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|  | California Transportation Commission | |
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For Immediate Release:

California Transportation Commission Adopts 2020 Solutions for Congested Corridors Program Guidelines, Announces Call for Projects

Applications Due June 30, 2020

[SACRAMENTO, Calif.] — On Wednesday, January 29, 2020, the California Transportation Commission (Commission) adopted the 2020 Solutions for Congested Corridors Program Guidelines and opened the door for regional transportation agencies and other eligible entities to apply for project funding totaling nearly \$500 million covering fiscal years 2021-22 and 2022-23.

The Road Repair and Accountability Act of 2017, or Senate Bill 1, created the Solutions for Congested Corridors Program, a statewide, competitive program that provides \$250 million annually to be allocated by the Commission for projects that reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation needs, community impacts, and environmental benefits. The Commission’s guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the program.

“The guidelines set forth the process to invest in projects that will provide the greatest benefits to taxpayers while ensuring accountability,” said Commission Chair Fran Inman.

The California Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions, and other authorities responsible for preparing a regional transportation improvement plan under Government Code Section 14527 are eligible to apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. These improvements may be on the state highway system, local streets and roads, public transit facilities, or bicycle and pedestrian facilities.

The guidelines were developed in consultation with the California Air Resources Board, Caltrans, the California Department of Housing and Community Development, regional transportation planning agencies, advocacy groups, and other transportation stakeholders, and were developed through a public and transparent process. State law requires that the Commission conduct at least two public hearings, one in Southern California and one in Northern California, before adopting the guidelines. The Southern California and the Northern California hearings were held on December 4, 2019 and January 29, 2020, respectively.

Passed in 2017, Senate Bill 1 provides the first significant and stable increase in state transportation funding to rebuild California in more than two decades. After the legislation's passage, the Commission established the initial Congested Corridors Program as a four-year, \$1 billion program covering fiscal years 2017–18 through 2020–21. For that first program cycle, the Commission, in May 2018, adopted a \$1 billion program composed of nine projects. Once completed, the Commission expects these projects to deliver 141 lane miles of high-occupancy toll and high-occupancy vehicle lanes, 18 miles of bicycle and pedestrian facilities, 11 miles of new passenger rail track, 35 miles of traffic light synchronization, 5 new transit stations, and 5 new zero-emission buses. These projects are expected to result in 2 million fewer tons of carbon dioxide emissions over 20 years, 4 billion fewer vehicle miles traveled by 2040, 28 million hours of time saved by 2040, and 18.7 million increased transit boardings by 2040.

The [guidelines](#) are available on the CTC website at www.catc.ca.gov under the “Programs” tab.

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The California Transportation Commission is an independent public agency responsible for programming and allocating state and federal transportation funds used in the construction of highway, intercity passenger rail, active transportation, transit, and aeronautic improvements throughout California.

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