

# 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<br>1 new station<br>5.5 miles of rehabilitated track<br>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<br>2.5 operational improvements<br>2.3 miles of auxiliary lanes<br>1.15 miles of pedestrian / bicycle facilities<br>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<br>16 new curb ramps<br>7 crosswalks<br>2 intersection / signal improvements<br>4.8 miles of rehabilitated local roads<br>4.8 miles of bicycle lanes<br>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<br>57 real-time transit information enhancements<br>6 crosswalks<br>2 intersection / signal improvements<br>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<br>FY 26-27 |
| Santa Barbara |  | Caltrans (HQ)   | Segment 4E North - Cabrillo Interchange   | 8 new curb ramps<br>5 crosswalks<br>4 ramp modifications<br>2 crossing islands<br>2 shoulder widenings<br>1 interchange modification<br>1 intersection / signal improvements<br>3 miles of mixed flow mainline<br>1.5 miles of HOV/HOT mainline<br>1.5 miles of mainline shoulders<br>0.9 miles of ramps and connectors<br>0.3 miles of sidewalk<br>0.1 miles of reconstructed local road<br>0.1 miles of pedestrian / bicycle facilities<br>24,202 sq. ft. of modified / improved interchanges<br>290 sq. ft. of new detectable warning surfaces installations<br>1,439.6 linear feet of new sidewalk<br>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<br>0.1 miles of roadway lane<br>0.1 miles of bicycle lane<br>16,400 sq. ft. of modified / reconstructed bridges / tunnels<br>2,100 linear feet of new sidewalk<br>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<br>33 signs, lights, greenway, or other safety enhancements<br>0.85 miles of sidewalk<br>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<br>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<br>4 station improvements<br>6 miles of new track   | Rt 80<br>Rt 101    | \$ 12,745,607      | \$ 75,000         | FY 25-26             |

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