

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 2-3, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.8, Action

Prepared By: Matthew Yosgott
Associate Deputy Director

Published Date: November 20, 2020

Subject: 2020 Solutions for Congested Corridors – Program of Projects, Resolution G-20-80

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the staff recommended 2020 Solutions for Congested Corridors Program (Attachment B), consistent with the attached resolution.

Issue:

The Commission established the 2020 Solutions for Congested Corridors Program as a two-year, \$494 million (Fiscal Years 2021-22 through 2022-23) program.

The 2020 Solutions for Congested Corridors Program proposes to program seven projects for a total of \$500 million. The proposed program includes over-programming by approximately \$6 million to ensure that all recommended projects are fully funded, and this over-programming will be supported by future Solutions for Congested Corridors Program project savings. These projects combined are valued at more than \$2.6 billion. The recommendation includes a variety of projects that provide multimodal transportation improvements in some of California's most congested corridors. Collectively, the projects recommended will construct high occupancy vehicle (HOV), high occupancy tolling (express), and auxiliary lanes; active transportation improvements; transit infrastructure improvements; train control upgrades; an improved highway interchange; and additional local road and operational improvements.

The recommended project list was posted on the Commission's website on November 16, 2020 and is included in this book item under Attachment B.

Development of Staff Recommendations

The Commission received 21 project nominations seeking over \$1.3 billion. An evaluation team, consisting of Commission and Caltrans staff, reviewed 20 eligible project nominations based on the screening and evaluation criteria set forth in the Commission's adopted Solutions

for Congested Corridors guidelines. One project was deemed ineligible per Government Code Section 14527 requirements. 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.

Recommendations for funding are set forth in Attachment B. The recommended projects were determined to be the projects that best addressed the criteria as outlined in the guidelines. Based on the information submitted by applicants, the seven projects recommended for funding are anticipated to provide the following benefits over 20 years:

- Save 250 million person hours of travel time
- Reduce approximately 64 million vehicle miles traveled
- Reduce approximately 3.5 million tons of greenhouse gas emissions
- Create 27,000 jobs over the next several years

The seven projects recommended for funding include 21 components as follows:

- Seven projects for highway improvements: HOV, express, bus-on-shoulder lanes, interchange improvements, auxiliary lanes, and ramp meters
- Ten projects for transit improvements: bus rapid transit routes, passenger train control system upgrades, new or improved transit stations, zero-emission buses, light rail vehicles
- Four projects for active transportation: Class I multi-use paths, complete streets improvements, new bike lanes and sidewalks, and other bicycle and pedestrian facilities

The recommended projects meet the following requirements: the projects are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits; the projects are included in an adopted regional transportation plan, and if within the boundaries of a Metropolitan Planning Organization, consistent with an approved Sustainable Communities Strategy determined by the California Air Resources Board to achieve the region's greenhouse gas emissions reduction targets; the projects are included in a comprehensive multimodal corridor plan; the projects demonstrate that any negative environmental/community impacts will be avoided or mitigated; and the projects demonstrate that all other funds are committed.

Projects not recommended for funding were considered less competitive for a variety of reasons including: start of construction later in the funding cycle, less committed funds per program dollar leveraged, project benefits such as congestion reduction or person throughput were less competitive, minimal quantifiable air quality improvements demonstrated, or missing or unclear quantifiable project benefits. Lastly, one project was deemed ineligible based on submittal by an ineligible applicant. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this program cycle.

Project Highlights

The recommended projects contain a variety of benefits that include: reducing congestion and increasing throughput while reducing vehicle miles traveled, safety improvements, increased mobility and accessibility, operational improvements, enhanced access to multiple modes of transportation, reduction of greenhouse gas emissions, advancement of transportation and housing goals, and supporting transportation-efficient land use principles. The following are highlights of the projects proposed for funding:

- **BART Train Control Modernization Program (\$60,000,000)** – along the Transbay Tube between San Francisco and Oakland, the project will include a new communications-based train control system. The project will also include cabling upgrades at train control rooms, wayside interlocks and switches, and installation of new train control raceways and associated cables. The project will increase transit ridership, increase train frequency and capacity, support efficient land use principles, and reduce greenhouse gas emissions and vehicle miles traveled.
- **Soscol Junction (\$25,000,000)** – at the State Route 29/221 intersection in Napa County, the project will reconfigure the existing signalized interchange and construct two new roundabout interchanges with an elevated structure along SR 29, and also construct a Class I multiuse path on the north side of the intersection allowing bicycles and pedestrians to navigate the intersection. The project will alleviate congestion, improve traffic flow and circulation, and enhance safety for bicyclists, motorists, and pedestrians. The project will also reduce greenhouse gas emissions and close a bicycle network gap.
- **West Valley Connector Bus Rapid Transit (\$65,000,000)** – along the I-10 Corridor in San Bernardino County, the project will construct a Bus Rapid Transit Route between the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga. The project will include new transit stations, dedicated bus lanes, and zero-emission buses. This project will reduce congestion, enhance transit connectivity, reduce greenhouse gas emissions and vehicle miles traveled, and act as a catalyst for additional housing and commercial development in and around proposed stations, supporting mixed-use development.
- **Placer-Sacramento Gateway Corridor Phase I (\$67,075,000)** – along the I-80 Corridor in north Sacramento County and south Placer County, the project includes a suite of transportation improvements across various transportation modes. The project will construct auxiliary lanes, Class I multi-use trail, complete streets improvements including bicycle and pedestrian facilities, improve transit stations, acquire zero-emission buses, and acquire light-rail vehicles. The project will enhance transit options and connectivity, improve walking and biking along the corridor, improve safety along the corridor, and reduce vehicle miles traveled and greenhouse gas emissions.

- **Marin Sonoma Narrows – Contract B7 (\$40,118,000)** - in Marin County, the project will construct HOV lanes and other highway improvements, as well as enhance bicycle lanes on a parallel route. The completion of this project will close a major HOV gap on the congested US 101 Corridor through Sonoma and Marin counties, contributing to a larger multimodal network along the US 101 Corridor. The project will reduce daily vehicle hours of delay, improve safety, and reduce greenhouse gas emissions.
- **I-105 Express Lanes (\$150,000,000)** – in Los Angeles County, the project will convert existing HOV lanes into express lanes along the I-105 Corridor between I-405 and I-605 and construct an additional express lane in each direction. The project will reduce congestion and daily vehicle hours of delay, as well as appropriate toll revenues towards transit infrastructure, active transportation infrastructure, and corridor operations and maintenance.
- **Watsonville to Santa Cruz Multimodal Corridor (\$92,807,000)** – in Santa Cruz County, the project includes corridor improvements across three transportation modes along US 1. The project will construct bus-on-shoulder and auxiliary lanes, active transportation facilities, and adaptive traffic signal control/transit signal priority at several intersections along the route. The project will increase multimodal options, reduce vehicle miles traveled, reduce congestion, and reduce greenhouse gas emissions.

Baseline Agreement Requirements

All agencies with projects included in the 2020 Solutions for Congested Corridors Program must comply with the Commission’s adopted 2020 Solutions for Congested Corridors Program Guidelines and SB 1 Accountability and Transparency Guidelines, including the requirement to 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:

The Solutions for Congested Corridors Program, created under Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), funds transportation improvement projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. SB 1 authorizes \$250 million annually to fund the Solutions for Congested Corridors Program.

In March 2019, the Commission initiated the process to develop the 2020 Solutions for Congested Corridors Program Guidelines. The Commission held seven public workshops between March 2019 and January 2020 to solicit input on the development of the Solutions for Congested Corridors Guidelines. These workshops included consultation from stakeholders representing state agencies, regional transportation planning agencies, local governments, private industry, and non-governmental organizations. The Commission’s guidelines, adopted

at its January 29, 2020 meeting, describe the policies, standards, criteria, and procedures for the development, adoption, and management of the 2020 Solutions for Congested Corridors Program.

Attachments:

- Attachment A: Resolution G-20-80
- Attachment B: 2020 Solutions for Congested Corridors Program Staff Recommendations
- Attachment C: Comment letters submitted separate from application

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2020 Solutions for Congested Corridors Program of Projects

Resolution G-20-80

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Solutions for Congested Corridors Program to fund projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects; and
- 1.2 **WHEREAS**, SB 1 provides \$250 million annually for the Solutions for Congested Corridors Program; and
- 1.3 **WHEREAS**, the Commission adopted the 2020 Solutions for Congested Corridors Program Guidelines on January 29, 2020 and adopted amendments to the program schedule in the guidelines on April 29, 2020; and
- 1.4 **WHEREAS**, the Commission provided the guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the Senate and Assembly thirty days prior to adoption; and
- 1.5 **WHEREAS**, the guidelines describe the policy, standards, criteria and procedures for the development and management of the 2020 Solutions for Congested Corridors Program funding cycle; and
- 1.6 **WHEREAS**, the 2020 Solutions for Congested Corridors Program was established by the Commission as a two-year, \$494 million program. The 2018 Solutions for Congested Corridors Program was programmed at \$6 million above its established funding capacity, therefore, the current program capacity has been reduced by that amount; and
- 1.7 **WHEREAS**, the Commission received 21 project nominations seeking over \$1.3 billion in funding; and
- 1.8 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.9 **WHEREAS**, if a recommended project requests an allocation in the period between the December 2020 Commission meeting and the March 2021 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the May 2021 Commission meeting. Following the March 2021 Commission Meeting, the Commission will not consider approval of a project allocation without an approved Baseline Agreement; and

- 1.10 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Solutions for Congested Corridors Program; and
- 1.11 **WHEREAS**, Commission staff prepared program recommendations that include \$500 million for seven projects valued at more than \$2.6 billion; and
- 1.12 **WHEREAS**, the Commission staff recommendations for the 2020 Solutions for Congested Corridors Program were published and made available to the Commission, the California Department of Transportation (Caltrans), regional transportation agencies, county transportation commissions, and the public on November 16, 2020; and
- 1.13 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 2-3, 2020 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2020 Solutions for Congested Corridors 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 2020 Solutions for Congested Corridors Program must comply with the Solutions for Congested Corridors Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Solutions for Congested Corridors Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Caltrans and project sponsors, is authorized to make minor technical changes as needed to the 2020 Solutions for Congested Corridors Program in order to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commissioner approval of any substantive changes; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2020 Solutions for Congested Corridors Program of projects on the Commission’s website.

2020 Solutions for Congested Corridors Program

Resolution G-20-80

Program of Projects - Projects Recommended for Funding
(1,000s)

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Congested Corridor	Total Project Cost	Total Construction Cost	Total Requested Amount	Total Recommended Funding*	Fiscal Year
Los Angeles	Department of Transportation / Los Angeles County Metropolitan Transportation Authority	Caltrans	I-105 Express Lanes	Construct 58.4 miles of HOT lanes	Rt 105	\$ 689,121	\$ 626,036	\$ 150,000	\$ 150,000	2022-23
Marin	Department of Transportation / Transportation Authority of Marin	Caltrans	Marin Sonoma Narrows - Contract B7	Construct 9.5 miles of HOV lanes and other highway improvements Construct 0.75 miles of bicycle and pedestrian facilities	Rt 101	\$ 135,641	\$ 120,996	\$ 40,118	\$ 40,118	2021-22
Napa	Metropolitan Transportation Commission / Napa Valley Transportation Authority	Caltrans	Soscol Junction	Construct new interchange with roundabouts and elevated structure Construct Class I multi-use path	Rt 29 Rt 221	\$ 64,000	\$ 52,555	\$ 25,000	\$ 25,000	2021-22
Placer / Sacramento	Department of Transportation / Placer County Transportation Planning Agency / Sacramento Area Council of Governments		Placer-Sacramento Gateway - Phase I		Rt 80 Rt 65	\$ 135,100	\$ 121,888	\$ 67,075	\$ 67,075	
		Caltrans	Auburn Boulevard Ramp Meter	1 Freeway ramp meter, Citrus Heights					\$ 500	2021-22
		Citrus Heights	Auburn Boulevard Complete Streets	1 miles of complete streets improvements including bicycle and pedestrian facilities					\$ 2,860	2021-22
		Roseville	Dry Creek Greenway	Construct 2 miles of Class I multi-use trail					\$ 6,239	2021-22
		Sacramento County	Watt Avenue Complete Streets	4 miles of complete streets improvements including road rehabilitation, bicycle and pedestrian facilities					\$ 8,100	2022-23
		Sacramento Regional Transit District	Watt/I-80 Light Rail Station	1 Light Rail Station Improvement					\$ 7,937	2021-22
		Sacramento Regional Transit District	Light Rail Modernization - Stations	4 Light Rail Station Conversions					\$ 2,942	2021-22
		Caltrans	I-80 Transit Reliability	Construct 1.9 miles of auxiliary lanes					\$ 9,503	2021-22
		Roseville	South Placer Transit	5 new electric buses 5 express bus station improvements					\$ 6,000	2021-22
		Sacramento Regional Transit District	Light Rail Modernization - Light Rail Vehicles	8 new low-floor light rail vehicles					\$ 22,994	2021-22
San Bernardino	Department of Transportation / San Bernardino County Transportation Authority / Omnitrans		West Valley Connector Bus Rapid Transit		Rt 10	\$ 286,966	\$ 167,511	\$ 65,000	\$ 65,000	
		SBCTA	Mainline Improvements	Construct 21 new BRT Stations Construct 3.5 miles of new dedicated bus lanes 15.5 miles of enhanced BRT service					\$ 65,000	2021-22
		SBCTA	Maintenance Facility (D/B Contract)	Maintenance Facility					\$ -	2021-22
		SBCTA	Vehicle Acquisition	18 new zero-emission buses					\$ -	2021-22
San Francisco/ Alameda	Department of Transportation / Bay Area Rapid Transit		Train Control Modernization Program		Rt 80	\$ 1,140,000	\$ 1,129,051	\$ 60,000	\$ 60,000	
		BART	Switch Machine Cabling Contract	Cabling upgrades at 21 train control rooms 26 wayside interlocks and switches					\$ 45,150	2021-22
		BART	MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	Installation of new train control raceways and associated cables					\$ 14,850	2021-22
		BART	Communications-based Train Control	New communications-based train control system					\$ -	2021-22
Santa Cruz	Santa Cruz County Regional Transportation Commission		Watsonville - Santa Cruz Multimodal Corridor Program		Rt 1	\$ 150,568	\$ 136,360	\$ 82,201	\$ 92,807	
		Caltrans	Contract #1 - 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge	Construct 2.75 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 0.85 of auxiliary lanes Construct 2.7 miles of active transportation facilities and other improvements					\$ 23,507	2021-22
		Caltrans	Contract #2 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing	Construct 3 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 1.2 miles of auxiliary lanes Construct 2.9 miles of active transportation facilities and other improvements Construct 3.2 miles of soundwalls					\$ 52,837	2022-23
		Santa Cruz County	Contract #3 - Soquel Drive Buffered Bike Lane and Congestion Mitigation Project	Construct 5.1 miles of active transportation facilities and other improvements Adaptive traffic signal control/transit signal priority at 23 intersections					\$ 16,463	2022-23

*Staff are recommending the amount requested for all projects except the Watsonville - SC Multimodal Corridor Project. Recommendation exceeds request by \$10.6 million to fully fund the project across all SB 1 Programs.

\$ 2,601,396 \$ 2,354,397 \$ 489,394 \$ 500,000

2020 Solutions for Congested Corridors Program

Resolution G-20-80

**Projects Not Recommended for Funding
(1,000s)**

	County	Applicant Agency	Project Title	Congested Corridor	Total Requested Amount	Total Project Cost	Fiscal Year
Projects Recommended for Funding in Other SB 1 Programs	Monterey	Transportation Authority of Monterey County	SR 156 Castroville Interchange	SR 156	\$ 20,000	\$ 29,500	2021-22
	Orange	Orange County Transportation Authority	Orange County Central County Corridor Improvement Project**	SR 55	\$ 52,900	\$ 359,300	2021-22
	Riverside	Riverside County Transportation Commission	SR 71/91 Interchange	SR 71 SR 91	\$ 58,000	\$ 124,000	2021-22
	San Bernardino	Santa Barbara County Transportation Authority	I-15 Corridor Freight Improvements	I-15	\$ 31,739	\$ 307,167	2022-23
	Solano	Department of Transportation/Solano Transportation Authority	I-80 Managed Lanes	I-80	\$ 123,400	\$ 274,900	2021-22
	Sutter	Sacramento Area Council of Governments	Bridge Street Widening and Complete Streets	Local Road	\$ 5,621	\$ 5,621	2021-22
					\$ 291,660	\$ 1,100,488	

***SR 55 HOV Lane Component of Project recommended in other SB 1 Programs.*

	County	Applicant Agency	Project Title	Congested Corridor	Total Requested Amount	Total Project Cost	Fiscal Year
Projects Not Recommended for Funding	El Dorado	El Dorado County Transportation Commission	Highway 50 Camino Corridor	US 50	\$ 21,000	\$ 36,292	2021-22
	Orange	Department of Transportation	Orange County Triangle Integrated Corridor Management	SR 91 SR 57	\$ 10,500	\$ 22,850	2022-23
	Orange	Department of Transportation/Orange County Transportation Authority	Route 241/91 Express Lanes Connector	SR 241 SR 91	\$ 100,000	\$ 250,000	2022-23
	Riverside	SunLine Transit	Coachella Hub Safety and Amenities Upgrade	Local Road	\$ 340	\$ 2,153	2021-22
	San Diego	San Diego Association of Governments	Batiquitos Lagoon Double Track Project	I-5	\$ 90,000	\$ 105,000	2021-22
	San Luis Obispo	San Luis Obispo Council of Governments	US 101 South County Congestion Relief	US 101	\$ 63,400	\$ 83,800	2022-23
	Santa Clara	Department of Transportation/Santa Clara Valley Transportation Authority	Silicon Valley Express Lanes – Phase 5	US 101	\$ 72,000	\$ 147,292	2022-23
	Santa Barbara	Department of Transportation/Santa Barbara County Association of Governments	SB 101 Multimodal Corridor	US 101	\$ 183,810	\$ 363,300	2022-23
					\$ 541,050	\$ 1,010,687	