

# 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) WORKSHOP



**Wednesday, January 12, 2022**



# Welcome

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Associate Deputy Director | SCCP

# Introduction

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**SCCP Objective:** Provide funding to regional transportation planning agencies, county transportation commissions, and Caltrans to achieve transportation, environmental, and community access improvements to reduce congestion throughout the state.

**SCCP Funding:** \$250 million per year

- 2020 Cycle (adopted December 2020)
  - FY 2021-22 to FY 2022-23
  - Total project cost valued at \$2.6 billion for 7 projects

# GoToWebinar Logistics



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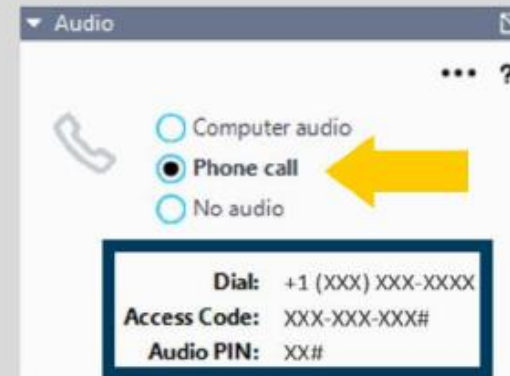
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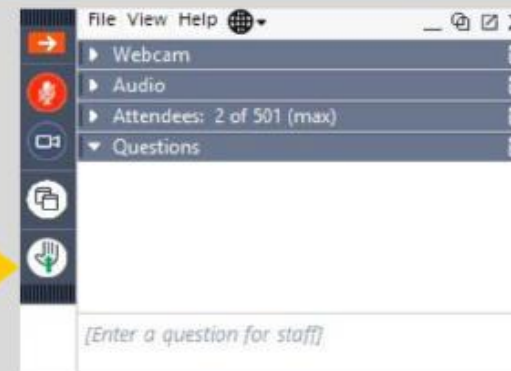


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# Discussion Workshop Format

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- Agendas may be posted up to 10 calendar days before each workshop.
- Presentations and recordings will be posted after each workshop.
- Staff will email key decisions made during a workshop to attendees following that workshop.
- Staff will make recommendations based on the consensus reached over the course of roughly two workshops.
- Additional time on any one topic may be limited to ensure all scheduled topics are covered during a given workshop.
- Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.



# Workshop Recap



# Recap - Previous Topics

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## *September*

- Lessons Learned from Program Cycles 1 & 2
- 2022 Proposed Program Schedule
- Proposed Technical Changes to Draft Guidelines

## *October*

- Funding Restrictions
- Cycle 3 & Funding

## *November*

- Evaluation Criteria - Prohousing/Efficient Land Use



# Recap - Cycle 3 & Funding

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*Issue:* Determine the length of the 2022 SCCP Cycle (Cycle 3).

*Current Cycle Length:* 2 years (FY 2021-22 and 2022-23).

*Options:* **2-year**, 3-year, or 4-year program cycle.

## *Comments Summary:*

- Early consensus supports the 2-year or 4-year cycles to synchronize with other Commission programs which would allow agencies to leverage collective funding (STIP).
- Consider a hybrid cycle like ATP, funding split over overlapping cycles.
- Concerns that longer cycles preclude competition and project diversity.



# Recap - Eligible Projects

## Proposed Change

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*2020 SCCP Guidelines, Section 10, page 6*

**CURRENT:** Projects that employ advanced and innovative technology, like Intelligent Transportation Systems (ITS).

**PROPOSED:** Projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage/wayfinding systems, real-time travel information devices, and identified ongoing system/device performance and optimization to support those investments.

# Recap - CAPTI Strategy 1.1

## Proposed Change



### *2020 SCCP Guidelines, Section 16.1, Page 9*

- Discuss the proposed solution in the corridor. How will the proposed improvements relieve congestion? Does the project incorporate multiple modes? **How** Will the project **reduce or** minimize vehicle miles traveled while maximizing person throughput in the corridor? **If so, how?** How is the solution balancing transportation, environment, and community? Why is this solution the most beneficial improvement in the corridor? What improvements to other modes were considered and why were they not chosen? For highway and local road projects, will the project induce demand?
  - **Solutions that include the following will be better prioritized for funding: investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects through employing vehicle demand management strategies.**

### **S1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion**

Through its public guidelines development process, the CTC will work towards updating the SCCP Guidelines and scoring criteria to better prioritize projects that provide travelers with options to opt out of congestion. These innovative sustainable transportation solutions should focus on reducing vehicle miles traveled (VMT) and could include investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) or generate revenue for VMT reducing projects through employing vehicle demand management strategies.

### **CAPTI**

Implementation Strategies & Actions

Page 22

# Recap - CAPTI Strategy 1.2

## Proposed Change



### S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans

To foster and develop a strong pipeline of innovative sustainable transportation solutions that support the goals of the Investment Framework, the CTC will — through the public guidelines development process — work towards updating the SCCP Guidelines to require that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines, which was not required in earlier program cycles. All SCCP projects must be a part of a multimodal corridor plan that is designed to provide more transportation choices in highly congested corridors. To be competitive for SCCP funds, applicant projects and their respective Corridor Plans must demonstrate synchronization with the CAPTI Framework, California Transportation Plan 2050, and other statewide modal plans in addition to Regional Transportation Plans.

## CAPTI

Implementation Strategies & Actions

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Commission will require that all projects be a part of a multimodal corridor plan consistent with the Commission's Comprehensive Multimodal Corridor Plans (CMCP) Guidelines.

# Recap - December 16 Equity Workshop

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## What we heard:

- Involve Community Based Organizations (CBOs) and community participation early in the process.
- Integrate equity in multiple places.
- Prioritize community visions before planning a project.
- Keep it simple.
- Add community support as a criterion.

# Recap – December 16 Equity Workshop

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## Challenges of incorporating equity include:

- Funding constraints to properly address the depth of issues.
- Localizing equity indicators within a region.
- Lack of historical data for rural or small communities.
- Inability to fund CBO participation.
- Obtaining political and general support.
- The suburbs and rural areas' inability to compete with urban areas.
- Duplication of efforts by multiple agencies in the same geographic area.

# Agenda Review

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- Evaluation Criteria – Prohousing/Efficient Land Use (Supplement B - Discussion Draft)
- California Environmental Quality Act (CEQA) & National Environmental Policy Act (NEPA)
- Office Hours & 2022 Workshops
- Key Topics for Subsequent Workshops



# Workshop Focus

# Evaluation Criteria

## Efficient Land Use & Prohousing



- Efficient land use – The nomination must address how the proposed project will support transportation-efficient land use principles. How does the project support mixed-use and in-fill development with multimodal choices? The applicant may also identify local land use policies in place (or in development) in the project area which support efficient land use patterns including but not limited to:
  - A nondiscretionary (by-right) approval process for multifamily residential and mixed-use development;
  - A Specific Plan that allows streamlined plan-level environmental analysis for multifamily residential or mixed-use development;
  - A density bonus ordinance or other procedure whose allowable density increase exceeds the requirements of State Density Bonus Law;
  - Ordinance or policy that allows reduced parking requirements for all sites zoned for multi-family residential or mixed-use development;
  - Policies such as those identified in the Land Use Efficiency Supplement developed in partnership with the California Department of Housing and Community Development available online at: <https://catc.ca.gov/-/media/ctc-media/documents/programs/sccp/2020113-final-sccp-land-use-efficiency-supplement-a11y.pdf>; or
  - Any other policies or programs which may support infill development and/or mixed-use development with multimodal choices.

**2020 SCCP Guidelines**  
Section 16.2  
Page 10



# Efficient Land Use & Housing

## Proposed Change (see Supplement B)

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Efficient Land Use & Housing – The nomination must address how the proposed project will support **and advance** transportation efficient land use **and/or Prohousing** principles.

**For example, describe how the project’s expected benefits are supported by the local land-use policies. How will future land development, described and enabled by zoning, permitting, or other local land-use policies, maximize the project’s potential to reduce congestion? Is housing an existing or developing issue for the community in the project area? Why or why not?** How does the project support **residential, mixed-use, and infill development with multimodal choices?**

The applicant may also identify **1) local government jurisdictions that will be served by the proposed project and have obtained a Prohousing Designation, or have applied for a Prohousing Designation, or 2) established/developing local land-use policies** in the project area which support efficient land use patterns **and/or incorporate Prohousing criteria. These can include, but are not limited to:**

- Policies identified in the *Land Use Efficiency & Prohousing Supplement* developed in partnership with the California Department of Housing and Community Development: **[NEW LINK]**
  - **Cities or counties that contain proposed projects are encouraged to apply for the California Department of Housing and Community Development’s Prohousing Designation Program.**
- Any other policies or programs which may support **residential, mixed-use, and/or infill development** with multimodal choices.

# Efficient Land Use & Housing

## Proposed Change

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### *Land Use Efficiency & Prohousing Supplement:*

- Incorporates Prohousing policies.
- Applicants can now demonstrate their project supports and advances transportation-efficient land use by meeting one of two standards: 1) confirming participation in the California Department of Housing and Community Development's Prohousing Designation Program; and/or 2) providing narrative regarding efficient land use indicators.
- Updates to available resources, including grants and additional resources.

# Funding Restrictions

## CEQA & NEPA



### 7. Funding Restrictions

Congested Corridors Program funds will only fund the construction component of a capital project. A project will be considered for funding if at time of adoption, the project has completed a project level environmental process in accordance with California Environmental Quality Act (CEQA) and, if the project is federalized, the National Environmental Policy Act (NEPA). A project may also be considered for funding if at time of adoption it has completed the final draft of a project level environmental document in accordance with CEQA and, if applicable, NEPA. Environmental clearance must be completed within 6 months of program adoption.

**2020 SCCP Guidelines**

Section 7

Page 3

# CEQA & NEPA

## Proposed Change

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# Office Hours

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- **SCCP virtual office hours begin February 2022**
  - Scheduled 30-minute appointments on a bi-weekly basis
  - Up to 9 hours available per month
  - Private sessions
  - 1-on-1 time with Commission staff to answer application questions
  - Appointments will be reserved on a first-come-first-served basis
  - Request an appointment: <https://forms.gle/Hv1jojjYQtHy4gUm9>

# Upcoming 2022 SCCP Workshops

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## Save the Dates!

- Wednesday, February 9 from 1:00 - 4:00 PM
- Wednesday, March 9 from 1:00 - 4:00 PM
- Wednesday, April 13 from 1:00 - 4:00 PM

# Key Topics for Subsequent Workshops

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- Cycle 3 & Funding
- Integration of Equity
- Performance Metrics Guidebook
- Project Nominations
- Timely Use of Funds

*\*Additional items could be added on workshop agendas in advance of that respective workshop.*



# Closing & Next Steps



# Questions or Comments?

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Email [CTC@catc.ca.gov](mailto:CTC@catc.ca.gov).

For latest updates, visit the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov) and follow the Commission on [Twitter](#) and [Facebook](#).

# Contact Us

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# Thank You!