

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.5, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: June 13, 2025

Subject: 2024 Solutions for Congested Corridors Program Adoption –
Program of Projects, Resolution G-25-41

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2024 Solutions for Congested Corridors Program of Projects, as presented in the project list (Attachment B), and consistent with Resolution G-25-41 (Attachment A).

Issue:

The Commission established the 2024 Solutions for Congested Corridors Program as a two-year, \$480,956,000 program covering fiscal years 2025-26 and 2026-27. Commission staff recommends funding seven projects totaling \$482,926,000. The recommended program is over-programmed by \$1,970,000, which will be offset by future project cost savings, consistent with the Solutions for Congested Corridors Program Guidelines. The recommended investments leverage an additional \$13.5 billion in local, state, and federal funds that will create over 180,000 jobs and advance the Commission's goals to support a vibrant economy, elevate community voices, move people and goods efficiently, ensure a healthy environment for all, and partner for success.

The investments recommended in the 2024 Solutions for Congested Corridors Program provide communities with multimodal options to safely and efficiently drive, bike, walk, and take transit to their destinations. Investments include a new passenger rail extension, bicycle and pedestrian safety improvements, bus rapid transit expansion, and system technology and mobility hub upgrades. From transit network upgrades to investments that reduce greenhouse gas emissions by allowing travelers to opt out of congestion, these projects demonstrate cross-agency collaboration, investment in cleaner and multimodal infrastructure, and the evolution of transportation systems across the state that respond to moving people efficiently and safely.

The seven recommended projects uphold the Commission's focus on community involvement and collaboration with the Interagency Equity Advisory Committee and the California Department of Housing and Community Development.

Projects not recommended for funding demonstrated travel benefits but were found less competitive for the following reasons: benefits that did not exceed those of recommended projects; misalignment with program objectives and guidelines; lacking project readiness; unclear or incomplete project application information; or insufficient support for state climate and equity goals.

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

Recommendations Development

The Commission received 19 project nominations totaling over \$1.2 billion in funding requests. Each project underwent a comprehensive review to assess corridor-level benefits, environmental readiness, public engagement, land use and housing alignment, matching fund commitments, and consistency with regional transportation plans and comprehensive multimodal corridor plans.

Commission staff led evaluations of nominated projects with support from California Department of Transportation (Caltrans) staff, using the criteria identified in the [2024 Solutions for Congested Corridors Program Guidelines](#) to determine the most competitive projects. In addition, California Department of Housing and Community Development staff evaluated land use efficiency and housing benefits and members of the Interagency Equity Advisory Committee evaluated community engagement narratives.

Commission staff welcome continued engagement from nominating agencies and encourage each agency to seek technical assistance to strengthen future submissions. Agencies that have reapplied after receiving such assistance have often seen improved outcomes in subsequent cycles.

Project Highlights

The seven recommended projects continue to shift towards multimodal investments that reduce congestion and support the state's goals on climate, equity, public health, efficient land use, and economic vitality. These projects include:

- Transit and rail investments (including new stations, track extensions, zero-emission transit fleet procurement and infrastructure)
- Active transportation facilities (including multi-use paths, bicycle/pedestrian safety improvements, complete streets)
- Operational improvements (including strategic managed lanes, new bicycle/pedestrian overcrossings bridges, intelligent traffic management technologies)

Brief descriptions of the scope and benefits of all seven projects are provided below.

- **BART Silicon Valley Phase II Extension (BSVII) Project in Santa Clara County (\$75,000,000)** extends BART six miles to Santa Clara via downtown San José, with four new stations and a maintenance facility. This high-capacity rail extension enhances access to jobs and services in one of California's largest employment centers, connects major regional rail lines, and strengthens mobility for disadvantaged and underserved communities in San José.

- **Watsonville-Santa Cruz Multimodal Corridor Program in Santa Cruz County (\$103,700,000)** delivers multimodal improvements across three main routes through investments that span bus-on-shoulder lanes and cross-county transit and coastal bike and pedestrian facility enhancements. The project supports first-and-last-mile connections to schools, jobs, and healthcare, promotes mode shift, and increases climate resilience in a coastal county.
- **Santa Barbara U.S. 101 Multimodal Corridor Project in Santa Barbara County (\$109,020,000)** completes the final segment of a multi-decade U.S. 101 corridor modernization and congestion reduction effort. Incorporates peak-hour rail and bus services, new electric vehicle charging stations, active transportation infrastructure, and high occupancy vehicle lane expansion, improving mobility between Santa Barbara and Ventura counties.
- **Metrolink Sustainable Locomotives Project in Southern California Counties (\$52,606,000)** is a vital regional rail project that will upgrade 12 aged-out and higher-polluting locomotives with cleaner Tier 4 locomotives, sustaining and enhancing Metrolink's ongoing service throughout the greater Southern California region. This project will eliminate more than two billion highway vehicle miles traveled on Southern California's heavily impacted freeways and arterials. With significant reduction in congestion, this project will deliver longstanding community needs for clean, affordable, and reliable Metrolink service, with higher frequencies connecting people to intercounty destinations daily.
- **Sonoma-Marin Area Rail Transit (SMART) Healdsburg Extension Project in Sonoma County (\$62,000,000)** will extend the Sonoma-Marin Area Rail Transit commuter rail to Healdsburg, reducing congestion on U.S. 101, improving multimodal connectivity, and expanding access to affordable housing, tourism, and economic centers. This project includes track upgrades to support both passenger and freight service which supports economic development in the region.
- **San Francisco Municipal Transportation Agency (SFMTA) Train Control Upgrade Project (TCUP) - Phase 1 in San Francisco County (\$41,000,000)** is the critical first phase of a nine-year, multi-phase modernization of the entire "Muni Metro" light rail system with Communications-Based Train Control (CBTC) technology, and will lead to increased tunnel capacity and reductions in transit delay. This project will serve the neighborhoods of Bayview/Hunters Point and Visitacion Valley, providing more cost-effective means of traveling for vulnerable communities and enhancing access to education and employment.
- **I-805 South Managed Lanes Conversion Project (HOV to HOT) in San Diego County (\$39,600,000)** will enhance safety and quality of life in San Diego's South Bay communities and for users connecting to residential and employment centers along the United States-Mexico Border and I-805 Corridor. This project will upgrade 8.5 miles of managed lanes from existing high occupancy vehicle lanes to high occupancy toll lanes using integrated operations and tolling systems. This project will generate toll revenue for investments in transit capital, provide safer and more efficient travel along a

binational corridor and improve access to employment and transit options in San Diego's South Bay communities.

Baseline Agreement Requirements

All funded agencies must comply with the Commission's 2024 Solutions for Congested Corridors Program Guidelines and [Senate Bill 1 \(SB 1\) Accountability and Transparency Guidelines](#).

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

Background:

Created by SB 1 (Beall, Chapter 5, Statutes of 2017), the Solutions for Congested Corridors Program provides funding to reduce congestion in highly traveled and highly congested corridors through transportation improvements and innovations that expand access to travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits. SB 1 authorizes \$250 million annually to fund the Solutions for Congested Corridors Program.

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

Commission staff hosted 24 virtual office hour sessions from March to May 2024 to provide technical assistance to applicants for project nominations for the 2024 Solutions for Congested Corridors Program.

Attachments:

- Attachment A: Resolution G-25-41
- Attachment B: 2024 Solutions for Congested Corridors Program - Program of Projects
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM ADOPTION
PROGRAM OF PROJECTS**

RESOLUTION G-25-41

- 1.1 **WHEREAS**, Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) created the Solutions for Congested Corridors Program to fund projects included in regional comprehensive multimodal corridor plans that reduce congestion, expand access to travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits; and
- 1.2 **WHEREAS**, \$250 million is appropriated annually from the State Highway Account to the Solutions for Congested Corridors Program; and
- 1.3 **WHEREAS**, on August 15, 2024, the Commission adopted the 2024 Solutions for Congested Corridors Program Guidelines, which describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program; and
- 1.4 **WHEREAS**, the Commission established the 2024 Solutions for Congested Corridors Program as a two-year, \$480,956,000 program; and
- 1.5 **WHEREAS**, on November 18, 2024, the Commission received 19 project nominations, totaling over \$1.2 billion in funding requests; and
- 1.6 **WHEREAS**, Commission staff prepared program recommendations that included \$482,926,000 for 7 projects representing total project costs of \$13.9 billion; and
- 1.7 **WHEREAS**, Commission staff recommendations are consistent with statute and conform to the 2024 Solutions for Congested Corridors Program Guidelines; and
- 1.8 **WHEREAS**, on June 6, 2025, Commission staff recommendations for the 2024 Solutions for Congested Corridors Program were posted on the Commission's website and made available to the Commission, California Department of Transportation, regional transportation agencies, county transportation commissions, and the public; and
- 1.9 **WHEREAS**, the Commission considered Commission staff recommendations and public testimony during its June 2025 Commission meeting.

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

**2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
PROGRAM OF PROJECTS - PROJECTS RECOMMENDED FOR FUNDING (\$1,000s)
RESOLUTION G-25-41**

County	Nominating Agency	Implementing Agency	Project Title	Project Description	Congested Corridor	Total Project Cost	Total Recommended	Fiscal Year
Sonoma	Caltrans		Sonoma-Marin Area Rail Transit (SMART) Healdsburg Extension Project		Rt 101	\$ 191,750	\$ 62,000	FY 25-26
Sonoma		Sonoma-Marin Area Rail Transit	Healdsburg Extension Stations and Facilities	14 grade separations / rail crossing improvements 1 new station 5.5 miles of rehabilitated track 5.5 miles of pedestrian / bicycle facilities		\$ 185,750	\$ 56,000	FY 25-26
Sonoma		Sonoma-Marin Area Rail Transit	Healdsburg Extension Zero Emission Switcher Locomotive	1 rail / transit equipment		\$ 6,000	\$ 6,000	FY 25-26
Santa Cruz	Caltrans		Watsonville-Santa Cruz Multimodal Corridor Program		Rt 1	\$ 283,210	\$ 103,700	FY 26-27
Santa Cruz		Caltrans (District 5)	SR 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulders, and Coastal Rail Trail Segment 12 Project (Contract #1)	3 modified / reconstructed bridges 2.5 operational improvements 2.3 miles of auxiliary lanes 1.15 miles of pedestrian / bicycle facilities 2 sq. ft. of pedestrian bridges		\$ 231,844	\$ 68,574	FY 26-27
Santa Cruz		Santa Cruz County	Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (Contract #2)	30 accessible pedestrian signals installations 16 new curb ramps 7 crosswalks 2 intersection / signal improvements 4.8 miles of rehabilitated local roads 4.8 miles of bicycle lanes 1 mile of sidewalk		\$ 26,917	\$ 21,290	FY 26-27
Santa Cruz		Santa Cruz Metropolitan Transit District	Local Roadway Rapid Bus Improvements – Soquel Drive and Highway 152 (Contract #3)	60 transit signal priority intersections 57 real-time transit information enhancements 6 crosswalks 2 intersection / signal improvements 0.6 miles of slow vehicle lanes		\$ 24,449	\$ 13,836	FY 26-27
Santa Barbara	Caltrans		Santa Barbara U.S. 101 Multimodal Corridor Project		Rt 101	\$ 216,092	\$ 109,020	FY 25-26 FY 26-27
Santa Barbara		Caltrans (HQ)	Segment 4E North - Cabrillo Interchange	8 new curb ramps 5 crosswalks 4 ramp modifications 2 crossing islands 2 shoulder widenings 1 interchange modification 1 intersection / signal improvements 3 miles of mixed flow mainline 1.5 miles of HOV/HOT mainline 1.5 miles of mainline shoulders 0.9 miles of ramps and connectors 0.3 miles of sidewalk 0.1 miles of reconstructed local road 0.1 miles of pedestrian / bicycle facilities 24,202 sq. ft. of modified / improved interchanges 290 sq. ft. of new detectable warning surfaces installations 1,439.6 linear feet of new sidewalk 973.2 linear feet of culverts		\$ 140,038	\$ 54,200	FY 25-26
Santa Barbara		City of Santa Barbara	Cabrillo Boulevard Pedestrian Improvements	0.5 miles of new track 0.1 miles of roadway lane 0.1 miles of bicycle lane 16,400 sq. ft. of modified / reconstructed bridges / tunnels 2,100 linear feet of new sidewalk 600 linear feet of culverts		\$ 57,949	\$ 38,403	FY 26-27
Santa Barbara		City of Santa Barbara	Santa Barbara Zero Emission Vehicle Charging Infrastructure	8 DC charging ports		\$ 1,777	\$ 1,662	FY 25-26
Santa Barbara		City of Santa Barbara	Santa Barbara Eastside Active Transportation Improvements	46 crosswalks 33 signs, lights, greenway, or other safety enhancements 0.85 miles of sidewalk 1,650 linear feet of new crosswalk		\$ 10,328	\$ 8,755	FY 26-27
Santa Barbara		Santa Barbara County Association of Governments	VCTC Coastal Express Zero-Emission Buses	3 zero-emission rail cars / transit vehicles		\$ 6,000	\$ 6,000	FY 26-27
San Diego	Caltrans	Caltrans (District 11)	I-805 South Managed Lanes Conversion Project (HOV to HOT)	50 traffic monitoring detection stations	Rt 805	\$ 131,000	\$ 39,600	FY 26-27
San Francisco	Caltrans	City and County of San Francisco	SFMTA Train Control Upgrade Project (TCUP) - Phase 1	1 communication based train control system	Rt 101 Rt 280	\$ 155,175	\$ 41,000	FY 26-27
Various	Southern California Association of Governments	Southern California Regional Rail Authority	Metrolink Sustainable Locomotives Project	12 rail cars / transit vehicles	Various	\$ 150,779	\$ 52,606	FY 25-26
Santa Clara	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	BART Silicon Valley Phase II Extension (BSVII) Project	48 rail cars / transit vehicles 4 station improvements 6 miles of new track	Rt 80 Rt 101	\$ 12,745,607	\$ 75,000	FY 25-26

Total 2024 SSCP Projects Programmed	7
Total 2024 SSCP Project Costs	\$ 13,873,613
Total 2024 SSCP Funds Programmed	\$ 482,926
Total 2024 SSCP Funding Capacity	\$ 480,956
Recommendation Oversubscribed	\$ (1,970)



June 9, 2025

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

RE: Central Coast Coalition Support for CTC SB1 Cycle 4 Staff Recommendations

Dear Chair Grisby & Members of the California Transportation Commission:

The Central Coast Coalition strongly supports the California Transportation Commission (CTC) staff recommendations for grant funding allocations from the Senate Bill 1 (SB1) Cycle 4 competitive programs. We thank Commission staff for their collaborative effort to develop program guidelines and select projects during a very short timeframe so that we can expeditiously build these much-needed projects:

Sponsor Agencies	Project Title	SB1 Program(s)	Recommendation
California Department of Transportation and Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor Project	Local Partnership Program – Competitive and Solutions for Congested Corridors Program	\$134 million
California Department of Transportation and Santa Cruz County Regional Transportation Commission	Watsonville-Santa Cruz Multimodal Corridor Program	Local Partnership Program – Competitive and Solutions for Congested Corridors Program	\$128.7 million
California Department of Transportation and Transportation Agency for Monterey County	State Route 156 Castroville Boulevard Interchange Project	Local Partnership Program - Competitive and Trade Corridor Enhancement Program	\$90.6 million

The Coalition appreciates the support for recommended projects listed above. The Central Coast also had projects not recommended for Cycle 4 funding, such as the Highway 46/Union Road overpass. This project and others will be updated and revised, and we would appreciate consideration in future SB1 cycles.

As the area's regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, in partnership with the Association of Monterey Bay Area Governments, we highly value the SB1 revenues. These grants will help deliver truly transformative transportation projects in our region.

We strongly support the CTC staff recommendations and urge the Commission to approve the funding at their June 26, 2025, meeting.

If you have any questions, please contact SBCAG Executive Director, Marjie Kirn, at (805) 600-4497 or by email at mkirn@sbcag.org.



Central Coast Coalition
Moving California's Economy

We greatly appreciate our partnership with Commissioners and CTC staff.

Sincerely,

Handwritten signature of Marjie Kirn in blue ink.

Marjie Kirn, Executive Director
Santa Barbara Association of Governments

Handwritten signature of Pete Rodgers in black ink.

Pete Rodgers, Executive Director
San Luis Obispo Council of Governments

Handwritten signature of Todd Muck in blue ink.

Todd Muck, Executive Director
Transportation Agency for Monterey County

Handwritten signature of Sarah Christensen in black ink.

Sarah Christensen, Executive Director
Santa Cruz Co. Regional Transportation
Commission

Handwritten signature of Binu Abraham in black ink.

Binu Abraham, Executive Director
San Benito Council of Governments

Handwritten signature of Maura Twomey in blue ink.

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Mr. Toks Omishakin, Secretary, California State Transportation Agency
Ms. Tanisha Taylor, Executive Director, California Transportation Commission
Mr. Mike Keever, Acting Director, California Department of Transportation
Mr. Paul Golaszewski, Chief Deputy Director, California Transportation Commission
Mr. James Anderson, Chief, Programming, California Department of Transportation
Mr. Scott Eades, District 5 Director, California Department of Transportation
Mr. Matthew Yosgot, Deputy Director, California Transportation Commission
Ms. Naveen Habib, Associate Deputy Director, California Transportation Commission
Ms. Leishara Ward, Associate Deputy Director, California Transportation Commission
Ms. Beverly Newman-Burckhard, Associate Deputy Director, California Transportation Commission
Mr. Darron Hill, Deputy District Director, Asset and Program Project Management, California Department of Transportation
Mr. Joe Erwin, Office Chief, Project Management, California Department of Transportation
Mr. Sarkes Khachek, SBCAG Director of Programming, Coalition Chief of Staff



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

May 30, 2025

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

RE: Applications of Merit for SB 1 Funding – Supporting Bay Area Trails

Dear Deputy Director Yosgott,

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

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

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

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

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



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

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

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

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

Thank you for your consideration.

Sincerely,

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

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

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

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



May 28, 2025

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

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

Dear Deputy Director Yosgott,

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

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

Solutions for Congested Corridors Program (SCCP)

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

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

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

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

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

Trade Corridor Enhancement Program (TCEP)

We are again pleased to see the increase in TCEP applications this cycle that would advance freight electrification, technology, and efficiency at ports and truck parking hubs. We strongly support investing TCEP funding in these types of projects that are well-aligned with CAPTI and reduce harmful impacts to communities that bear the brunt of pollution from the freight industry. We encourage the CTC to focus funding only on those types of projects and avoid funding any projects that increase passenger VMT by adding general purpose lanes to roadways.

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

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

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

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

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

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

Local Partnership Program (LPP)

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

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

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

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

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

Sincerely,

Zack Deutsch-Gross
Transform

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

Jeanie Ward-Waller
ClimatePlan

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

Jared Sanchez
CalBike

Elizabeth Reid-Wainscoat
Center for Biological Diversity

Chance Cutrano
Resource Renewal Institute

Matthew Baker
Planning and Conservation League

Janet Cox
Climate Action California

Sofia Rafikova
Coalition for Clean Air

Heather Deutsch
MOVE Santa Barbara County

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

Iman Sylvain, PhD
Rails to Trails Conservancy

David Diaz, MPH
Active San Gabriel Valley

Nick Ratto
350 Bay Area Action - Transportation Lead

Carter Rubin
Natural Resources Defense Council (NRDC)

Carter Lavin
Transbay Coalition

Justin Hu-Nguyen
Bike East Bay

David Levitus
LA Forward

Hana Creger
The Greenlining Institute

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

Emma De La Rosa
Leadership Counsel for Justice and Accountability

Jonathan Matz
Safe Routes Partnership

Marc Vukceвич
Streets For All

Kevin Shin
California Walks

Rick Longinotti
Campaign for Sustainable Transportation

Suzanne Hume
CleanEarth4Kids.org

Jamie Pew
NextGen California

Jorge Rivera
Healing & Justice Center

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

To: California Transportation Commission

From: Residents of Aptos, Santa Cruz County

May 17, 2025

Dear Commissioners,

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your consideration,

Mike Saint
516 Santa Margarita Dr.

Peter Niboli
345 Moosehead Dr.

Elissa Wagner
528 Encino Dr.

Christina Grant
785 Loma Prieta Dr.

Nathan Bietz
520 Santa Margarita Dr.

via email

May 2, 2025

Naveen Habib
Associate Deputy Director
California Transportation Commission
Solutions for Congested Corridors Program (SCCP)
1120 N Street, MS-52
Sacramento, CA 95814

RE: Caltrans/Santa Cruz County Regional Transportation Commission (RTC)
SCCP Cycle 4 Project ID#3, Three Projects, Total Request \$98,100,000

Dear Ms. Habib -

Thank you for the opportunity to provide public comment on the fourth cycle of the Solutions for Congested Corridors Program (SCCP), a program of California's comprehensive transportation funding program (SB1, 2017).

The purpose of this letter is to highlight the absence of adequate public transparency about the proposed project to Widen Highway 1 with Auxiliary and Bus-on-Shoulder Lanes between State Park Drive and Freedom Boulevard in Santa Cruz County ("Project"). The Project includes two additional components: install bus transit facilities on Soquel Drive, a parallel county arterial, and complete the Rail Trail Segment 12 per the *Monterey Bay Sanctuary Scenic Trail Master Plan*, 2014. This letter is focused on the Highway 1 Project.

1. 2016 Santa Cruz County Measure D - 30-Year Local Transportation Sales Tax.

The 2016 Measure D ½ cent countywide sales tax is currently accruing about \$23M/year for transportation projects and fixed annual allocations to local jurisdictions and transit providers. Measure D explicitly included adding north and southbound auxiliary lanes on Highway 1 between three interchanges in the Santa Cruz Mid-County area: Soquel Avenue < - > 41st Avenue, Bay Ave./Porter St. < - > Park Avenue, and Park Ave. < - > State Park Drive - skipping over the complex, closely-located interchanges in Soquel Creek Gulch between 41st Avenue and Bay/Porter in the City of Capitola.

In late 2019/early 2020, just as the Covid-19 pandemic was hitting, the RTC and its member agencies acted to administratively amend Measure D (allowed in the Measure) by adding new auxiliary lane segments in the Aptos area between three interchanges beyond the original Measure D limits: State Park Drive < - > Rio Del Mar Blvd. < - > Freedom Blvd. This extension of the Measure D Highway Program has, so far, roughly doubled demand that the Highway program asserts on Measure D revenues.

Since the 2020 amendment, RTC communications have consistently and intentionally sought to mislead the public by re-casting the original three segments in the [Measure D](#) Highway Program as the ones resulting from the administrative amendment: Soquel Avenue < - > 41st Ave., Bay/Porter < - > State Park Drive, and State Park < - > Freedom Blvd. Due to these RTC efforts

within the context of Covid-19, members of the public now largely believe that they voted to widen the highway between Soquel Avenue and Freedom Boulevard, which is not the case.

Aside from other impacts highlighted below, the fiscal impact of the 2020 administrative amendment is that the Measure D program now projects a large cash-flow deficit requiring significant borrowing and debt service.

2. 2019 State Route 1 Auxiliary Lane Bus-on-Shoulder Concept of Operations.

Subsequent to voter approval of Measure D, Santa Cruz Metro and the RTC promoted the idea that in addition to using new auxiliary lanes as a strategy to reduce travel times for bus routes traversing the Santa Cruz Mid-County region, buses also be allowed to use highway shoulders through interchanges. Metro had collaborated with Monterey-Salinas Transit in Monterey County on AB946 (2013) that allowed those transit agencies to study Bus-on-Shoulder (BOS) applications in the Monterey Bay region.

In 2019, prior to the Measure D administrative amendment noted above, a [*Bus-on-Shoulder Concept of Operations*](#) study for Highway 1 was completed by a consultant to the RTC. The study asserted that “[i]f the hybrid auxiliary lanes/BOS project were implemented, Santa Cruz Metro would increase the number of busses, which would result in as many as ten buses per hour using the BOS facilities during a weekday period...using the entire proposed BOS facility between Morrissey and Freedom Boulevards.” (p.3-7) While this assertion made no sense within the context of Santa Cruz and Watsonville urbanized area transit use patterns and needs, the ‘*ConOps*’ established a Santa Cruz-style rationale for the highway widening projects.

Santa Cruz Metro’s [*Rapid Corridors Report*](#) (January 2024) wisely eliminated implementation of Bus-on-Shoulder operations between the Highway 1/Soquel Drive interchange and State Park/Rio Del Mar Blvd., instead proposing a “Rapid Bus” concept along Soquel Drive, a major county arterial parallel to Highway 1; this project is part of the SCCP Cycle 4 Project application. There is therefore no current plan for buses to use the Auxiliary and Bus-on-Shoulder lanes between Soquel Drive and State Park - the SCCP Cycle 2 funded project. In fact, it was stated at yesterday’s RTC meeting that the RTC is “working on a [Bus-on-Shoulder] plan with Metro” with a timeline of 2026. The Director of Community Bridges, a local paratransit provider, immediately stood up and requested authorization to use the vacant BOS lanes for their paratransit vans. The first segment of the Cycle 2 project opened last month with vibrant red paint on shoulder sections reserved for BOS.

Beyond these oral comments yesterday, to date, no update to the 2019 Bus-on-Shoulder *ConOps* plan has been presented on the RTC’s public agenda and members of the public have not otherwise been informed about Metro and the RTC eliminating BOS from the Cycle 2 project.

3. 2024 Caltrans EIR/EA for SR 1 Auxiliary Lanes and Bus-on-Shoulder Improvements Freedom Blvd. to State Park Drive and Coastal Rail Trail Segment 12 Project, Project Submittal, Splitting the Project, and Lawsuit.

Together with Caltrans and the County of Santa Cruz, the RTC is a primary applicant for [SCCP Cycle 4 funding for the Project](#). In February 2024, following Caltrans approval of the environmental document for the highway widening, the RTC voted unanimously to agendize the Caltrans *Final EIR/EA* for public consideration and RTC findings. To date, the Caltrans-sponsored Project environmental review document has not been presented to the RTC or to the

public via the RTC. Additionally, no detailed Project information, beyond one-page Fact Sheets, has been made available for public review and comment about topics such as cost estimates, design, environmental and project development challenges. No item authorizing RTC submittal of an application for SCCP funding to the California Transportation Commission has appeared on a public agenda; the Santa County Board of Supervisors acted to authorize their SCCP Cycle 4 Project application on October 8, 2024.

During a November 7, 2024, RTC Public Hearing advertised for a 5-Year Plan for Measure D and a ‘Senate Bill 1 Cycle 4 Update’, and amidst acrimonious discussion about cost-overruns accruing to the current Cycle 2 project, Caltrans and the RTC agreed to “split” the proposed Cycle 4 Project in two: Caltrans would be the lead agency for the state highway aspect of the Project and the RTC would be the lead agency for Segment 12 of the Coastal Rail Trail. Since that time, no public RTC agenda has included authorization for the RTC to sign a Memorandum with Caltrans ([11/7/2024 RTC Agenda, Item 27, Exhibit G, p.27-18](#)) as presented at the November 2024 meeting, nor have there been any updates about follow-up items that the Memorandum stated would be finalized “by the end of March 2025.”

The Project is the subject of an active lawsuit in Sacramento Superior Court (24WM000051/Campaign for Sustainable Transportation and Sierra Club, Petitioners) that challenges the Project’s *Final EIR/EA*, with the most recent filing by Petitioners on April 7, 2025. The *Final EIS/EA* concedes that there is only a “slight” (0.1%) improvement in travel times with the [\\$300M+ project](#) (current Cycle 4 Project estimate per undated RTC Fact Sheet).

4. Comprehensive Multimodal Corridor Plan Required by SCCP Guidelines.

The RTC’s 2019 [Unified Corridor Study](#) is still inappropriately identified by the RTC as its *Comprehensive Multimodal Corridor Plan* for the Cycle 4 Project. Please refer to my letter of January 27, 2023 in this regard.

Thank you again for the opportunity to comment.

- Linda Wilshusen
SCCRTC Executive Director, 1985-2005
l-j-w@pacbell.net

CC: SCCRTC, Caltrans District 5

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

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

E-MAIL

Assemblymember.Rogers@assembly.ca.gov



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

April 9, 2025

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

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

Dear Executive Director Taylor,

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads 'Chris Rogers'. The signature is written in a cursive, flowing style.

CHRIS ROGERS
Assemblymember, Second District

CR: mb



SANTA CRUZ COUNTY GROUP

of the Ventana Chapter

P.O. Box 604, Santa Cruz, CA 95061

EMAIL: sierraclubscruz@gmail.com

WEB: www.sierraclub.org/ventana/santa-cruz

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814
c/o Doug Remedios Douglas.Remedios@catc.ca.gov

December 30, 2024

Dear Commissioners,

The Sierra Club writes to support part of the Santa Cruz County Regional Transportation Commission (SCC RTC) application for transit, bicycle, and pedestrian improvements, and to oppose the part of the application that would expand Highway 1 for auxiliary lanes in Aptos, a project that the Environmental Impact Report (EIR) estimates will actually increase traffic delay in the morning commute and provide only short-term reduction in delay in the afternoon commute.

First, we support the project on Soquel Drive that includes ten miles of protected or buffered bike lanes, closing gaps in sidewalks, ten new pedestrian beacon crossings, and transit signal prioritization at 22 intersections. Soquel Drive was the main artery between Santa Cruz and Watsonville prior to the construction of State Highway 1, and remains the major locus of employment and connection to residential neighborhoods. We also support funding for Segment 12 of the rail trail in Aptos. We know this is a good investment because the parts of the rail trail that have been built are well utilized by bicyclists and pedestrians.

The Sierra Club is disappointed that the SCC RTC's grant application combines these worthy projects with the auxiliary lane project. These projects were also combined in the Cycle 3 grant application in 2022, which did not receive funding. We request that the California Transportation Commission consider funding the Soquel Drive and rail trail portion of the grant, and decline funding for the auxiliary lanes. The fact that Caltrans and the SCC RTC have separated the highway project from the rail trail project may facilitate the separation of grant funds. The auxiliary lane project does not satisfy the state's criteria for grant funding.

1. The project would not reduce congestion.

The Emeritus Executive Director of the SCC RTC (1985-2006), Linda Wilshusen, commented on the EIR for the auxiliary lanes, "The data in the DEIR/EA itself demonstrates no sustained traffic-relief benefit from this Project. The Project does not accomplish the stated Purpose and Need."

The Draft EIR estimates the project will worsen congestion in the morning commute, "*Implementation of the Build Alternative is expected to increase daily Vehicle Hours Traveled and vehicle hours of delay in northbound direction [Watsonville to Santa Cruz]. In the afternoon commute, any improvement in congestion is estimated to be short-lived, "Compared to the No-Build Alternative, the level of service for the Build Alternative improves for the southbound PM peak direction in the year 2025 but no improvements were seen in the year 2045. [Note that the EIR publishes no data for years between 2025 and 2045]*"

The highway widening will add significantly to the cost of the popular Rail & Trail projects in Santa Cruz County. Widening the highway will require the construction of much longer (and therefore more expensive) pedestrian and bicycle bridges over the highway. Even more alarming, the two existing rail bridges that are in perfectly good shape (per the April 2024 bridge analysis) will need to be destroyed and replaced with expensive longer rail bridges if the highway is widened. So, the highway widening, which will increase VMT and GHG emissions and not improve travel time, will delay and add considerable expense to two projects that *would* reduce VMT, reduce GHG emissions, as well as provide potentially speedier ways to travel than our congested highway.

2. The Auxiliary Lanes Project is not a Bus-on-Shoulder project.

The proposed project is not “bus-on-shoulder” as implemented in Minneapolis, Atlanta, Miami, and Cleveland. The defining characteristic of bus-on-shoulder is bus-only lanes. The sole bus-only portions of the proposed project are short segments across two overpasses. The rest of the way buses will travel in auxiliary lanes, sharing the lanes (and traffic delay) with other vehicles. We know from experience that new auxiliary lanes become congested. (See photo of the newest auxiliary lane from Morrissey to Soquel.) The insignificant length of bus-only segments on a congested highway will not reduce bus travel time sufficiently to attract more riders to use transit.

3. The county’s study does not comply with the state’s Comprehensive Multimodal Corridor Guidelines (2018)

The SCC RTC submits that its Unified Corridors Investment Study (2019) satisfies the requirement for a Comprehensive Multimodal Corridor Plan, which must reflect a comprehensive approach to reducing congestion. Far from being comprehensive, the RTC’s final study failed to include feasible short-term transit strategies recommended by its consultant, transit planner Jarrett Walker.

In 2018 Jarrett Walker told the SCC RTC, *“You have a very immediate debate over whether you want to begin providing competitive transit service...For a community of your size and your density, let alone the degree of progressive values that operate in this community, you do not have very much transit...We know that simply a higher level of service would be useful to a lot more people and would be having a lot more benefit particularly in the Santa Cruz-Watsonville corridor.”*

In spite of Walker’s advice, the [Final Unified Corridors Investment Study](#) eliminated the strategy of *increased frequency of transit with express service* on Soquel Dr./Freedom Blvd. [the main artery other than Hwy 1] that was included in the Draft Study (available in the SCC RTC agenda packet for 5/4/2017). The final study also leaves out other transit strategies that were included in the Draft: *transit signal prioritization; queue jumping; faster boarding; relocating parking to improve bike and transit options.*

4. The auxiliary lanes project EIR is deficient and is the subject of litigation.

In 2019, Caltrans certified a Tier I EIR that analyzed a series of auxiliary lanes along the 8.9 mile segment of Hwy 1, including the State Park to Freedom Blvd auxiliary lanes that are the object of this grant application. The Sacramento Superior Court ordered Caltrans to set aside its approval of the Tier I project in a decision filed on August 12, 2022. The Sierra Club and Campaign for Sustainable Transportation have sued Caltrans over the State Park to Freedom Blvd. asserting that the auxiliary lanes are tiered from an EIR that the court invalidated.

The lawsuit also contests Caltrans' claim that this project is exempt from the requirement to analyze and mitigate increases in vehicle miles traveled.

The Solutions to Congested Corridors Program Guidelines asks, "Will the project reduce or minimize vehicle miles traveled while maximizing person throughput in the corridor? If so, how?" Caltrans' claim of exemption from analyzing VMT increases means that this question cannot be adequately addressed.

The Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA*. It includes auxiliary lanes among "Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, **auxiliary lanes**, or lanes through grade-separated interchanges. [emphasis added]

5. Summary

The Sierra Club supports the part of the SCC RTC application which is for transit, bicycle, and pedestrian improvements, and opposes the part of the application that would expand Highway 1 for auxiliary lanes in Aptos.

Thank you for your consideration,

Michael Guth,
Chair, Santa Cruz Group of the Ventana Chapter of the Sierra Club

cc:

Matthew Yosgott

Deputy Director - Programming - SB1
California Transportation Commission
Email: Matthew.Yosgott@catc.ca.gov

Naveen Habib

Associate Deputy Director
California Transportation Commission
Email: Naveen.Habib@catc.ca.gov



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

December 2, 2024

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 North Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Ms. Taylor:

On behalf of the Orange County Transportation Authority (OCTA), I strongly support the joint nomination by the Southern California Association of Governments and the Southern California Regional Rail Authority (SCRRA) for the Metrolink Sustainable Locomotives Project. The Solutions for Congested Corridors Program (SCCP) funding will replace 12 aging Tier 2 diesel locomotives with new Tier 4 diesel locomotives, reducing harmful emissions by up to 76 percent. This project is a crucial step toward Metrolink's goal of becoming one of the cleanest regional rail agencies in the United States.

Under the California Air Resources Board In-Use Locomotive Regulation, Metrolink is required to replace its Tier 2 locomotives by January 1, 2031. SCRRA's Alternative Compliance Plan requires the replacement of these 12 locomotives with Tier 4 models and SCCP funding is needed to complete this project.

Without this funding, Metrolink will face a 26 percent reduction in service, impacting millions of riders and adding over two billion vehicle miles traveled to congested highways, along with significant increases in greenhouse gas emissions and other pollutants. Metrolink's "Reimagined" service plan, launched in October 2024, expanded service and connectivity, but this expansion is at risk without the new locomotives.

The project also supports Metrolink's transition to zero-emission operations by utilizing renewable diesel fuel and enabling hybrid locomotive technology. This modernization will improve regional mobility, reduce congestion, and enhance safety, both on the rail and on the highways. We respectfully request the California Transportation Commission to partner with the South Coast Air Quality Management District and the region to help modernize the Metrolink fleet and ensure sustainable, reliable, passenger rail service.

Ms. Tanisha Taylor
December 2, 2024
Page 2

If you have any questions, please contact Rose Casey, Executive Director of Planning, at rcasey@octa.net or (714) 560-5729.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned above the printed name and title.

Darrell E. Johnson
Chief Executive Officer

DEJ:cb

California Legislature



November 19, 2024

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

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

Dear Director Taylor,

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

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

Public Benefits of the BSVII Project:

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

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

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

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

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

Thank you for your consideration.

Sincerely,



Dave Cortese
Senator, 15th District




Aisha Wahab
Senator, 10th District



Ash Kalra
Assemblymember, 25th District



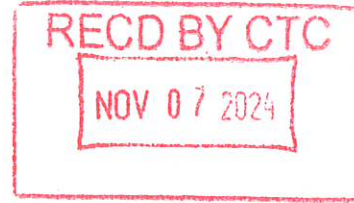
Evan Low
Assemblymember, 26th District



Gail Pellerin
Assemblymember, 28th District

October 29, 2024

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



Re: Support for SBCTA ONT Connector Project

Dear Commissioners:

On behalf of Inland Action, Inc, a non-profit, non-partisan corporation of public-spirited leaders who have joined together to be catalysts for the economic well-being of the Inland Empire region of California since 1962, I would like to express our support of the San Bernardino County Transportation Authority's (SBCTA) application to the 2024 Solutions for Congested Corridors Program (SCCP) for the Ontario International Airport (ONT) Connector Project. Since obtaining local control of the airport from Los Angeles in 2016, ONT has been named the fastest growing airport in the United States providing non-stop commercial service to over 26 major airports. This innovative regional project will construct a four-mile subsurface tunnel from ONT to the Metrolink commuter rail station in Rancho Cucamonga and will use "on-demand" autonomous electric shuttles to create a "last mile" connection to ONT.

The ONT Connector will reduce congestion along Interstates 10 and 15 and local streets and roads, encouraging a mode shift from single-occupancy vehicles to public transit for travelers to and from the Ontario International Airport. Additionally, the project will improve air quality by reducing greenhouse gas emissions and air pollution; improve safety; enhance accessibility; promote access for disadvantaged populations; and support economic development, job creation and retention, and efficient land use development in the area.

We appreciate SBCTA's proven performance and continued commitment to delivering quality projects and programs for the benefit of the State and the Inland Empire region of Southern California, and we urge you to fund the SCCP grant application from SBCTA for the ONT Connector Project. Thank you for your consideration of this important project that aims to improve mobility for generations to come.

Sincerely,

Handwritten signature of Kevin Dyer in blue ink.

Kevin Dyer, Chair

Handwritten signature of Mike Burrows in blue ink.

Mike Burrows, Transportation Chair

Handwritten signature of Julie Michaels in blue ink.

Julie Michaels, Exec. Dir.

cc: Tanisha Taylor, Executive Director