. It is our view, based upon the available information now, that in extreme or bad weather users will avoid “Alternative 1” – Overpass in favor of illegal an unsafe crossing not designed into the new interchange plan. This problem is predicable, and should be considered in the decision-making process.

“Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing” does not have this problem. Because it is the shortest distance of the two options, “Alternative 2 Option A– DDI with Adjacent Ped/Bike Undercrossing” will get more voluntarily, compliant use than “Alterative 1” on a daily basis, regardless of weather, because with the underpass, there is no shorter route one can take illegally. There would simple be no advantage to a pedestrian or cyclist to cross illegally to save time, energy or breath.

This fact alone will allow “Alternative 2 Option A”, Underpass to reduce the traffic hazards faced by cyclists, pedestrian and drivers all together. It will make it easier for all of these groups to use the new interchange exactly as designed. With this option, users of the interchange will not be trying to avoid the distance or hills in the rain or extreme heat with an illegal crossing.

2. The Alternative 2 Option A – “Underpass With Adjacent Bike/Pedestrian Lane” Provides Better Protection for All Users, Pedestrians and Cyclists.

Through the use of an underpass with an adjacent bike / pedestrian path as described in “Alternative 2 Option A”, the users of the interchange on foot or bike will have a safe corridor between themselves and traffic. Further, the proposed design of the underpass appears to make cyclists and pedestrians visible to traffic in a safe location and provide a physical barrier from cars with concrete columns. These facts actually make the underpass a protective device for non-vehicle traffic. Also, it creates the shorter distance non vehicle users must travel to cross the interchange. This reduces the effort required from these users to cross and will reduce the incentive for an illegal and unsafe crossing.

3. Alternative 2 Option A With Safe Cross Walks For Navigating the Entrances and Exits Between Rocklin Rd. and Interstate 80 Is The Best Option.

One problem we see with “Alternative 2 Option A” is that there will be a number of points where pedestrians / cyclists will have to interact with traffic traveling onto and exiting from I80. This is true even when a pedestrian or cyclist is obeying the law, and acting safely.

While “Alternative 2 Option A” will improve the interchange overall, it is very important these obvious traffic / path user interactions be assessed from a pedestrian and cyclist point of view, and made safe. Our view of the best way to accomplish this goal, based upon the information known now, is that the addition of well-marked bike lanes before and after the tunnel and signaled/lighted cross walks.

For these reasons, the Sierra Foothills Cycling Club wishes to register our support for “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing”. It is the best option of those proposed for pedestrians or those on bike.

“Alternative 2 Option A prevents predicable safety hazards to pedestrians and cyclists. It is the option useful every day, without encouraging users to look for a “quicker” illegal crossing. It is the option that will make this interchange safer for us all.

These are important considerations for the safety of us all. Thank you for seeking our club's input in this important matter. Our club takes safety and traffic issues in Placer County and the adjacent areas seriously. We are very interested in providing further input, comment, information, and point of view in this process.

Please do not hesitate to contact us through our Club President Don Baldwin or our Bicycle Advocacy and Safety Team for our thoughts, input, or for any help we can provide to make this new interchange as safe as possible for everyone.

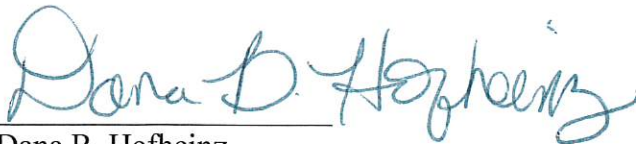
Thank you for your consideration,



Don Baldwin
President
Sierra Foothills Cycling Club
President@SFCyclists.org



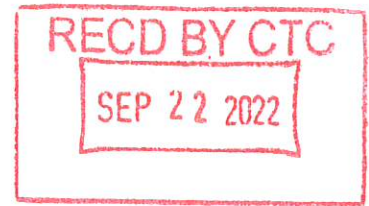
Keith Hallsten
Secretary
Sierra Foothills Cycling Club
Secretary@SFCyclists.org



Dana B. Hofheinz
Bicycle Advocacy and Safety Team Chair
Sierra Foothills Cycling Club
Dhofheinz1@gmail.com

Cc: via email, City of Rocklin, Matt McClure, Public Service Manager and Project Manager
via email, City of Rocklin, Justin Nartker, Director of Public Services

Sierra Foothills Cycling Club
P.O. Box 3173
Auburn, CA 95604



Hon. Lee Ann Eager, Chair
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

September 19, 2022

RE: **UPDATE TO ORIGINAL LETTER DATED AUGUST 5, 2022** FOR 2022 Local Partnership Program (LPP) Application: Rocklin Rd. Sierra College Corridor Multimodal Enhancements (attached for reference)

Dear Chair Eager,

We recently met with the City of Rocklin and their consultants to review and discuss the updated Rocklin Road Sierra College Corridor Multimodal Enhancements on August 22, 2022, as part of their Stakeholder Advisory Meeting #3. We were provided with additional information for the project related to pedestrians and bicyclist safety.

We initially supported Alternative 2 Option A: Adjacent Pedestrian/Bike Undercrossing (please see attached original LPP dated August 5, 2022 for details) because of safety and convenience. We no longer believe that this Alternative provides sufficient safety for pedestrians and bicyclists. This is because of potential conflicts to pedestrians and bicyclists with vehicles at the uncontrolled eastbound on-ramp that became apparent with the design modifications presented on August 22, 2022.

Improvements that were presented during the meeting and further discussion lead us to **support Alternative 1: Divergent Diamond Interchange (DDI) with Infield Ped/Bike Overcrossing**, because this design extends the overcrossing to avoid pedestrian and bicycle conflicts with vehicles at the eastbound on-ramp. Additionally, the crossing points for pedestrians and bicyclists will be signaled providing a safer environment for pedestrians and those bicyclists choosing to take the overcrossing.

However, there is another area that currently poses a significant risk to bicyclists, and will continue to exist in any of the proposed options for Alternative 1 for bicyclists choosing to ride with traffic and traveling on Rocklin Road. The far-right lane of eastbound Rocklin Road as it approaches the I-80 undercrossing is an exclusive “right turn only” lane that continues onto the westbound I-80 on-ramp. Eastbound bicyclists on Rocklin Road should not ride to the right of this “right turn only” lane, as that places them amid higher-speed traffic without protection.

All project proposals continue to show a “right-turn only” right lane in this area, allowing vehicular traffic to maintain fairly high speed (relative to bicycles) approaching and turning onto the

westbound I-80 on-ramp. If the signal is green, the through lanes of Rocklin Road may also move at relatively high speeds. The legal option for cyclists to “take the lane” and ride in the right hand through-lane of Rocklin Road may impede traffic, and presents a very dangerous situation for the bicyclist.

SFCC is requesting as part of this project a designated bike lane between the “captured” right turn lane and the adjacent eastbound through-lane to allow bicyclists to approach the westbound I-80 ramp intersection without mixing into vehicular traffic entering the freeway.

These are all important considerations for the safety of us all. We are very interested in continuing to provide further input, comment, information, and point of view in this process and welcome any questions.

Please do not hesitate to contact us through our Bicycle Advocacy and Safety Team members including Club President Don Baldwin, Secretary Keith Hallsten and/or Bicycle Advocacy and Safety Team Chair Dana Hofheinz.

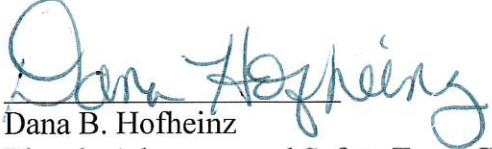
Thank you for your consideration,



Don Baldwin
President
Sierra Foothills Cycling Club
President@SFCyclists.org



Keith Hallsten
Secretary
Sierra Foothills Cycling Club
Secretary@SFCyclists.org



Dana B. Hofheinz
Bicycle Advocacy and Safety Team Chair
Sierra Foothills Cycling Club
Dhofheinz1@gmail.com

Cc: via email, City of Rocklin, Matt McClure, Public Service Manager and Project Manager
via email, City of Rocklin, Justin Nartker, Director of Public Services

**Sierra Foothills Cycling Club
P.O. Box 3173
Auburn, CA 95604**

Hon. Lee Ann Eager, Chair
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

August 5, 2022

RE: 2022 Local Partnership Program (LPP) Application: Rocklin Rd. Sierra College Corridor Multimodal Enhancements. For Safety Reasons, Sierra Foothills Cycling Club Supports “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing”.

Dear Chair Eager,

The Sierra Foothills Cycling Club (SFCC) is an organization of more than 275 dedicated and avid cyclists in Placer County and surrounding areas. Our members use the roads of Placer County every day, and are regular users of the Rocklin Road / I-80 Interchange by bicycle. Some of our members have been cycling through that interchange for more than 20 years. Because of this, our club is intimately familiar with not only the interchange, but its current deficiencies and need for safety improvements that can benefit travelers on bicycle.

We understand the current configuration of the interchange is impeded by an undercrossing of I-80 that is narrow and traffic congested. The safety hazards of the interchange to cyclists are serious now. They are compounded by a turn lane to west bound I-80, a lack of bike lanes, and unreasonably narrow sidewalks. These conditions make travel for persons on bicycles and for pedestrians unsafe at times.

The Multimodal Enhancements Project, as discussed at the most recent meeting of April 28, 2022 appears to have the intent to transform the area into a safe and attractive route for all modes of travel by adding separate bicycle and pedestrian facilities and channeling different traffic movements that allow continuous and safe access.

We appreciate the time and efforts being put forth by the City of Rocklin to improve its resident’s mode of travel and quality of life with these proposed improvements. We are very grateful the consideration that is being given to significantly improve the safety and commutability of bicyclists and pedestrians through the City of Rocklin.

As you know, at that meeting, there were 2 main options presented for improving the interchange. These options were: 1) “Alternative 1 – DDI with Infield Ped/Bike Overcrossing”;

and 2) "Alternative 2 – DDI with Ped/Bike Undercrossing Option A Adjacent Undercrossing or Option B Separate Undercrossing".

From our point of view, and considering the interests of not only avid cyclists, but also those of students on bicycles commuting to work and school, to get groceries, or young people just trying to get to a friend's house, the Alternatives 1 and 2 are not equal in the safety benefits they would provide to bicyclists or pedestrians.

I. **"Alternative 1– DDI with Infield Ped/Bike Overcrossing" Is Not an Option We Support Because It Will Create Incentives for Illegal Crossings.**

To a physically fit onlooker viewing the proposed Alternative 1 Overpass on a sunny spring day, the new distance and incline grade sections may not seem like a real obstacle to safe travel. But this vantage point ignores understanding of the realities that face this location at all times of the year. It ignores the actual circumstances of those likely to walk or bike the route at all times of the year.

1. The Proposed Route for Bicycle and Pedestrian Travel in "Alternative 1" Unreasonably and Unwisely Increases the Distance and Incline Grades Bicyclists and Pedestrians Must Travel to Cross the Interchange.

The weather in Rocklin can be extreme. We all know that. Some days bicycles will use this route will be over 100(f) degrees sizzling hot. Some days will be pouring rain, and some days will be freezing cold with ice on the ground.

The actual bicycle users of that interchange at times will be wearing less than ideal shoes. Some will be carrying groceries on their handle bars. Some will be carrying heavy backpacks, or musical instruments. Some users will just not have the fitness required to comfortably ride or walk that proposed route without difficulty.

When considering the scope of the types of bicycle and pedestrian users throughout the year, and the range of possible weather conditions in which they will be forced to use "Alternative 1", it just seems not well thought out for all users.

2. "Alternative 1" Will Not Be an Effective Safety Improvement for Many Users.

Because of the conditions and difficulties listed above, it is likely that if this "Alternative 1" were adopted and completed, many bicycle and pedestrian users would just use illegal and unsafe routes to avoid the overpass and grades.

Instead of walking that extended distance in the rain carrying groceries, it is predictable that some pedestrians will just illegally cross the busy roadway. Tired students in flip flops trying to get to school in 100(f) degrees weather will have reasons to skip it also. They will be encouraged by the circumstances to make illegal and unsafe crossings. Less experienced cyclists will also skip the extra distance and grade by crossing illegally, as may parents with small children just trying to get from point A to point B as fast as possible.

If this option is selected, how long will it be before someone illegally pushing a bicycle across the street in the rain with a backpack gets hit by a car?

From our point of view, for these reasons, this option “Alternative 1” is simply not the best, safest option for likely bicyclists and pedestrians.

II. “Alternative 2 Option B – DDI with Offset Ped/Bike Undercrossing” Is Not an Option We Support Because It Will Create an Unsafe/Not-visible Undercrossing.

The underpass option of “Alternative 2 Option B” requires an offset tunnel undercrossing that is not visible from the roads. This situation would put pedestrians and bicyclists in potentially harmful situations. This would require pedestrians and bicyclists to commute in a tunnel that is not visible from the road. They could be exposed to nefarious situations resulting in the pedestrians/bicyclists being a victim of crime.

1. The Proposed Route for Bicycle and Pedestrian Travel in “Alternative 2 Option B” Unwisely Subjects Pedestrians and Bicyclists to Becoming Potential Crime Victims by Traveling Through an Unsafe Tunnel.

Those pedestrians/bicyclists concerned for their safety would choose not to use this off-set tunnel but would instead use the more “visible” route and illegally cross with the motor traffic through the underpass.

From our point of view, for these reasons, this option “Alternative 2 Option B” is again not the best, safest option for likely bicyclists and pedestrians.

III. While Not Ideal, “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing” Is A Safer Option.

The underpass option of “Alternative 2 Option A” is not ideal. It will actually increase the number of places where pedestrians and cyclists must interact with traffic compared to the current interchange. However, it does provide the following concrete safety benefits over “Alternative 1”, the Overpass.

1. “Alternative 2 Option A– DDI with Adjacent Ped/Bike Undercrossing” Does Not Increase The Distance or Grades Pedestrians and Bicyclists Must Negotiate to Use the Interchange Safely.

Persons traveling by bike or on foot for work, school, or everyday life will always seek the shortest distance to travel. This is especially true in bad weather. It is our view, based upon the available information now, that in extreme or bad weather users will avoid “Alternative 1” – Overpass in favor of illegal an unsafe crossing not designed into the new interchange plan. This problem is predicable, and should be considered in the decision-making process.

“Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing” does not have this problem. Because it is the shortest distance of the two options, “Alternative 2 Option A– DDI with Adjacent Ped/Bike Undercrossing” will get more voluntarily, compliant use than “Alternative 1” on a daily basis, regardless of weather, because with the underpass, there is no shorter route one can take illegally. There would simple be no advantage to a pedestrian or cyclist to cross illegally to save time, energy or breath.

This fact alone will allow “Alternative 2 Option A”, Underpass to reduce the traffic hazards faced by cyclists, pedestrian and drivers all together. It will make it easier for all of these groups to use the new interchange exactly as designed. With this option, users of the interchange will not be trying to avoid the distance or hills in the rain or extreme heat with an illegal crossing.

2. The Alternative 2 Option A – “Underpass With Adjacent Bike/Pedestrian Lane” Provides Better Protection for All Users, Pedestrians and Cyclists.

Through the use of an underpass with an adjacent bike / pedestrian path as described in “Alternative 2 Option A”, the users of the interchange on foot or bike will have a safe corridor between themselves and traffic. Further, the proposed design of the underpass appears to make cyclists and pedestrians visible to traffic in a safe location and provide a physical barrier from cars with concrete columns. These facts actually make the underpass a protective device for non-vehicle traffic. Also, it creates the shorter distance non vehicle users must travel to cross the interchange. This reduces the effort required from these users to cross and will reduce the incentive for an illegal and unsafe crossing.

3. Alternative 2 Option A With Safe Cross Walks For Navigating the Entrances and Exits Between Rocklin Rd. and Interstate 80 Is The Best Option.

One problem we see with “Alternative 2 Option A” is that there will be a number of points where pedestrians / cyclists will have to interact with traffic traveling onto and exiting from I80. This is true even when a pedestrian or cyclist is obeying the law, and acting safely.

While “Alternative 2 Option A” will improve the interchange overall, it is very important these obvious traffic / path user interactions be assessed from a pedestrian and cyclist point of view, and made safe. Our view of the best way to accomplish this goal, based upon the information known now, is that the addition of well-marked bike lanes before and after the tunnel and signaled/lighted cross walks.

For these reasons, the Sierra Foothills Cycling Club wishes to register our support for “Alternative 2 Option A – DDI with Adjacent Ped/Bike Undercrossing”. It is the best option of those proposed for pedestrians or those on bike.

“Alternative 2 Option A prevents predicable safety hazards to pedestrians and cyclists. It is the option useful every day, without encouraging users to look for a “quicker” illegal crossing. It is the option that will make this interchange safer for us all.

These are important considerations for the safety of us all. Thank you for seeking our club's input in this important matter. Our club takes safety and traffic issues in Placer County and the adjacent areas seriously. We are very interested in providing further input, comment, information, and point of view in this process.

Please do not hesitate to contact us through our Club President Don Baldwin or our Bicycle Advocacy and Safety Team for our thoughts, input, or for any help we can provide to make this new interchange as safe as possible for everyone.

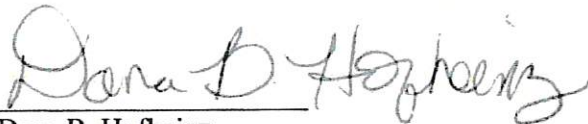
Thank you for your consideration,



Don Baldwin
President
Sierra Foothills Cycling Club
President@SFCyclists.org



Keith Hallsten
Secretary
Sierra Foothills Cycling Club
Secretary@SFCyclists.org



Dana B. Hofheinz
Bicycle Advocacy and Safety Team Chair
Sierra Foothills Cycling Club
Dhofheinz1@gmail.com

Cc: via email, City of Rocklin, Matt McClure, Public Service Manager and Project Manager
via email, City of Rocklin, Justin Nartker, Director of Public Services



October 20, 2022

Steven A. Nelsen
Mayor

Brian Poochigian
Vice Mayor

Gregory F. Collins
Councilmember

Brett Taylor
Councilmember

Liz Wynn
Councilmember

Chair Lee Ann Eager
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



RE: State Route 99/Caldwell Ave Interchange LPP Grant Application

Dear Chair Eager,

The City of Visalia is pleased to support the \$15 million competitive Local Partnership Program (LPP) grant request for the SR99/Caldwell Ave project submitted by the Tulare County Association of Governments (TCAG), in partnership with the California Department of Transportation (Caltrans) and the Valley Children's Healthcare.

The City of Visalia relies on State Route 99 to provide major goods movement throughout the Valley and is utilized by both trucks and commuters between communities and rural areas throughout the San Joaquin Valley. It interrelates with Highway 198 that connects us with communities to the west, and with the major thoroughfare I-5, that connects the San Joaquin Valley with the Sacramento, Bay Area and Los Angeles metro areas.

This is a major project that will provide economic stimulus to the region in a number of ways. It will reconstruct an existing interchange at SR99 and Caldwell Avenue to improve safety, traffic flow and multi-modal connections to support vital regional services such as healthcare (Valley Children's Healthcare Clinic and Kaweah Health) and economic development and employment opportunities for underserved disadvantaged communities in the area. The project will leverage the LPP funding with 70% (\$35.4 million) of the total construction cost (\$50.4 million) coming from federal, state and local sources.

Thank you for your consideration of this request. The City is confident this project will achieve the goals of the LPP grant program by supporting improved safety, regional economic vitality and multi-modal access, especially to disadvantaged communities throughout the region. Please contact the TCAG Executive Director, Theodore Smalley at (559)623-0450 with any questions regarding this project, or me at steve.nelsen@visalia.city with any questions regarding our support of this project.

Sincerely,

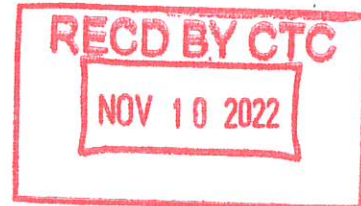
Steve Nelsen
Mayor
City of Visalia

340 Palladio Parkway, Suite 521
Folsom, California 95630
(916) 984-1300 FAX (916) 984-8832



November 4, 2022

Mr. Mitch Weiss
CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, MS52
Sacramento, Ca 95814



Re: Local Partnership Program Competitive - Grant Request For
White Rock Road Safety & Congestion Relief Project

Dear Director Weiss:

I am writing in support of the City of Rancho Cordova's 2022 SB1 – Local Partnership Program (LPP) Competitive grant application for the widening of the deficient and failing White Rock Road from future Rancho Cordova Parkway to the City limits in Rancho Cordova.

I recognize the regional significance to providing parallel capacity and congestion relief to US Highway 50. This project is part of a concerted, regional effort to develop and implement a coordinated transportation improvement plan for the Sacramento/El Dorado County area that improves the overall mobility of our constituents, creates job opportunities and spurs economic development in the region by providing impetus for development projects like ours. The project accomplishes these goals by strengthening the connection between rural communities to the east, 70,000 jobs in the City of Rancho Cordova, Mather Airport, and Sacramento County.

In addition to regional benefits noted above, the proposed improvements and widening of White Rock Road from two to four lanes will improve the overall safety for all modes of travel by providing improved sight lines, added shoulders, curve re-alignment, innovative intelligent transportation elements and improved signage. This will serve as an alternate route for first responders, emergency management and national security connecting multiple communities within Sacramento and El Dorado Counties.

Funding the White Rock Road Safety & Congestion Relief Project will allow the City of Rancho Cordova to complete the improvements on this integral transportation corridor. The City of Rancho Cordova will improve a major portion of White Rock Road this year with multiple funding sources, and completing this last stretch requested with LPP grant will close the gap to the City limits. The City has demonstrated its commitment to this important project and has been consistently moving forward to improve this roadway of regional significance. Please give the City of Rancho Cordova every consideration for this critical connection.

Sincerely,

ELLIOTT HOMES, INC.

A handwritten signature in blue ink, appearing to read 'Price Walker', written over a faint circular stamp.

Price Walker
VICE PRESIDENT, PROJECT DEVELOPMENT

cc: Albert Stricker, P.E.
Public Works Director
City of Rancho Cordova

COMMITTEES
VICE CHAIR: APPROPRIATIONS
VICE CHAIR: GOVERNMENTAL
ORGANIZATION
INSURANCE
HEALTH
WATER, PARKS, AND WILDLIFE

Assembly California Legislature



FRANK BIGELOW
ASSEMBLYMEMBER, FIFTH DISTRICT

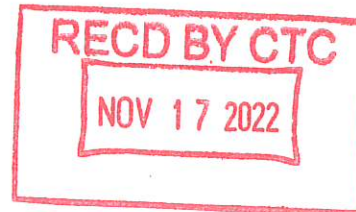
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0005
(916) 319-2005
FAX (916) 319-2105

DISTRICT OFFICES
730 NORTH I STREET, SUITE 102
MADERA, CA 93637
(559) 673-0501
FAX (559) 673-0503

460 SUTTER HILL ROAD, SUITE C
SUTTER CREEK, CA 95685
(209) 267-0500

November 15, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



Subject: Support MAD99/233 Chowchilla Multimodal Interchange Improvement Project

Dear Mr. Weiss:

I am writing to express support for the City of Chowchilla's MAD 99/233 Chowchilla Multimodal Interchange Improvement project located at the State Route (SR) 99/SR 233 Separation in Chowchilla for consideration for the Local Partnership Program (LPP) Competitive Grant Program.

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will provide a 10-foot multi use sidewalk on the north side of the SR 233 overcrossing and 8-foot shoulders. This project will also construct roundabouts at the interchange ramp terminal intersections. Currently, SR 99 acts as a barrier to east-west pedestrian and bicycle movements. The current overcrossing is not wide enough to accommodate multi-modal access and lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to safely cross SR 99 from one side of the city to the other. Funding for this project will assist in providing multimodal accessibility and connectivity by providing safe bicycle and pedestrian access through the SR 99/SR 233 interchange.

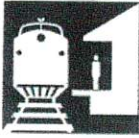
This is a transformative regional project able to meet the goals outlined in the 2022 Madera County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). When completed this project will support the safe and efficient movement of people and goods and improve mobility for all travelers through a variety of accessible modal options.

Thank you in advance for your consideration of this project application for Local Partnership Program funding. I appreciate the opportunity to support the City of Chowchilla in their efforts to complete this project.

Sincerely,

A handwritten signature in cursive script that reads "Frank Bigelow".

Frank Bigelow
5th Assembly District



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

November 10, 2022

The Honorable Lee Ann Eager
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, California 95814

Re: Support for the Riverside County Transportation Commission Local Partnership Program Grant Application

Dear Chair Eager:

The Rail Passenger Association of California and Nevada (RailPAC) is a 501c3 volunteer group of railroad professionals and advocates that has campaigned for improved personal mobility in California and the west since 1978.

RailPAC supports the Riverside County Transportation Commission's (RCTC) Local Partnership Program (LPP) grant application to fund the Metrolink Double Track Project: Moreno Valley-Perris (project). This project is a vital component of RCTC's vision to implement safe multimodal solutions in the rapidly growing communities of southwestern Riverside County and the San Jacinto Valley, improving access to employment centers, governmental services, and medical facilities in downtown Riverside and beyond.

The RCTC-owned Perris Valley Line (PVL) subdivision is currently a single-track passenger rail corridor, which creates significant operational challenges and limits passenger service growth. The Metrolink Double Track Project: Moreno Valley-Perris will improve 6.5 miles of the line with new double track. These capacity improvements allow for bi-directional, peak-period service to be increased with infrastructure improvements that enable 30-minute, bi-directional frequency.

RailPAC supports extension of the PVL to the cities of Hemet and San Jacinto, both rapidly growing communities with a combined population of over 130,000 people. The second mainline track of the PVL to South Perris, to be funded by this LPP grant, is a key step towards extending the line.

The LPP grant funding will build upon and complement the \$25 million TIRCP grant recently awarded to Metrolink, a partnership application with RCTC for the 2.7 miles new double track (CP Eastridge to Moreno Valley/March Field), as well as upgrading 2.5 additional miles of track. Both this and Moreno Valley-Perris project to be funded by the LPP grant request are part of a larger effort to upgrade a total of nine miles of track south toward the Perris-Downtown Station.

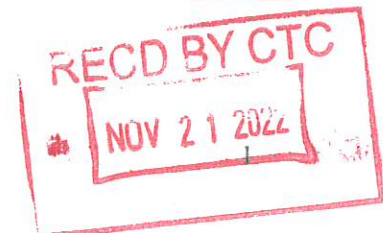
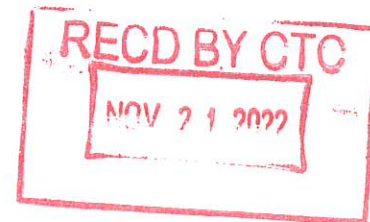
For these reasons, I support the award of these funds to RCTC for the Metrolink Double Track Project: Moreno Valley-Perris.

Thank you for your consideration,

Sincerely,


Brian Yanity

Vice President- South and Board Member,
Rail Passenger Association of California and Nevada (RailPAC)
Fullerton, California
Email: brian@railpac.org





NoHo Home Alliance

11031 Camarillo Street
North Hollywood, California 91602

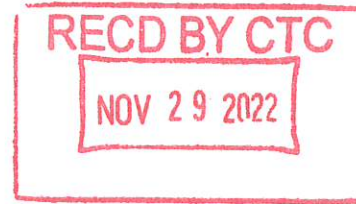
nohohome.org

818.762.2909

info@nohohome.org

November 21, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



RE: Local Partnership Program Grant Application for Metro North Hollywood Transit Center Expansion

Dear Director Weiss:

On behalf of NoHo Home Alliance, I am pleased to submit this letter of support for the Local Partnership Program (LPP) grant application submitted by the Los Angeles County Metropolitan Transportation Authority (Metro) for the Metro North Hollywood Transit Center Expansion.

LPP funds would support construction of a consolidated transit center at the North Hollywood Station, a regional, multi-modal transportation hub that includes the terminuses of the Metro B Line (Red) and G Line (Orange). LPP funds will be used to construct 29 bus bays, associated electric charging masts, bus shelters and bus-only lanes; a bike hub and bike share kiosks; a new portal into the underground B Line station; drought tolerant, native landscaping; and operator break rooms and restrooms. It will also increase the station's capacity to serve two new bus rapid transit lines that will connect to the station.

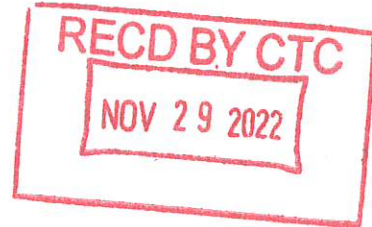
This consolidation will enable the development of adjacent properties with 1500 housing units (more than 300 of which are affordable), 100,000 square feet of retail and restaurant uses, nearly 500,000 square feet of office, and an acre of public open space. These improvements will have a meaningful impact on the lives of current and future residents and transit riders throughout LA County and allow the acceleration of much needed transit-oriented housing. In conclusion, NoHo Home Alliance fully supports Metro as it seeks LPP resources for this transformative project that will support regional and statewide connectivity.

Thank you for your consideration of the LPP Grant application for the North Hollywood Transit Center expansion. Should you have any questions regarding this letter of support feel free to contact me at: Andrew@nohohome.org

Andrew Silver
President, NoHo Home Alliance
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818-263-3939



OFFICE OF MAYOR
GABE QUINTO



November 23, 2022

Mitch Weiss
Executive Director, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: Bay Area Rapid Transit District – Transbay Corridor Core Capacity Program:
Fleet of the Future Rail Car Acquisition

Dear Mr. Weiss:

I am writing in support of the San Francisco Bay Area Rapid Transit District's (BART) application for funding under CTC 2022 Local Partnership Program - Competitive (LPP), for their Transbay Corridor Core Capacity Program: Fleet of the Future Rail Car Acquisition.

There are many challenges facing the great state of California, from overcrowded and over used highways to greenhouse gas emissions and disadvantaged communities. Challenges that take a collaboration of effort to address. It is for this reason that I am happy to support the efforts of BART.

Doing their part to get more cars off the highways, reduce greenhouse gas emissions and advance the State's air quality and climate goals, the majority of BART trains are electric, using 100% greenhouse-gas-free electricity in 2021 for the second year.

BART carries more than 50% of the Bay Area's transit riders and 25% of the State's passenger miles traveled on transit, connecting with 18 other regional transit operators across five counties with on-time performance measures averaging 94%. New rail cars will support BART's plan to expand service - increasing train frequency and allowing for a 30% increase in ridership capacity through the Transbay Tube during peak hours - which will make it more attractive and feasible for more drivers to leave their cars at home.

Providing expanded BART service is also important to many disadvantaged communities in the Bay Area. More than half of BART riders live in households earning less than \$50,000 and 50% of riders do not have a vehicle. Additional transit capacity will improve air quality by reducing single occupancy vehicles and also support

economic growth in several priority development areas, assisting in the Bay Area's Sustainable Communities Strategy and other concurrent community, health, and environmental efforts in the region. Many disadvantaged communities along the BART system will benefit from the enhanced transit service, as well as the improvements to the air quality from fewer single occupancy vehicles on the roads.

With 50 years of service, BART is the backbone of the Bay Area, providing a vital service to its residents and supporting the vibrant regional economy. I fully support BART in its efforts to bring these additional benefits to the Bay Area.

If you have any questions regarding my support, please reach out to me directly. Thank you in advance for your consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gabe Quinto". The signature is fluid and cursive, with the first name "Gabe" and last name "Quinto" clearly distinguishable.

Gabe Quinto, Mayor
City of El Cerrito



SANTA CRUZ COUNTY GROUP
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WEB: www.sierraclub.org/ventana/santa-cruz

January 13, 2023

California Transportation Commission c/o Doug Remedios (douglas.remedios@catc.ca.gov)
cc: CTC Staff (Naveen.Habib@catc.ca.gov; Matthew.Yosgott@catc.ca.gov;
eishara.ward@catc.ca.gov; Anja.Aulenbacher@catc.ca.gov)

re: Grant Application Santa Cruz

Dear Commissioners,

We are writing in support of a portion of the application for SB 1 grants from the Santa Cruz County Regional Transportation Commission (RTC). We are concerned that the other portion of the RTC's grant proposal does not meet the guidelines for SB 1 programs, and that would disqualify the entire application.

The projects we support are pedestrian, bicycle, and transit improvements on Soquel Drive—the original road between Santa Cruz and Watsonville and still the main transit corridor connecting residents to Cabrillo College and the hospital district. Transit signal prioritization, bus shelters, in-lane bus boarding platforms, and off-board ticketing will make the bus routes on Soquel more efficient, thereby attracting more riders. The buffered/protected bike lanes, ADA curb ramps, and complete sidewalks in the application are badly needed.

Unfortunately, the RTC is also applying for funding for a highly expensive Highway 1 auxiliary lane project in Aptos that will require the demolition and rebuilding of two railroad overcrossing bridges, and bridges over roads and Aptos Creek. The Aptos auxiliary lane portion of the grant proposal does not qualify for SB 1 funds on the bases of

- Improved safety
- Congestion relief

This is according to the only data currently available, the Tier 1 EIR for a 9-mile stretch of Highway 1 between Santa Cruz and Watsonville completed in 2019. That EIR studied a “TSM Alternative” which included auxiliary lanes and ramp metering over the 9 miles.

- The EIR concluded, “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.”
- EIR estimated that building the TSM Alternative “would result in a very slight improvement in traffic congestion when compared to the No Build Alternative... The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway.”

There will be a project EIR for the Aptos auxiliary lane project. However, RTC staff reported that the Draft EIR won't be published until spring of 2023. Hence there will be no data on this specific project on which to base claims of congestion relief or safety.

If auxiliary lanes could reduce congestion, we would already be able to see congestion relief at the completed auxiliary lane from Morrissey to Soquel. As the attached photo demonstrates, the auxiliary lane is just as congested during the evening commute as the two through lanes. What this means is that buses running in the auxiliary lanes will be stuck in traffic. Yet, that is the RTC's plan for what is misleadingly named, “bus-on-shoulder.” In the RTC plan the only places that buses will have a dedicated lane are short segments at overpasses.

Since it fails to improve safety or congestion, what is motivating the Aptos auxiliary lane project? Listening to the elected decision makers who back this project, we conclude that they want to demonstrate to the public that they are taking some action on congestion relief. A voter-approved transportation sales tax measure in 2016 promised that the auxiliary lanes would relieve traffic congestion, even when the Draft EIR (2015) said otherwise. Some politicians hold out hope for HOV lanes from Santa Cruz to Watsonville. An RTC study has found that the HOV project, which would require demolition and rebuild of interchanges, is financially infeasible until “after 2035.”

The HOV lane project faces another hurdle. In July 2022 a superior court judge invalidated the EIR. Hence there is currently no valid Tier I EIR for the series of auxiliary lanes studied in that EIR.

We request that the Commission consider favorably the portion of the RTC's grant application that includes transit, bicycle and pedestrian improvements on Soquel Drive and disapprove the part of the application related to the auxiliary lanes.

Thank you,



Michael Guth, Chair, Executive Committee
Sierra Club, Ventana Chapter, Santa Cruz Group