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TUOLUMNE COUNTY REPUBLICAN CENTRAL COMMITTEE

JAMESTOWN, CA 95327

Per _____

July 31, 2011

California Citizens Redistricting Committee
901 P. Street, Suite 154A
Sacramento, CA 95814

Region: 6
* Tuolumne
County

Madam Chairperson,

Thank you for the opportunity to express our concern regarding the proposed reformation of Congressional and State Senate and Assembly districts.

We continue to recognize that the conflicts and restrictions imposed by the California State Constitution and regulations as well as rulings of the U.S. Supreme Court will make it difficult to please or satisfy most of the citizens of this state. Additionally, meeting the population restrictions and requirements of the three districts will create more difficulties. This will be almost impossible in large, sparsely populated areas. The requirement that the area be a single geographic area with a single contiguous boundary, representing common areas of interest without taking power away from major ethnic groups, will also add to the complexity of the task.

We provided by letter to your Commission dated June 24, 2011, a suggested broad approach that had the potential to meet most if not all of the above constraints. We continue to be concerned with the most recent maps published by the Commission especially with regard to the approach taken in the central part of the State. With respect to areas of common interest, general traffic patterns and socio-economic development, the area between Bakersfield and Barstow in the south and I-80 in the north from the Pacific coast to the Nevada border west and east has definite areas with differing patterns of travel, commerce, common interests and socio-economic concerns.

East of the crest of the Sierra Nevada mountain range, their ties in all regards are principally to the north and south and in some cases into the state of Nevada. Indeed, during almost half the year, surface travel east and west across the crest of the Sierra Nevada range is almost non-existent between Bakersfield in the south and the Lake Tahoe basin in the north. During the remainder of the year the mountain passes in between, although open, are time consuming and difficult to transit. Inyo County's primary lines of communication are south to Bakersfield and Barstow. Their areas of common interest are more aligned with Kern and San Bernardino Counties than with their adjacent counties to the west. Similarly Mono and Alpine Counties are more

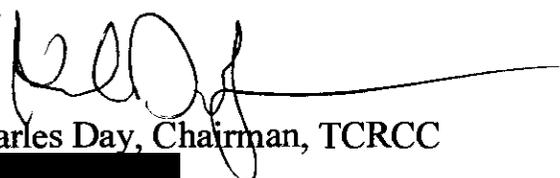
closely linked to El Dorado County in the north than Tuolumne or Mariposa Counties on the west. Placing them in the same districts with their western neighboring counties would make it difficult for their Representatives to visit their constituencies in those counties and would very likely result in those Representatives being seldom seen.

While all the counties of the western foothills of the Sierra Nevada might, at first blush, appear to have much in common, the reality is very different. The predominant traffic and resulting commercial and economic patterns do not flow north and south through the foothills so much as east and west from the crest of the Sierra Nevada range to the Central Valley floor to the vicinity of CA-99. Calaveras, Tuolumne and Mariposa Counties have much more commercial and economic, transportation and commuting, social and recreation connections to the cities of Merced, Turlock and Modesto than to El Dorado or Placer Counties to the north. Nevada, Placer and El Dorado Counties similarly are much more closely aligned with the cities of Sacramento and Reno, NV than with the foothill counties to their South.

The Central Valley west of CA-99 and east of I-5 similarly has predominantly east and west traffic flow patterns linking those two major highway arteries of communication. One more important distinctive situation is worth noting and should also be considered. That is the unique character of the city and Port of Stockton which is very much commercially linked to the San Francisco Bay area.

Ignoring these prerogatives in the redistricting process would result in two serious issues. First, it would place increased travel burdens on the Representatives which would ultimately result in reduced accessibility to them on the part of their constituency. Second, it would result in unnecessary loss of impact when addressing issues of concern to the constituency due to fragmenting of focus and effort necessarily resulting from a lack of common interests.

As we stated in our June 24th response, the above imperatives reflect the actual commercial, water, transportation and socio-economic realities in this region of California. We believe that changes to the current maps that more closely reflect these realities will be better accepted by the people of this state and especially this region of the state; and, most importantly, we believe they will withstand any potential court actions.

For 
Charles Day, Chairman, TCRCC

KARL RODEFFA
VICE CHAIRMAN