

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 2-3, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.8, Action

Prepared By: Matthew Yosgott
Associate Deputy Director

Published Date: November 20, 2020

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

Recommendation:

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

Issue:

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

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

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

Development of Staff Recommendations

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

for Congested Corridors guidelines. One project was deemed ineligible per Government Code Section 14527 requirements. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the application package including the required performance metrics outlined in the program guidelines.

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

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

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

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

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

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

Project Highlights

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

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

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

Baseline Agreement Requirements

All agencies with projects included in the 2020 Solutions for Congested Corridors Program must comply with the Commission's adopted 2020 Solutions for Congested Corridors Program Guidelines and SB 1 Accountability and Transparency Guidelines, including the requirement to enter into a baseline agreement. The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, and project cost and funding plan. The executed baseline agreement will become the basis by which accountability will be measured and reported on.

Background:

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

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

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

Attachments:

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

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2020 Solutions for Congested Corridors Program of Projects

Resolution G-20-80

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

- 1.10 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Solutions for Congested Corridors Program; and
- 1.11 **WHEREAS**, Commission staff prepared program recommendations that include \$500 million for seven projects valued at more than \$2.6 billion; and
- 1.12 **WHEREAS**, the Commission staff recommendations for the 2020 Solutions for Congested Corridors Program were published and made available to the Commission, the California Department of Transportation (Caltrans), regional transportation agencies, county transportation commissions, and the public on November 16, 2020; and
- 1.13 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 2-3, 2020 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2020 Solutions for Congested Corridors Program, as reflected in the attached staff recommendations (Attachment B); and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Solutions for Congested Corridors Program must comply with the Solutions for Congested Corridors Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2020 Solutions for Congested Corridors Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Caltrans and project sponsors, is authorized to make minor technical changes as needed to the 2020 Solutions for Congested Corridors Program in order to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commissioner approval of any substantive changes; and
- 2.6 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2020 Solutions for Congested Corridors Program of projects on the Commission’s website.

2020 Solutions for Congested Corridors Program

Resolution G-20-80

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

Reference 4.8

December 2-3, 2020

Attachment B

County	Applicant Agency	Implementing Agency	Project Title	Project Description	Congested Corridor	Total Project Cost	Total Construction Cost	Total Requested Amount	Total Recommended Funding*	Fiscal Year
Los Angeles	Department of Transportation / Los Angeles County Metropolitan Transportation Authority	Caltrans	I-105 Express Lanes	Construct 58.4 miles of HOT lanes	Rt 105	\$ 689,121	\$ 626,036	\$ 150,000	\$ 150,000	2022-23
Marin	Department of Transportation / Transportation Authority of Marin	Caltrans	Marin Sonoma Narrows - Contract B7	Construct 9.5 miles of HOV lanes and other highway improvements Construct 0.75 miles of bicycle and pedestrian facilities	Rt 101	\$ 135,641	\$ 120,996	\$ 40,118	\$ 40,118	2021-22
Napa	Metropolitan Transportation Commission / Napa Valley Transportation Authority	Caltrans	Soscol Junction	Construct new interchange with roundabouts and elevated structure Construct Class I multi-use path	Rt 29 Rt 221	\$ 64,000	\$ 52,555	\$ 25,000	\$ 25,000	2021-22
Placer / Sacramento	Department of Transportation / Placer County Transportation Planning Agency / Sacramento Area Council of Governments		Placer-Sacramento Gateway - Phase I		Rt 80 Rt 65	\$ 135,100	\$ 121,888	\$ 67,075	\$ 67,075	
		Caltrans	Auburn Boulevard Ramp Meter	1 Freeway ramp meter, Citrus Heights					\$ 500	2021-22
		Citrus Heights	Auburn Boulevard Complete Streets	1 miles of complete streets improvements including bicycle and pedestrian facilities					\$ 2,860	2021-22
		Roseville	Dry Creek Greenway	Construct 2 miles of Class I multi-use trail					\$ 6,239	2021-22
		Sacramento County	Watt Avenue Complete Streets	4 miles of complete streets improvements including road rehabilitation, bicycle and pedestrian facilities					\$ 8,100	2022-23
		Sacramento Regional Transit District	Watt/I-80 Light Rail Station	1 Light Rail Station Improvement					\$ 7,937	2021-22
		Sacramento Regional Transit District	Light Rail Modernization - Stations	4 Light Rail Station Conversions					\$ 2,942	2021-22
		Caltrans	I-80 Transit Reliability	Construct 1.9 miles of auxiliary lanes					\$ 9,503	2021-22
		Roseville	South Placer Transit	5 new electric buses 5 express bus station improvements					\$ 6,000	2021-22
		Sacramento Regional Transit District	Light Rail Modernization - Light Rail Vehicles	8 new low-floor light rail vehicles					\$ 22,994	2021-22
San Bernardino	Department of Transportation / San Bernardino County Transportation Authority / Omnitrans		West Valley Connector Bus Rapid Transit		Rt 10	\$ 286,966	\$ 167,511	\$ 65,000	\$ 65,000	
		SBCTA	Mainline Improvements	Construct 21 new BRT Stations Construct 3.5 miles of new dedicated bus lanes 15.5 miles of enhanced BRT service					\$ 65,000	2021-22
		SBCTA	Maintenance Facility (D/B Contract)	Maintenance Facility					\$ -	2021-22
		SBCTA	Vehicle Acquisition	18 new zero-emission buses					\$ -	2021-22
San Francisco/Alameda	Department of Transportation / Bay Area Rapid Transit		Train Control Modernization Program		Rt 80	\$ 1,140,000	\$ 1,129,051	\$ 60,000	\$ 60,000	
		BART	Switch Machine Cabling Contract	Cabling upgrades at 21 train control rooms 26 wayside interlocks and switches					\$ 45,150	2021-22
		BART	MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	Installation of new train control raceways and associated cables					\$ 14,850	2021-22
		BART	Communications-based Train Control	New communications-based train control system					\$ -	2021-22
Santa Cruz	Santa Cruz County Regional Transportation Commission		Watsonville - Santa Cruz Multimodal Corridor Program		Rt 1	\$ 150,568	\$ 136,360	\$ 82,201	\$ 92,807	
		Caltrans	Contract #1 - 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge	Construct 2.75 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 0.85 of auxiliary lanes Construct 2.7 miles of active transportation facilities and other improvements					\$ 23,507	2021-22
		Caltrans	Contract #2 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing	Construct 3 miles of hybrid bus-on-shoulder/auxiliary lanes Construct 1.2 miles of auxiliary lanes Construct 2.9 miles of active transportation facilities and other improvements Construct 3.2 miles of soundwalls					\$ 52,837	2022-23
		Santa Cruz County	Contract #3 - Soquel Drive Buffered Bike Lane and Congestion Mitigation Project	Construct 5.1 miles of active transportation facilities and other improvements Adaptive traffic signal control/transit signal priority at 23 intersections					\$ 16,463	2022-23
*Staff are recommending the amount requested for all projects except the Watsonville - SC Multimodal Corridor Project. Recommendation exceeds request by \$10.6 million to fully fund the project across all SB 1 Programs.						\$ 2,601,396	\$ 2,354,397	\$ 489,394	\$ 500,000	

2020 Solutions for Congested Corridors Program

Resolution G-20-80
 Projects Not Recommended for Funding
 (1,000s)

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

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



Laborers'
International
Union of
North America

LiUNA!

Feel the Power

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Council of Laborers

Rocco Davis
LiUNA Vice President at Large
Regional Manager
Pacific Southwest Region
Special Assistant to the
General President

September 2, 2020

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

RE: Solano I-80 Managed Lanes Application—SUPPORT

Dear CTC Commissioners:

On behalf of the California State Council of Laborers, I write to express our **SUPPORT** for the I-80 Managed Lanes Project in Solano County, California. This project will construct ten miles of new managed lanes on I-80 from Air Base Parkway in Fairfield to I-505 in Vacaville.

I-80 in Solano County is one of the most congested corridors connecting the San Francisco Bay Area to Sacramento. People use I-80 in Solano County to commute to jobs in Solano County, the San Francisco Bay Area, and Sacramento regions. Solano County experiences roughly 830,000 vehicle hours of delay annually, and this project will reduce the amount of time people spend commuting, reduce the number of traffic accidents, and improve access for emergency response vehicles.

It is estimated that this project will create over 1,700 full time jobs. The contractors who belong to our employer associations participate in these projects, and they then employ our members. During these uncertain economic times, it is important to fund construction projects that improve the quality of life for residents by increasing transit reliability and enhancing roadway safety. Additionally, these projects provide well-paying jobs so that even more working California families do not suffer the effects of the current economic crisis.

Managed lanes encourage people to commute by SolanoExpress bus, carpools, and vanpools, and give drivers of single-occupant vehicles the option of paying a toll to get to their destination faster. SolanoExpress bus service provides vital service to some of Solano County's most vulnerable populations, connecting Solano County and Sacramento and the Bay Area via the Blue Line. This project will improve reliability and levels of service, especially for those individuals who rely heavily on buses to get to work or school.

This project is located along a crucial section of I-80 and is listed on both the federal and state freight networks. This project is the second phase of planned managed lanes on the I-80 Corridor linking the Carquinez Bridge throughout Solano County, Yolo County, and Sacramento County. Goods are moved by truck to and from the Port of Oakland and managed lanes will provide critical traffic relief and air quality benefits. This project will also increase the efficiency of freight movement, which will reduce distribution time and lead to increased production.

For all these reasons, we urge the Commission to fund this critical project through the SB 1 (The Road Repair and Accountability Act of 2017) Trade Corridor Enhancement Program and the Solutions for Congested Corridors Program. This project is "shovel-ready" and the benefits highlighted in this letter could be realized in as little as two years after the start of construction. Should you have any questions, please contact me at (916) 447-7018.

Sincerely,


Jose Mejia
Director

cc: California Transportation Commission Members
Mitch Weiss - Executive Director, California Transportation Commission
David Kim - Secretary, CalSTA
Oscar De La Torre - LiUNA Vice President and NCDCL Business Manager

July 31, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support for Silicon Valley Express Lanes Program – Phase 5

Dear Mr. Weiss,

I am writing to strongly support the joint submittal by the Santa Clara Valley Transportation Authority (VTA), Caltrans, and MTC for the Silicon Valley Express Lanes Program - Phase 5 Project ("Project") for the 2020 Solutions for Congested Corridors Program. VTA, Caltrans, and MTC are seeking \$72 million in Solutions for Congested Corridors funding.

The Project would convert existing single carpool lanes to express lanes in both directions along US 101 from SR 237 in Sunnyvale to the US 101/I-880 interchange in San José. It will also add a second express lane in both directions on US 101 from Fair Oaks Avenue to the US 101/I-880 interchange. The project extends the express lanes previously funded on US 101 by an additional 10 miles. This brings it to the San José International Airport and within two miles of the newly opened BART extension to Silicon Valley.

Included in District 4's US 101 South Comprehensive Corridor Plan, MTC's Strategic Express Lane Program, and the VTA Countywide Transportation Plan, the Project seeks SCC 2020 funding for construction. The Project will improve safety, congestion, and future increases traffic along the historically third most congested freeway in the Bay Area. This project is part of VTA's multimodal strategy to support economic development and address congestion in the US 101 Corridor. VTA's investment program includes Caltrain efficiency and capacity improvements, the further extension of BART, bicycle infrastructure, modernization of highway interchanges - including bicycle and pedestrian infrastructure and expansion of the express lanes through Santa Clara County.

I urge CTC to support this important inter-agency collaboration and the construction of critical multimodal improvements to address congestion in the heart of Silicon Valley.

Sincerely,



Sam Liccardo
Mayor
City of San José

July 31, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support for Silicon Valley Express Lanes Program – Phase 5

Dear Mr. Weiss,

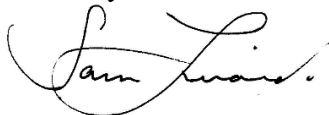
I am writing to strongly support the joint submittal by the Santa Clara Valley Transportation Authority (VTA), Caltrans, and MTC for the Silicon Valley Express Lanes Program - Phase 5 Project ("Project") for the 2020 Solutions for Congested Corridors Program. VTA, Caltrans, and MTC are seeking \$72 million in Solutions for Congested Corridors funding.

The Project would convert existing single carpool lanes to express lanes in both directions along US 101 from SR 237 in Sunnyvale to the US 101/I-880 interchange in San José. It will also add a second express lane in both directions on US 101 from Fair Oaks Avenue to the US 101/I-880 interchange. The project extends the express lanes previously funded on US 101 by an additional 10 miles. This brings it to the San José International Airport and within two miles of the newly opened BART extension to Silicon Valley.

Included in District 4's US 101 South Comprehensive Corridor Plan, MTC's Strategic Express Lane Program, and the VTA Countywide Transportation Plan, the Project seeks SCC 2020 funding for construction. The Project will improve safety, congestion, and future increases traffic along the historically third most congested freeway in the Bay Area. This project is part of VTA's multimodal strategy to support economic development and address congestion in the US 101 Corridor. VTA's investment program includes Caltrain efficiency and capacity improvements, the further extension of BART, bicycle infrastructure, modernization of highway interchanges - including bicycle and pedestrian infrastructure and expansion of the express lanes through Santa Clara County.

I urge CTC to support this important inter-agency collaboration and the construction of critical multimodal improvements to address congestion in the heart of Silicon Valley.

Sincerely,



Sam Liccardo
Mayor
City of San José



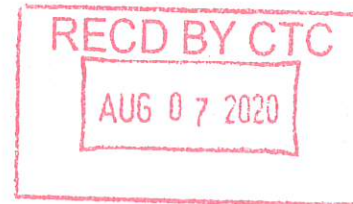
SIERRA CLUB
PLACER GROUP



SIERRA CLUB
SACRAMENTO GROUP

July 31, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814



Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of **Sierra Club - Sacramento Group and Placer Group**, we are writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program that will allow our counties to meet state and local reduction of Vehicle Miles Travel and Greenhouse Gas goals while addressing the mobility issues that continue to burden our members.

To improve the quality of life in a sustainable economy projects must efficiently provide everyone, including pedestrians, bicyclists and transit users, with adequate access to jobs, shopping, services and recreation. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible for our economic rebound. That's why we support this funding application.

We support projects that promote alternative modes of transportation by encouraging compact mixed-use land use patterns that prioritize walking and biking over vehicles, building and supporting public transit, reducing and eventually eliminating parking, encouraging shared vehicle use, and using pricing and other incentives to equitably promote alternatives to driving. By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. Both the Sacramento and Placer Group would like to express our support of the Cycle 2 grant application, in particular, the

MOTHER LODGE CHAPTER | SIERRA CLUB

REPRESENTING 20,000 MEMBERS IN 24 COUNTIES IN NORTHERN AND CENTRAL CALIFORNIA

Including Sacramento and Placer Counties



SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties

October 16, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

**Subject: Support for SB 1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application**

Dear Mr. Weiss:

On behalf of the **Sacramento-Sierra's Building & Construction Trades Council**, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

The economic benefits and cost-effectiveness are exceptional for the investments in the Gateway Corridor. The package of the investments results in an estimated benefit/cost ratio of 2.46. Furthermore, the overall package of improvements would provide a benefit of \$2.46 for every dollar spent and creates over 1,400 direct and indirect jobs in the greater Sacramento region.



SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Kevin Ferreira
Executive Director



SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

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October 16, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

**Subject: Support for SB 1 Trade Corridor Enhancement Program
Capitol Region Improvement Project Grant Application**

Dear Mr. Weiss:

On behalf of the **Sacramento-Sierra's Building & Construction Trades Council**, I am writing to confirm our support for the Capitol Region Improvement Project grant application for inclusion in the California Transportation Commission's SB1 Trade Corridor Enhancement Program.

The Sacramento Region is the crossroads of two strategic interregional corridors, I-5 and I-80, and is a key link in interstate connections to Oakland and Stockton's ports. Over 400 million tons of freight worth over \$1 trillion moves annually to, from, and within the Northern California Megaregion. Growing congestion at two freight bottlenecks on these corridors threatens the long-term viability of these interregional connections.

By adding merge lanes and installing ITS infrastructure on I-5 near the airport, adding a fifth lane on westbound I-80 in Roseville, and extending Elkhorn Boulevard to the airport, the Capital Region Freight Improvement Project reduces roadway congestion around rail and air freight facilities and improves freight throughput on I-5, I-80 and through Sacramento International Airport. Furthermore, these improvements will be ready to start construction soon, which will help to bring 1,100 construction jobs and 37,700 permanent commercial and industrial jobs to the Sacramento and Placer regions.

By making three strategic improvements, the Capital Region Freight Improvement Project will reduce congestion, promote intermodal connections, and improve travel time reliability. Developed as a regional partnership, this project is an unprecedented opportunity for the State to improve the freight system of an entire region.

For these reasons, we ask you to give full consideration of the Capitol Region Improvement Project grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

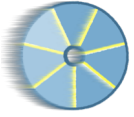


SACRAMENTO-SIERRA'S BUILDING & CONSTRUCTION TRADES COUNCIL

Representing over 25,000 union construction workers in Sacramento, Yolo, Placer, El Dorado, Amador, Nevada & Sierra Counties

Sincerely,

Kevin Ferreira
Executive Director



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

November 17, 2020

California Transportation Commissioners

RE: Bus-On-Shoulder Instead of Highway 1 Auxiliary Lane Project in Santa Cruz County

Dear Commissioners and Staff,

We are supportive of CalSta's draft policy implementing Governor Newsom's Executive Order N-19-19 including the following:

Promote projects that do not increase passenger vehicle travel, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.

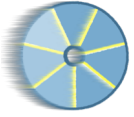
The proposed grant for the Highway 1 Auxiliary Lanes Project in Santa Cruz County does not fit with this policy. The auxiliary lanes are the first phase of a larger "HOV Lane Project" that would double the lanes on Highway 1 on a nine-mile segment between Santa Cruz and Watsonville--- adding an HOV and an auxiliary lane in each direction. Caltrans' EIR on the project estimates that vehicle miles traveled will increase by 51% in the Southbound peak period (2-8pm).¹

Our county's Regional Transportation Commission (RTC) acknowledges that limited state and federal funding means the HOV project "will not likely be implemented until after 2035".² In spite of the cloud of uncertainty over future funding, the RTC has applied to secure SB 1 grants to begin the project: 4 miles of auxiliary lanes between Santa Cruz and Aptos. The EIR estimates that congestion relief from the auxiliary lanes will be insignificant.³ The EIR concludes there will be no safety benefit from the auxiliary lanes.⁴

With no money to build the large project and no congestion relief or safety benefit from the small project, why is this project moving forward? One might explain it as appeasement of voters who believe the project could reduce traffic congestion. Unfortunately, the Caltrans EIR, which was begun in 2004, did not conduct an alternatives analysis of the three measures that studies indicate could offer commuters an alternative to being stuck in traffic:

- Bus-on-Shoulder of Highway 1
- Transit on the Rail Corridor
- Increase frequency of bus service on the Watsonville-Santa Cruz corridor

State legislation passed in 2013 to enable bus-on-shoulder in Santa Cruz and Monterey Counties. The *Bus-on-Shoulder Study*, sponsored by the Santa Cruz Metropolitan Transit District and Monterey Salinas Transit indicates that a bus-only lane can be constructed on this segment of Highway 1 without constructing auxiliary lanes. Instead of choosing this option, the RTC intends



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

to build the 4-miles of auxiliary lanes and run the buses primarily in the auxiliary lanes along with other vehicle traffic. To our knowledge, there is no other bus-on-shoulder system in the country that runs primarily in auxiliary lanes. Prior to the pandemic, the existing auxiliary lane between Morrissey Ave. and Soquel Ave. was just as congested as through-lanes during peak hour traffic. And the 91X express bus was stuck in that traffic.

Transit planner Jarret Walker spoke to the RTC in 2018. He said, *"The debate before you is not just the exciting debate over what your infrastructure should be. 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."* Walker said that more frequent transit service would benefit travelers along the Santa Cruz - Watsonville corridor. *"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 the spirit of fulfilling Governor Newsome's Executive Order to align transportation funding with climate goals, we request that the Commission deny the grant requests for auxiliary lanes and work with the Santa Cruz County RTC to develop these other options.

Thank you,

1. *State Route 1 Environmental Impact Report (2019)* Table 2.1.5-10 The EIR likely underestimates increase in VMT because it doesn't account for induced travel. *"...destination changes and additional trips represent induced travel. Neither of these is accounted for in most traffic models, including the one used to analyze the traffic effects for this project."* – p 2.1.5-23

² Unified Corridors Investment Study (2019)

³ EIR page 2.1.5-16. According to the EIR, the TSM Alternative, which includes both auxiliary lanes and ramp metering, was found to result in *"very slight relief in traffic congestion compared to the No Build Alternative."* Hence the auxiliary lanes project alone would result in even less relief in traffic congestion.

⁴ EIR page 2.1.5-17 *"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."*



November 18, 2020
Ms. Hilary Norton
California Transportation Commission
1120 N St., MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: Napa Valley Transportation Authority – CTC Recommendation for Soscol Junction for the Solutions for Congested Corridor Program

Dear Chair Norton,

I am writing this letter in support of your staff's recommendation to fund Napa Valley Transportation Authority's Soscol Junction project in the SB 1 Cycle 2 Solutions for Congested Corridor Program (SCCP).

Soscol Junction was the Metropolitan Transportation Commission's (MTC) recommended rural highway project for SCCP Cycle 2. The project has been included in the SR 29 Comprehensive Multi-Modal Corridor Plan and MTC's Plan Bay Area 2040. The project is the central improvement of a comprehensive effort to reduce congestion and improve safety and access for all modes along the State Route 29 corridor in southern Napa County. Soscol Junction is also the major gateway for evacuations in the event of wildfires and other emergencies for both Napa and Sonoma Counties.

Soscol Junction is situated at the intersection of SR 29 and SR 221 in southern Napa County. It is a highly congested intersection that has been at capacity since 1998. State Route 29 is the main transportation artery connecting all six jurisdictions in Napa County to the adjacent Solano, Sonoma, and Lake Counties. The project is roughly a mile from NVRTA's new Vine Transit maintenance facility, which will break ground next year. The facility will serve as the county's secondary emergency operation center (EOC) – just ½ mile from the Sheriff's Department - where the County's primary EOC is located. Adjacent to the Vine Transit Maintenance Facility is a planned highway operations center that will help Caltrans manage North Bay highway operations, as well as the County's emergency operations.

The Soscol Junction Project will greatly improve traffic flow at this highly trafficked intersection removing the signal and replacing it with a north-south free flowing overpass and double roundabouts at grade allowing for turning operations in all directions for all modes. The improvements will greatly improve safety, especially for bicyclists and pedestrians, by providing a dedicated class I shared-use path around the intersection. The class I path will connect to a class II facility on Devlin Road south of the intersection, and a class II on Napa Valley Corporate Drive, north of the intersection, providing a critical gap closure. The bike/pedestrian facilities will also eventually align with the planned Vine Trail class 1 facility that is to be constructed adjacent to Devlin Road. Vine Transit regional

routes that connect to Vallejo Ferry, El Cerrito Del Norte BART and Amtrak/Capitol Corridor in Suisun City and local fixed routes all use this intersection and the improvements will significantly reduce running times.

I appreciate the Commission's support of this project and urge the Commission to approve the CTC staff's Cycle 2 SCCP recommended program. Please contact me (kmiller@nvta.ca.gov or 707-259-8634) should you have any questions or require additional information about the project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kate Miller', with a stylized flourish at the end.

Kate Miller
Executive Director
Napa Valley Transportation Authority

cc: Mitch Weiss, CTC
Matthew Yosgott, CTC