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March 31, 2022

The Honorable Nancy Skinner  
Senate Budget Committee, Chair.  
1021 O Street, Suite 8630  
Sacramento, CA 95814

The Honorable Phil Ting  
Assembly Budget Committee, Chair  
1021 O Street, Suite 8230  
Sacramento, CA 95814

The Honorable Maria Elena Durazo  
Senate Budget Subcommittee #5, Chair  
1021 O Street, Suite 7530  
Sacramento, CA 95814

The Honorable Richard Bloom  
Assembly Budget Subcommittee #3  
1021 O Street, Suite 8130  
Sacramento, CA 95814

**RE: \$2.7B Transportation Budget Augmentation Request - Safety, Mobility, and Climate Resiliency**

Dear Budget and Budget Subcommittee Chairs:

We are writing to ask for your support in considering a combination of investments, which we believe will help advance the state's interest in accelerating our response to climate change by providing historic investments into multi-modal options such as bus, rail, and bicycle and pedestrian projects, as well as enhancing safety, accommodating goods movement, and disaster response along the state highway system.

At least \$55 billion in federal and state resources for transportation investments are possible due to over \$20 billion in unencumbered General fund surplus after obligations to Propositions 2 (Rainy Day Fund) and 98 (education) are made, as well as investments from the Infrastructure Investment and Jobs Act (IIJA), which includes \$25.3 billion for federal aid highways \$9.45 billion for public transportation. The Governor's FY 2022-23 State Budget also contains an FY 21-22 carryover of \$3.4 Billion funds, and \$1.1 billion in Road Maintenance and Rehabilitation Account (RMRA) interest, which has no current statutory claim that the Governor made available through his veto of AB 604 (Daly). Our proposal would also include appropriating the remaining \$4.2 billion of Proposition 1A of 2008 (Safe, Reliable, High-Speed Passenger Train Bond Act for the 21<sup>st</sup> Century) to deliver a true statewide rail network, \$1.2 billion for goods movement, \$970 million for transit and passenger rail, and an additional \$500 million (\$1 billion total) for active transportation.

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**Goods Movement Infrastructure Modernization, Disaster Response on Lifeline Routes- \$1.2 Billion**

The state must consider areas where capacity expansion is necessary to address climate adaptation and resiliency or to close gaps on evacuation routes to prepare for natural disasters or other climate events. State Route (SR) 99 is the San Joaquin Valley’s “main street,” serves as the main arterial for the region, and is the spine for interstate commerce. The same is true for State Route 101, which is the Central Coast’s equivalent of “main street,” a critical arterial for most of the region, a lifeline and evacuation route, and is integral for interstate commerce. When Interstate 5 closes annually due to inclement weather over the Grapevine, the 101 becomes the only-north-south arterial in the state. East-west connector routes Enhancing access and throughput by completing gap closures is essential to help move goods and people in a safe manner. East-west connectors such as State Routes 46 and 132 are vital to facilitating commerce, especially with the focus on constructing inland ports to accommodate supply chain needs.

The San Joaquin Valley represents one of the most productive agricultural regions in the nation, if not the world. The San Joaquin Valley annually generates over \$35 billion and produces 25 percent of the nation’s food supply. Over \$50 billion in freight movement is also conducted along the Central Coast, particularly in the Salinas Valley, making east-west connector, such as Highway 41 and 46 critical. Fresh produce cannot be delayed when going to processing or to market. This necessitates a more balanced planning approach, which supports sustainable economic development across all of California and recognizes the diversity and interconnectedness of all regions. We have nearly 27 million registered drivers in this state, all of whom do not have the same travel destinations. The state’s population has more than tripled since the highway system was built in the 1950s (13.3 million to over 40 million today), which has exacerbated the challenge, particularly with 50% of all imports and exports in the nation moving through the Ports of Oakland and Los Angeles/Long Beach and utilizing the San Joaquin Valley’s arterials to get goods to market. We must continue to accommodate the exponential growth in goods movement, and build a system is more befitting of accommodating a 21<sup>st</sup> century economy. The Governor is also proposing \$10 billion over the next six years for electric vehicle infrastructure and incentives. The San Joaquin Valley and Central Coast should be a priority given the lack of density. The following is not a “wish” list, but rather critical projects that need funding to improve safety, throughput, of people and goods.

**Closing Gaps on State Route 99: The Spine for Goods Movement**

**City of Tulare SR 99 Gap Closure Rehabilitation and Interchange Improvements \$150 Million**

This project is located along SR 99, within the City of Tulare. It includes safety and goods movement upgrades to five miles of the mainline SR 99 corridor and reconstruction of a deficient

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overcrossing and interchange at Paige Avenue, allowing for multi-modal access between through the city.

**Madera County Reconstruction and Widening \$144.5 Million**

This project is located along SR 99, within the County of Madera. The project will rehabilitate and widen a five-mile segment of SR 99 to support goods movement, motorist safety, reducing commuter delays.

**Atwater-Merced Expressway \$16.57 Million**

The Atwater-Merced Expressway (AME) is a multi-phase expressway project that will improve access from Highway 99 to Castle Commerce Center (formerly Castle Air Force Base), UC Merced, and the cities of Atwater and Merced.

**Merced County SR 99 Intermodal Corridor Study \$3 Million**

A comprehensive study is needed to examine options for the two remaining segments of SR 99 in Merced County in need of widening from 4 to 6 lanes as part of the region's multi-modal transportation network. These segments are four miles through the City of Atwater and seven miles through the City of Merced, at the heart of which are the unprecedented, planned investments for passenger rail with the Altamont Corridor Express (ACE), High-Speed Rail (HSR), and the Amtrak San Joaquins service.

**Tulare Gap Closure \$168 Million**

This project would finish the SR 99 gaps in Tulare County. It would fill the gap between the Delano SR 99 project to the south and the SR 99 project within the City of Tulare. It would include a full environmental analysis, designing the project and acquiring the needed property for right-of-way to build these lanes.

**South Fresno SR 99 Corridor Project: North Avenue Interchange - \$31.4 Million**

The project will include reconstructing the split interchange on SR 99 at North and Cedar Avenues by expanding the North Avenue interchange to a full interchange and bringing it into compliance with current Caltrans design standards, thereby improving traffic operations at this location.

**South Fresno SR 99 Corridor Project: American Avenue Interchange- \$49.8 Million**

The project will include reconstructing the existing half interchange on SR 99 at American Avenue by expanding the interchange to a full interchange and bringing it into compliance with current Caltrans design standards, thereby improving the traffic operations at this location.

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**San Joaquin SR 99/120 Interchange Connector - \$25 Million**

SR 120 is a major connector between Interstate 5 and SR 99. The project reconstructs the SR 99/120 interchange, which is subject to significant congestion, delays, seven times higher than the statewide average for a similar facility. The project improves air quality by reducing passenger delays by 30% and 45% in throughput.

**Kern Southwest U.S Goods Movement Hub Interchange Improvement- \$25 Million**

This project would connect eastbound SR 58 to northbound SR 99 on the west extension to the I-40/SR 58 Transcontinental Corridor, as well as the North approach of SR 99 to the West approach of SR 58 Centennial Corridor new route. SR 58 connects I-40/15 in Barstow to I-5 near Buttonwillow. This project would complete the interchange movements at this nationally significant corridor.

**Vital East-West Connectors**

**SR 132 West Goods Movement Project -Stanislaus- \$100 Million**

(SR-132) corridor is the main east/west arterial and freight corridor from the City of Modesto to San Joaquin County and the San Francisco Bay Area. The two-lane conventional highway provides an interregional connection between Interstate 5 (I-5) near the City of Tracy to the west and State Route 99 (SR-99) in Modesto to the east. The facility is the only east-west highway with access across the Tuolumne, San Joaquin, and Stanislaus rivers from Modesto. As such, SR-132 has increasingly served the San Joaquin Valley and has become a major truck route between I-5 and SR-99. The purpose of the SR-132 West Project is to improve mobility through western Stanislaus County by converting SR-132, west of State Route 99, to a four-lane freeway/expressway along an adopted realignment route. This will provide a safer and more efficient east-west connection between State Route 99 and Interstate 5. The project includes grade separations, elimination of intersections and driveways, reduction of truck idling times, and construction of sidewalks and bicycle lanes associated with the project are expected to improve air quality, reduce the number and severity of traffic collisions, improve safety for cyclists and pedestrians, and improve quality of life for residents.

**State Route 46 Overcrossing- Paso Robles-\$52.5 Million**

State Route 46 East has state, regional, and local significance given that it is a heavily traveled goods movement and tourism corridor. The route connects the state to the two main north-south highways - US 101 and Highway 5 - and is the only major east-west goods movement corridor between Ventura and Gilroy (274 miles). The route supports the \$7 billion of annual goods shipments, accounting for 575,000 jobs in the region. SR 46 also supports the \$5 billion Central Coast tourism industry serving national and international travelers. The project would build an overcrossing allowing for the city to create parallel local routes to remove local traffic off SR 46,

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creating more room for commercial trucks. The state has invested nearly \$700 million in the corridor, to eliminate head-on collisions on 46, which has experienced several fatal collisions that exceed the state average. This project provides an immediate safety and mobility enhancement for residents, tourists, and commuters, while concurrently improving goods movement throughput.

### **State Route 41 – Multi-modal Corridor Improvements- 50 Million**

The SR 41 Expressway Phase 1 is a public/private partnership that will improve a 4.5-mile segment of roadway from a two-lane rural highway to a controlled access four-lane facility. This project will improve safety through the reduction of unprotected left turns, new center median, improved sight distance, widen shoulders, installation of Intelligent (ITS) technologies, and modern pedestrian and bicycle infrastructure at intersections.

State Route 41 in Madera County between Fresno and Yosemite National Park serves a wide variety of different daily travelers by purpose. The facility is the primary route utilized by all foothill and mountain communities in eastern Madera County providing key access to education, employment, medical and other destinations in the City of Madera and City of Fresno on the valley floor. The route provides to the only children's hospital in the San Joaquin Valley. The State Route 41 corridor within the project area is the fastest growing housing and employment area of Madera County and additionally serves as the most utilized route for travelers from all over the world who access Yosemite National Park via the south gate park entrance. The growing regional demand on this facility has been increasingly exasperated by natural disasters such as destructive 2020 Creek Fire. These events have demonstrated the need for safety improvements as State Route 41 is the primary evacuation route for the foothill and mountainous areas of Eastern Madera County. This area includes the communities of Oakhurst, Coarsegold, Yosemite Lakes Park, Bass Lake and North Fork. This is a major population center in the southern Sierra Nevada Mountains and is a vital part of Madera's economy providing services to national and international tourists as well as retail and employment to Madera County residents. Traffic served on State Route 41 ranges from average annual daily traffic of 47,500 vehicles per day from the Madera/Fresno County Line to 21,500 to the juncture with SR 49 in Oakhurst.

### **Delivering Lifeline Routes Projects**

The CTC comprehensively vetted and recently approved Cycle 2 of the Solutions for Congested Corridors Program (SCCP) in December 2020 with remaining highly ranked projects that could utilize the funding for delivery of statewide priority projects. According to the CTC, the SCCP projects will save 250 million-person hours of travel time over the next 20 years, reduce approximately 64 million vehicle miles traveled, reduce approximately 3.5 million tons in GHG emissions, and create 27,000 jobs. Our recommendation is to provide \$400 million to the SCCP Program Cycle 2 backlog. Examples include:

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### **Santa Barbara US 101 Multimodal Corridor- \$256 Million**

in Santa Barbara County, the Santa Barbara County Association of Governments and Caltrans have been partnering for over twenty years to deliver on multimodal improvements between Santa Barbara and Ventura Counties. Only 2.5 miles are left in completing the HOV lane network to promote carpooling and transit use, continuation of interregional transit from Ventura County, peak hour passenger rail service, and completion of gaps on the California Coastal Trail to increase biking and walking. In 2017, the Thomas Fire (then the largest in state history) and Montecito mudslides underscored the importance of addressing this lifeline route.

### **US 101 San Luis Obispo Managed Lane Project- \$63 Million**

This project would convert a shoulder into a part-time managed lane in Pismo Beach during peak hours to alleviate congestion and allow for greater transit throughput reliability. : improve operations on U.S. 101 during weekday peak hours, summer/seasonal peak hours, and weekend peak traffic events; reduce traffic congestion and improve the traffic operations at the U.S. 101/Avila Beach Drive interchange and improve access to multimodal transportation options; provide bicycle and pedestrian facilities that serve all user types and abilities, improve active transportation network connectivity between southern San Luis Obispo county communities and the city of San Luis Obispo, and maximize users' contact with the natural environment while minimizing environmental impacts.

### **US 101 South of Salinas Safety Improvements - \$30 Million**

The US 101 Safety Improvements - South of Salinas project will create a new interchange, remove non-standard features, remove left turn movements, and construct a network of frontage roads to improve safety and facilitate goods movement on US 101 from the Abbott Street interchange south of the city of Salinas to the Chualar overcrossing in Monterey County. This segment of US 101 is currently a 4-lane expressway with 12 at-grade intersections, some acceleration lanes, some deceleration lanes, and numerous private driveways within the project limits. Truck, cars, and farm equipment currently must turn left across two lanes of traffic typically traveling 65-75 MPH to access homes, businesses and farm properties served by county roads perpendicular to US 101.

US 101, California's major north-south coastal route between Los Angeles and San Francisco, is a vital asset to national, state and local economies. In the Salinas Valley, the "Salad Bowl to the World", US 101 is a major trade corridor for distribution of fresh produce, as well as wine grapes and wine, to markets around the country. The highway also serves as the primary route for low income, Latino farmworkers living in Chualar and south Monterey County to commute to jobs in the fields or to hospitality jobs on the Monterey Peninsula.

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The original project study report for this project from 2003 proposed to convert Route 101 from an expressway to freeway in Monterey County from the Main Street Overcrossing in Chualar to the Airport Boulevard Overcrossing in Salinas. Improvements consisted of realigning the existing expressway, controlling access along the project limits, providing new interchanges, new grade separations, and providing a frontage road system.

TAMC and Caltrans have spent the last two years re-envisioning this project to better align with CAPTI while still meeting the safety and goods movement goals identified in the projects purpose and needs statement. The current project reduces impacts to prime agricultural land and has the support of a wide range of community stakeholders.

**Transit and Passenger Rail Investments-\$970 Million**

High-speed rail is only one component of the California State Rail Plan. We need to make additional prudent, synergistic investments into commuter and intercity rail systems, particularly between the Bay Area and San Joaquin Valley, to maximize our ability to encourage mode shift, reduce greenhouse gas emissions, and improve safety and congestion on our roads. The proposed investments below provide the greatest opportunity to encourage mode shift, particularly for daily super commuters, many of whom live in disadvantaged communities.

**Valley Link Initial Operating Segment– \$450 Million**

Valley Link is leading innovation with a vision to be a model of sustainability connecting the Northern California megaregion with the first passenger rail system in California running on self-produced green hydrogen and a hydrogen fuel production facility able to support other transit and heavy truck operators. Our request is that \$450 million be directed to build 26 miles of track for the initial operating segment of Valley Link, to extend rail service from the Dublin/Pleasanton BART station in Alameda County to the Mountain House station in San Joaquin County including two stations in Livermore, and construct two stations and an operations and maintenance facility. Valley Link will ultimately provide a close a critical gap in the statewide rail system with a 42-mile, 7 station rail connection between the Dublin/Pleasanton BART station and the North Lathrop Altamont Corridor Express (ACE) station with all day service on BART frequencies during peak periods. It will provide a clean, reliable alternative to congestion on Interstates 205 and 580 for more than 105,000 Bay Area workers now commuting daily from their homes in Northern San Joaquin County. It would remove 33,000 cars (not counting people carpooling) off the Altamont Corridor and provide nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion and remove up to 42,650 metrics tons of greenhouse gas emissions, while creating 22,000 jobs. Valley Link is leveraging over \$748 million in local funding towards this prospective \$450 million state investment opportunity. The system will run on hydrogen. In 2012, the legislature made a similar decision with the initial appropriation of

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Proposition 1A when SB 1029 (Leno), Chapter 152, Statutes of 1029, was enacted, and funds were appropriated to electrify Caltrain, and expand Capitol Corridor to San Jose and Metrolink service in Los Angeles, among other systems.

**Valley Rail Program- ACE/ San Joaquins Connectivity \$450 Million**

The Valley Rail Program includes the expansion of San Joaquins and ACE passenger rail services from Merced to Sacramento and to the Bay Area and connecting and integrating these services with High-Speed Rail Interim Service in 2028/29 at a new downtown multi-modal Merced Station. The Valley Rail Program is a key part of a passenger rail/Thruway bus network connecting HSR Interim Service throughout California. Valley Rail includes new joint ACE/San Joaquins stations at Merced, Lodi, Elk Grove, Sacramento City College, Midtown, Old North Sacramento, Natomas, new ACE stations at North Lathrop, Manteca, Ripon, Modesto, Ceres, Turlock, and Livingston, and new San Joaquins stations at Oakley and Madera (along Avenue 12). The next steps for implementing the Valley Rail Program include the ACE extension from Ceres to Turlock, the Madera HSR Station costs assumed for Interim Service, BNSF track improvements to enable an additional San Joaquins round-trip to be extended to Merced to connect with future HSR Interim Service, and station funding to account for increased costs for center-loaded platforms. These improvements have CEQA clearance except for the BNSF track improvements (which is expected to only require a negative declaration).

**Kings Area Rural Transit Center- \$20 Million**

Kings County Area Public Transit Agency (KCAPTA) is Kings County's regional public transportation provider. It serves the cities of Hanford, Corcoran, Lemoore, and Avenal; the unincorporated communities of Armona, Grangeville, Hardwick, Kettleman City, Laton, and Stratford; and selected communities in Fresno and Tulare counties. The new transit center will modernize the transit system allowing KCAPTA to improve reliability and convenience by expanding the fixed route service, reduce travel/transfer time, replace an inefficient and costly flex route system, reduce operational costs, increase frequency, and support a growing transit dependent population. It will include EV Car share, micro transit, and bike lockers. The new transit center will eliminate gaps in current route network and connect to the future Kings/Tulare High Speed Rail station and to Amtrak.

**Coachella Valley-San Gorgonio Rail Corridor Service Project (CV Link) - \$50 Million**

Riverside County Transportation Commission (RCTC), Coachella Valley Association of Governments (CVAG), and the California Department of Transportation (Caltrans) propose daily passenger rail service between Los Angeles to Indio. The Inland Empire is the only region of its size and population in the state without intercity rail service. This project would be transformational for the region, creating economic opportunity in disadvantaged communities, improving access to job centers and attractions, providing alternatives to traveling on I-10, and

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reducing emissions to improve air quality. RCTC, CVAG, and Caltrans have recently made swift progress, including adding the project to the State Rail Plan, initial planning study performed by Caltrans; local business and civic support; ongoing local funding source in a Coachella Valley bus/rail funding split and state bond funding for post study construction; and a phase 1 service development plan underway. The NEPA/CEQA Tier I environmental study, which evaluated service-level impacts of the proposed service, has gone through public comment, and is expected to be approved in early 2022.

**Augment Active Transportation Funding - \$1 Billion (\$500 million more than Governor's Proposal)**

While the proposed FY 22-23 State Budget proposes \$500 million in General Fund revenues for ATP projects, that would only have funded a handful of Cycle 5 projects with a score of 86. Using Cycle 5 an example, Increasing the amount to \$1 billion would have allowed the California Transportation Commission (CTC) to fund an additional 160 projects that scored above 78, providing for greater geographic equity statewide. Los Angeles County would have received an additional \$140M, Orange over \$110M, Central Coast over \$90M, Riverside over \$80M, and \$78M for the San Joaquin Valley.

We appreciate all your effort in examining our request and look forward to working together towards strengthening our economy, improving our transportation infrastructure, and addressing climate change. If you have any questions please do not hesitate to contact Israel Landa in my office at [israel.landa@asm.ca.gov](mailto:israel.landa@asm.ca.gov), (916) 319-2013.

Sincerely,

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