

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 28-29, 2023

From: TANISHA TAYLOR, Interim Executive Director

Reference Number: 4.4, Action

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Subject: 2022 Solutions for Congested Corridors Program Adoption –
Program of Projects, Resolution G-23-45

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2022 Solutions for Congested Corridors Program, as presented in the recommended project list (Attachment B) and consistent with Resolution G-23-45 (Attachment A).

Issue:

The Commission established the 2022 Solutions for Congested Corridors Program as a two-year, \$499,664,000 program (fiscal years 2023-24 and 2024-25).

Commission staff recommends funding 10 projects for a total of \$532,812,000 in the 2022 Solutions for Congested Corridors Program. The recommended program exceeds the identified capacity by \$33,148,000 and will be supported by future Solutions for Congested Corridors Program project cost savings, consistent with the Solutions for Congested Corridors Program Guidelines. Combined, the total project cost is more than \$3.2 billion.

The recommendation includes a variety of projects that provide multimodal transportation improvements in some of California's most congested corridors. Collectively, the recommended projects will reduce vehicle miles traveled, create networks of safe and accessible bicycle and pedestrian facilities and infrastructure, integrate climate adaptive and resilient design so facilities can endure extreme weather events, and construct an integrated statewide multimodal rail and transit network. Together, these projects will create nearly 40,000 jobs, encouraging economic development and increasing access to employment opportunities for traditionally underrepresented communities in project areas.

The recommended project list was posted on the Commission's website on June 8, 2023, and is included as Attachment B.

Development of Staff Recommendations

The Commission received 24 project nominations, totaling over \$1.5 billion in funding requests. An evaluation team consisting of Commission and California Department of Transportation (Caltrans) staff reviewed project nominations based on the criteria identified in the Commission's adopted [2022 Solutions for Congested Corridors Program Guidelines](#). The project nominations were also reviewed by California Air Resources Board staff to evaluate air quality impacts; by California Department of Housing and Community Development staff to evaluate land use efficiency and housing benefits; and by members of the Interagency Equity Advisory Committee to evaluate project equity and community engagement. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the nomination package, including the required performance metrics outlined in the program guidelines.

The 10 recommended projects best addressed the criteria outlined in the program guidelines and are expected to provide a variety of benefits over the next 20 years, including the following:

- Reduced vehicle miles traveled
- Reduced greenhouse gas emissions
- Creation of new jobs
- Increased travel time reliability and throughput
- Increased transit ridership and interregional connectivity
- Increased mobility opportunities and access to major destinations

Projects not recommended for funding were worthy projects but found less competitive for a variety of reasons including, but not limited to, the following: project did not meet the main objective of the program; non-compliance with program guidelines; required information was missing or unclear; project readiness; or the project did not meet state climate goals or utilize multimodal solutions.

Project Highlights

The 10 projects recommended for funding are highlighted below. These projects provide a diverse array of benefits and best demonstrated a shift away from single-occupancy vehicle solutions while reducing congestion and increasing throughput in highly traveled and congested corridors. These projects support the Climate Action Plan for Transportation Infrastructure and the state's climate, public health, safety, equity, and economic vitality goals as they incorporate multimodal solutions, transit, and active transportation elements with a focus on first-and-last-mile connectivity. Recommended projects include transit and rail improvements such as grade separations, new or rehabilitated tracks, zero-emission buses, transit boarding islands, and new or improved transit stations; highway and operational improvements such as interchange improvements, closing gaps in the local streets and roads network, traffic management systems upgrades, new bridges and tunnels, managed lanes, and safety improvements; and active transportation improvements such as multi-use paths, complete streets improvements, and new or improved bicycle and pedestrian facilities.

- **City of Inglewood Mobility and Congestion Relief Program in Los Angeles County (\$6,340,000)** includes a multimodal program of improvements with a comprehensive approach to enhancing mobility and providing congestion relief in an area where convenient access to non-vehicular travel alternatives does not currently exist. This project will construct a fully elevated automated transit system, develop new Class II and III bike lanes, and includes a package of intelligent transportation system elements. This project advances transportation equity by improving mobility, enhancing accessibility, and promoting economic development and job creation and retention in a historically disadvantaged community.
- **Los Angeles Metro Light Rail CORE Capacity & System Integration Project in Los Angeles County (\$20,000,000)** will expand transit service capacity and accessibility by expanding the rail station platform at the LAX/Aviation Station and by adding two traction power substations to accommodate the operation of three-car trains. This project also includes modernization and enhancements to support the rehabilitation of the Metro C (Green) Line and upgrade it to Metro's state of good repair standard. This project will improve transit connectivity, reliability, and access by offering a high-quality transit alternative to two major highway corridors, Interstate 405 and Interstate 105. This project improves system reliability and creates operational flexibility to meet transit passenger travel demand, promotes greater transportation equity by expanding system accessibility and capacity, and reduces greenhouse gas emissions.
- **SMART Windsor Rail System Extension Project in Sonoma County (\$30,000,000)** will provide public benefits through extended commuter rail services, non-motorized pathways, new short-line freight rail service opportunities, and expanded broadband access to the six most populated cities in the Counties of Sonoma and Marin. These improvements will provide meaningful transportation alternatives to single occupancy vehicles on US 101 and the local street network, which will increase transit ridership and significantly reduce vehicle miles traveled and greenhouse gas emissions.
- **I-405 Corridor Community Bus Service Improvement Program in Los Angeles County (\$32,000,000)** will implement improvements to heavily utilized bus corridors serving communities bisected by the Interstate 405 corridor. This project will include the purchase of battery electric buses for use in the North San Fernando Valley communities and the installation of bus boarding islands with shelters equipped with real-time information displays and lighting in the West Los Angeles communities. This project will increase transit ridership, support efficient land use and housing principles, and reduce greenhouse gas emissions and vehicle miles traveled while also closing a non-auto connection gap in the corridor.
- **East Bay Greenway Multimodal - North Segment Project Phase 1 in Alameda County (\$39,375,000)** is the first phase of a 16-mile multimodal improvement project in central Alameda County in the Cities of Oakland and San Leandro. This project will install new bicycle and pedestrian facilities, provide key connections to major destinations along a major north-south multimodal corridor and connect five Bay Area Rapid Transit (BART) stations from Lake Merritt Station in the City of Oakland to Bay Fair Station in the City of San Leandro. The project will also include bus boarding and

signal upgrades to increase transit accessibility and reliability. This project will enhance livability, accessibility, safety, and economic vitality for several disadvantaged communities with some of the lowest income and auto ownership rates in California while encouraging non-motorized modes of travel in the corridor.

- **Mid County Connectivity Enhancement Program in Riverside County (\$44,500,000)** will rehabilitate the existing freight railroad track to increase commuter rail service and reduce vehicle miles traveled. This project will implement safety improvements by adding lanes in both directions with raised medians, building a wildlife crossing, and constructing Class II buffered bike lanes. This project will provide greater access to multimodal transportation options, develop safety improvements, and reduce greenhouse gas emissions.
- **Capitol Corridor Regional Transit Improvement Project in the Counties of Placer and Sacramento (\$50,000,000)** will construct a mainline rail track between the American River and the City of Roseville and relocate the existing light rail platform at the Sacramento Valley Station. This project will contribute to a transit mode shift that reduces single occupancy vehicles along Interstate 80, reduces vehicle miles traveled and relieves congestion, reduces collisions along the state highway system, improves accessibility, promotes economic development, provides efficient land use and housing benefits, and reduces greenhouse emissions. This project also supports a freight mode shift by accommodating additional rail capacity.
- **U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements in Ventura County (\$74,897,000)** will implement improvements to reduce congestion and foster a resilient, sustainable, and efficient transportation network along the US 101 corridor. This project will construct a new rail track to provide capacity for more passenger trains, improve operational reliability, and develop new multi-use bicycle and pedestrian pathways. This multimodal project supports transportation equity by improving travel safety, mobility, and accessibility for all people, including disadvantaged communities within the project area, and reduces vehicle miles traveled, increases travel reliability, promotes active transportation, and accommodates future service growth for the regional rail network.
- **Build North Coast Corridor Batiquitos in San Diego County (\$103,300,000)** implements critical rail improvements to relieve congestion on Interstate 5 through the county. As one of only two north-south transportation corridors in the county, the North Coast Corridor is an economic lifeline for residents. This project replaces an 80-year-old wooden trestle bridge with a modern, double-track concrete rail bridge across the Batiquitos Lagoon and adds a second mainline rail track in the Cities of Carlsbad and Encinitas. This project enhances operational flexibility and reliability to improve travel time reliability, allows for increased freight and passenger rail services to increase ridership and revenue, and reduces greenhouse gas emissions.

- **Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks in Santa Barbara County (\$132,400,000)** is a community-driven and complex multimodal project which provides improved non-vehicular and vehicular mobility options between the regularly congested Counties of Santa Barbara and Ventura. This project includes completing a gap on US 101 with continuous high occupancy vehicle lanes, peak-hour passenger rail service, enhanced regional and local transit service, and the completion of the California Coastal Trail to increase biking and walking. This suite of improvements will rebuild the community's only highway and economic lifeline by making it efficient, safe, and equitable, and reconnecting local neighborhoods that have been historically disenfranchised from active transportation choices. This project will also provide improved interregional accessibility for small communities along US 101, commuters that travel from Ventura to Santa Barbara, freight trucks, and travelers. In the staff recommendations released on June 8, 2023, the recommended funding amount for this project was reported inaccurately as \$107.4 million by Commission staff, which is \$25 million less than the original request. Therefore, the recommended funding amount has been increased to \$132.4 million to fully fund the project. This update is highlighted in yellow in the recommended project list (Attachment B).

Baseline Agreement Requirements

All agencies with projects included in the 2022 Solutions for Congested Corridors Program must comply with the Commission's adopted 2022 Solutions for Congested Corridors Program Guidelines and [Senate Bill \(SB\) 1 Accountability and Transparency Guidelines](#) adopted on March 23, 2023, including the requirement to enter into a baseline agreement. The development of the baseline agreements will be initiated upon program adoption. The baseline agreements set forth the agreed-upon anticipated benefits, project scope, delivery schedule, project cost, and funding plan. The baseline agreements also identify the agency responsible for meeting the reporting requirements, and a cost-sharing agreement that details how cost overruns will financially be covered by the project sponsor or implementer. The executed baseline agreements will become the basis by which accountability is measured and reported until the project is delivered.

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 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.

In August 2021, the Commission initiated the process to develop the 2022 Solutions for Congested Corridors Program Guidelines. The Commission hosted seven public workshops to solicit stakeholder input on the guidelines between August 2021 and April 2022. The guidelines were prepared by Commission staff in consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders. In addition, new to this cycle, the

Commission hosted 18 virtual office hour sessions from February 2022 to April 2022, where Commission staff provided technical assistance to potential applicants who wanted to discuss their project nominations for the 2022 Solutions for Congested Corridors Program. Adopted by the Commission at its meeting on August 17, 2022, the 2022 Solutions for Congested Corridors Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program.

Attachments:

- Attachment A: Resolution G-23-45
- Attachment B: 2022 Solutions for Congested Corridors Program Staff Recommendations
- Attachment C: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2022 SOLUTIONS FOR CONGESTED CORRIDORS
PROGRAM OF PROJECTS**

RESOLUTION G-23-45

- 1.1 **WHEREAS**, on April 28, 2017, Governor Jerry 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 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**, on July 14, 2022, the Commission provided the 2022 Solutions for Congested Corridors Program Guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the California State Senate and Assembly; and
- 1.4 **WHEREAS**, on August 17, 2022, the Commission adopted the 2022 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
- 1.5 **WHEREAS**, the 2022 Solutions for Congested Corridors Program was established by the Commission as a two-year, \$499,664,000 program; and
- 1.6 **WHEREAS**, on December 2, 2022, the Commission received 24 project nominations, totaling over \$1.5 billion in funding requests; and
- 1.7 **WHEREAS**, the Commission adopted the revised SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.8 **WHEREAS**, if a recommended project requests allocation for project components in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting, and the Commission will not consider approval of a project allocation without an approved Baseline Agreement; and

- 1.9 **WHEREAS**, the staff recommendations are consistent with statute and conform to the 2022 Solutions for Congested Corridors Program Guidelines; and
- 1.10 **WHEREAS**, Commission staff prepared program recommendations that included \$532,812,000 for 10 projects with total project costs of \$3.2 billion; and
- 1.11 **WHEREAS**, on June 8, 2023, Commission staff recommendations for the 2022 Solutions for Congested Corridors Program were posted on the Commission's website and made available to the Commission, the California Department of Transportation, regional transportation agencies, county transportation commissions, and the public; and
- 1.12 **WHEREAS**, at its June 28-29, 2023, meeting, the Commission considered the staff recommendations and public testimony.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Solutions for Congested Corridors Program, as reflected in the staff recommendations project list (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 any increases in cost estimates beyond those reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Solutions for Congested Corridors Program must comply with the 2022 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 2022 Solutions for Congested Corridors Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project from the program for which no Baseline Agreement is executed; and
- 2.5 **BE IT FURTHER RESOLVED**, Commission staff, in consultation with the California Department of Transportation and project sponsors, is authorized to make minor technical changes as needed to the 2022 Solutions for Congested Corridors Program to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post the 2022 Solutions for Congested Corridors Program of Projects on the Commission's website.

| County | Nominating Agency | Implementing Agency | Project Title | Congested Corridor | Total Project Cost | Total Recommended | Fiscal Year | |
|----------------------|---|--|---|---|---|-------------------|--------------------|---------|
| Ventura | Department of Transportation | Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency City of Camarillo Ventura County Transportation Commission City of Ventura | U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements Oxnard / Camarillo Double Tracking Camarillo Station Improvements Rail Stations' EV Chargers Santa Paula Trail, East Ventura Station to e/o Wells Road | Rt 101 | \$ 114,693 | \$ 74,897 | 2024-25 | |
| | | | | | \$ 69,500 | \$ 43,500 | 2024-25 | |
| | | | | | \$ 18,000 | \$ 10,920 | 2024-25 | |
| | | | | | \$ 60 | \$ 60 | 2024-25 | |
| | | | | | \$ 27,133 | \$ 20,417 | 2024-25 | |
| Sonoma | Department of Transportation | Sonoma Marin Area Rail Transit | SMART Windsor Rail System Extension Project | Rt 101 | \$ 70,000 | \$ 30,000 | 2023-24 | |
| Los Angeles | Department of Transportation | City of Inglewood | City of Inglewood Mobility and Congestion Relief Program Inglewood Transit Connector Inglewood Mobility and Congestion Relief Program Bicycle Lane Inglewood Mobility and Congestion Relief Program ITS Elements | Rt 105 Rt 405 | \$ 1,586,765 | \$ 6,340 | 2024-25 | |
| | | | | | \$ 1,565,465 | \$ - | - | |
| | | | | | \$ 2,600 | \$ 2,600 | 2024-25 | |
| | | | | | \$ 18,700 | \$ 3,740 | 2024-25 | |
| Santa Barbara | Department of Transportation | Department of Transportation | Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks Segment 4D South - Three Creeks 4E South - City of Santa Barbara | Rt 101 | \$ 263,290 | \$ 132,400 | 2023-24 | |
| | | | | | \$ 142,581 | \$ 65,000 | 2023-24 | |
| | | | | | \$ 111,046 | \$ 60,000 | 2023-24 | |
| | | | | Santa Barbara County Association of Governments | Contactless Card Readers on VCTC Coastal Express Commuter Buses | \$ 500 | \$ 400 | 2023-24 |
| | | | | Santa Barbara Metropolitan Transit District | Electric Transit Bus Replacement | \$ 6,828 | \$ 5,000 | 2023-24 |
| | | | | Santa Barbara County | Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector | \$ 1,160 | \$ 1,000 | 2023-24 |
| | | | | City of Santa Barbara | Zero Emission Vehicle Infrastructure: City of Santa Barbara | \$ 800 | \$ 675 | 2023-24 |
| Santa Barbara County | Zero Emission Vehicle Infrastructure: County of Santa Barbara | \$ 375 | \$ 325 | 2023-24 | | | | |
| Placer Sacramento | Department of Transportation | Capitol Corridor Joint Powers Authority Sacramento Regional Transit District | Capitol Corridor Regional Transit Improvement Project Sacramento to Roseville 3rd Mainline Track Sacramento Valley Light Rail Station Realignment | Rt 51 Rt 80 | \$ 248,696 | \$ 50,000 | 2024-25 | |
| | | | | | \$ 213,989 | \$ 25,000 | 2024-25 | |
| | | | | | \$ 34,707 | \$ 25,000 | 2024-25 | |
| Alameda | Department of Transportation | Alameda County Transportation Commission | East Bay Greenway Multimodal - North Segment Project Phase 1 | Rt 185 | \$ 120,947 | \$ 39,375 | 2024-25 | |
| Los Angeles | Department of Transportation | Los Angeles County Metropolitan Transportation Authority | Los Angeles Metro Light Rail CORE Capacity & System Integration Project Track Ties and Fastener Replacement Overhead Catenary System Replacement Traction Power Substations (TPSS) Platform Extension and Station Improvements | Rt 105 Rt 405 | \$ 195,131 | \$ 20,000 | 2023-24 | |
| | | | | | \$ 10,097 | \$ - | - | |
| | | | | | \$ 36,583 | \$ - | - | |
| | | | | | \$ 105,450 | \$ 20,000 | 2023-24 | |
| | | | | | \$ 43,001 | \$ - | - | |
| Riverside | Riverside County Transportation Commission | Riverside County Transportation Commission | Mid County Connectivity Enhancement Program Mid County Parkway: Ramona Expressway Metrolink Double Track Project: Moreno Valley to Perris | Rt 79 Rt 215 | \$ 223,793 | \$ 44,500 | 2024-25 | |
| | | | | | \$ 189,793 | \$ 44,500 | 2024-25 | |
| | | | | | \$ 34,000 | \$ - | - | |
| Los Angeles | Los Angeles County Metropolitan Transportation Authority | Los Angeles County Metropolitan Transportation Authority | I-405 Corridor Community Bus Service Improvement Program North San Fernando Valley Battery Electric Bus Project (Buses) Venice Blvd Bus Speed and Reliability - (Lighting) Venice Blvd. Bus Speed and Reliability (Bus Boarding Islands and Bus Pads) Venice Blvd Bus Speed and Reliability - (Real-Time Passenger Info and Bus Shelters) | Rt 405 | \$ 85,203 | \$ 32,000 | 2023-24 2024-25 | |
| | | | | | \$ 75,000 | \$ 25,507 | 2023-24 | |
| | | | | | \$ 55 | \$ - | - | |
| | | | | | \$ 8,528 | \$ 5,320 | 2024-25 | |
| | | | | | \$ 1,620 | \$ 1,173 | 2024-25 | |
| San Diego | San Diego Association of Governments | San Diego Association of Governments | Build North Coast Corridor (NCC) Batiquitos | Rt 5 | \$ 117,800 | \$ 103,300 | 2023-24 | |
| | | | | | \$ 3,026,318 | \$ 532,612 | | |
| | | | | | | \$ 499,684 | | |
| | | | | | | \$ 33,148 | | |

Total Funding Capacity
Recommendation Oversubscribed