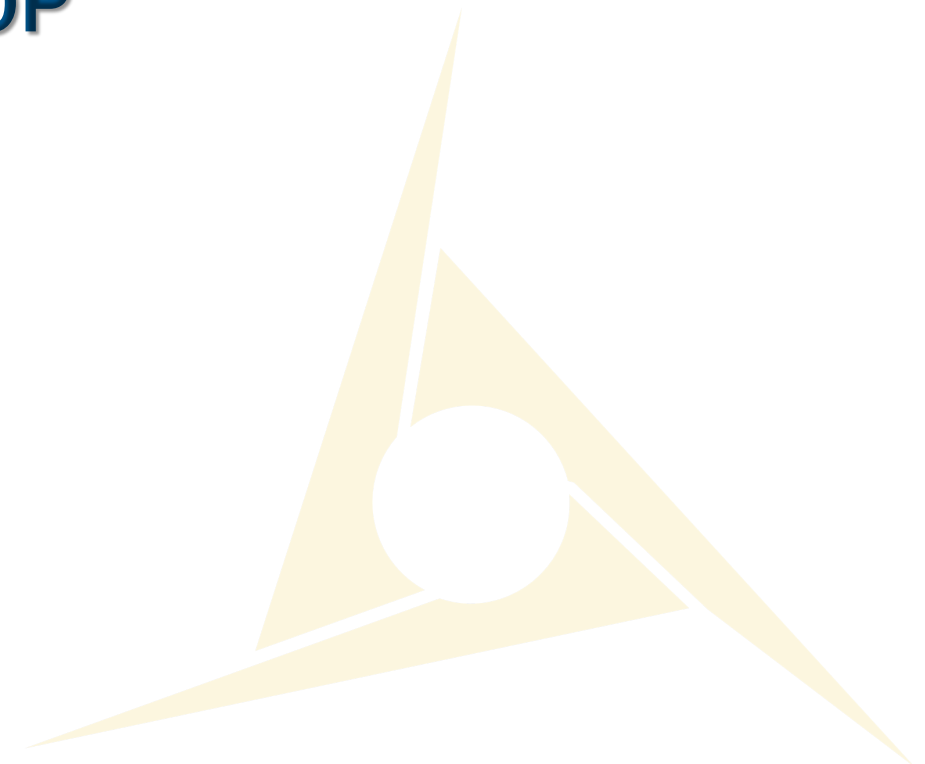


# 2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES DEVELOPMENT WORKSHOP

March 1, 2024 | 10 AM – 12 PM



# INTRODUCTIONS

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SB 1 Programming



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Solutions for Congested Corridors Program

# WORKSHOP LOGISTICS



- Comments and questions are welcome and encouraged.
- Use the raise-hand feature to comment or ask a question.
- Use the Q&A feature to submit your comment/question in writing.
- State your name and organization at the start of your comment.
- Do not share your workshop registration link/phone number.



# 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 make recommendations based on discussion and feedback.



Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.



# WORKSHOP FOCUS

- Recap: Workshop #1
- Comprehensive Multimodal Corridor Plans (CMCP)
- Evaluation Criteria & Appendices Updates
- Frequently Asked Questions (FAQ)
- SB 1 Programs Advancing Transportation Equity Workshop
- Office Hours
- Key Topics for Subsequent Workshops

# SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

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- **Objective:** Fund transformative projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation, community impacts, and provide environmental benefits.
- **Funding:** \$250 million per year
- **Eligible Agencies:** Regional transportation planning agencies, county transportation commissions, and the California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be included in a [comprehensive multimodal corridor plan \(CMCP\)](#) and a regional transportation plan (RTP). If the project is within the boundaries of a Metropolitan Planning Organization (MPO), projects should be consistent with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** Projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, advance transportation equity, and improve clean transportation.

# PROGRAM AT-A-GLANCE

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26 PROJECTS PROGRAMMED  
FOR \$2 BILLION  
IN SCCP FUNDS SINCE CYCLE 1



\$1.3 BILLION ALLOCATED  
AS OF FISCAL YEAR 2022-23



TOTAL PROJECT COSTS VALUED  
AT OVER \$9.3 BILLION

# 2024 PROGRAM (CYCLE 4) SCHEDULE

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- Two-year program period (fiscal years 2025-2026 and 2026-2027)
- Additional changes to promote community engagement and equitable outcomes
- Greater consideration on workforce development
- Continue inclusion of medium-term Climate Action Plan for Transportation Infrastructure (CAPTI) strategies
- Reinforce statutory and program requirements



# PROPOSED 2024 PROGRAM & 2024 CMCP GUIDELINES TIMELINE



*\*Timeline is tentative and may be subject to change*

# STAKEHOLDER FEEDBACK

- Reduce redundancy in criteria response requirements
- Include examples of projects or strategies
- Streamline nomination requirements in Appendix A
- Make major changes to guidelines on alternate cycles



# COMPREHENSIVE MULTIMODAL CORRIDOR PLANS (CMCP)

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CMCPs must be prepared in accordance with the Commission's [2018 Comprehensive Multimodal Corridor Plan Guidelines](#)



Applicants must submit a CMCP Self-Certification Form (e.g., [2022 SCCP Guidelines Appendix B](#))

## 10. Comprehensive Multimodal Corridor Plans

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan (CMCP). Comprehensive multimodal corridor plans are an essential tool to promote innovative sustainable transportation solutions in the Solutions for Congested Corridors Program.

All comprehensive multimodal corridor plans ~~are to~~must be prepared in accordance with the [Comprehensive Multimodal Corridor Plan Guidelines](#) adopted by the Commission in December 2018. Applicants must submit a **Comprehensive Multimodal Corridor Plan Self-Certification Form** in [Part VIII, Appendix B](#) with the project nomination. This form must be signed by the ~~Agency Director~~of the agency that prepared the comprehensive multimodal corridor plan. An active, publicly accessible link to the comprehensive multimodal corridor plan must be included in the application.

Commission staff will review all Self-Certification Forms and the corresponding plan information cited to ensure plans are prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. Nominated projects may not be selected to compete if Commission staff determines that plans were not prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. The Commission retains final eligibility determinations.

*Red-line revisions to SCCP Guidelines (Part III, Section 10)*

# PROPOSED UPDATES: SECTION 10

- Minor, clarifying updates are proposed to reduce redundancy and clarify intent.

## CMCP CHECKLIST

#	CMCP Key Elements	Yes or No	Page #
1	Demonstrates state, regional, and local collaboration.		
2	Identifies and evaluates performance impacts of recommended projects and strategies.		
3	Discusses induced demand analysis for highway and local road projects, as applicable.		
4	Discusses travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes, as applicable.		
5	Recommends and prioritizes multimodal improvements for funding.		
6	Identifies a timeline for implementation (e.g., short, medium, and long-term projects).		
7	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.		
8	Describes how the plan will mitigate congestion and deliver mobility benefits.		
9	Describes how the plan considers environmental impacts of proposed corridor solutions, including greenhouse gas emissions and criteria air pollutants.		
10	Describes how the plan incorporates the principles of state-level planning documents such as the California Transportation Plan, Interregional Transportation Strategic Plan, Climate Action Plan for Transportation Infrastructure, and California's Climate Change Scoping Plan.		
11	Describes how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, as applicable.		
12	Describes how the plan is consistent with other applicable regional or local planning documents such as local jurisdiction land use plans and climate adaptation plans.		
13	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.		
14	Explains how community representatives and the general public were engaged throughout the development of the plan.		
15	Describes how received feedback influenced the final plan.		

## PROPOSED UPDATES: APPENDIX B

- Continue the CMCP Self-Certification Form approach used in the 2022 Program (Cycle 3).
- Checklist items reduced from 19 to 15 by consolidating similar elements.



# PROPOSED UPDATES: SECTION 17.1

- Split criterion into two distinct sections: current and future state.
- Applicants provide clear and direct responses to comprehensively address the criterion's intent.

*Red-line revisions to SCCP Guidelines (Part IV, Section 17.1)*



## 17.1 Congestion Evaluation Criteria

Project nominations must demonstrate how the project meets the primary purpose of the Solutions for Congested Corridors Program as identified in [Part I, Section 1](#) by responding to each prompt provided below.

**A. Extent of Congestion** – Identify the extent of congestion in the corridor, include congestion of all modes.

**A.**

- ~~The project shall~~ ~~iThe nomination should a~~Address current community and environmental impacts present within the existing condition.
- – Explain how much worse the problem may become under the no-build environmental alternative over a 20-year period from proposed project completion date.
- – Identify any other completed or ongoing improvements in the corridor and the impacts of not completing the corridor.
- – Identify and discuss other issues present within the corridor.

**B. Proposed Solution** – Explain the proposed solution in the corridor.

- – How will the proposed improvements relieve congestion?
- – Does the project incorporate multiple modes?
- – 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 service, especially those that improve travel time or service frequency, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue to fund projects that reduce vehicle miles traveled through employing vehicle demand management strategies.

# EVALUATION CRITERIA & APPENDICES UPDATES

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Organized applications are more effective at communicating project benefits



Narrate the project story as directly and succinctly as possible



Limit use of additional appendices to provide additional support (where necessary)

# FREQUENTLY ASKED QUESTIONS (FAQ): GENERAL

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**Can projects that previously competed for Program funds, compete again?**

Yes. SCCP is a competitive program. All eligible applicants with eligible projects are invited to compete for Program funds.

**Can programmed funds be used for other project phases?**

SCCP only funds the construction phase of a project. Program funds cannot supplant other committed funds, nor fund cost increases on any project phases.

**Does SCCP fund segment(s) of larger projects?**

Yes. These types of projects have competed successfully in past funding cycles.

**Can the California Life-Cycle Benefit/Cost Analysis be submitted in its original excel format?**

Yes. In fact, we recommend submitting the original Excel file in the 2024 Program (Cycle 4).

**Will the Commission accept Letters of Support for projects?**

Yes. Letters of Support are accepted after the project nomination due date has passed. Applicants may send all letters related to SCCP projects to [SCCP@catc.ca.gov](mailto:SCCP@catc.ca.gov). All letters should be received before program adoption at the June 2025 Commission meeting.



# FAQ: TIMELY USE OF FUNDS

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What is the fund schedule for projects programmed in the 2024 Program (Cycle 4)?



2024 Program (Cycle 4) covers fiscal years 2025-26 and 2026-27



Allocations must be requested in the fiscal year in which the funds are programmed  
*(e.g., for a project programmed in fiscal year 2025-26, agency should request allocation by or before June 30, 2026)*



6 months to award contract from allocation  
*(e.g., if allocated June 30, 2026, agency has until December 30, 2026, to award the contract)*



36 months to complete project from contract award  
*(e.g., if awarded December 30, 2026, agency has until December 30, 2029, to complete the project)*

# FAQ: CMCP

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If the corridor plan is in draft form during project nomination, should the agency submit a Self-Certification Form for the draft plan?

Yes, a **publicly-posted** draft corridor plan on a functional and accessible webpage is acceptable at the time of project nomination. All draft corridor plans must be final by program adoption.

Does a corridor plan's title matter?

No, it only matters that the plan is consistent with the Commission's CMCP Guidelines.

Who should sign the CMCP Self-Certification Form?

The director of the agency that prepared the CMCP.

Does the Self-Certification Form need to be reviewed and approved by the Commission before finalizing a CMCP or submitting a project nomination?

No, the CMCP Self-Certification Form should be submitted with the project nomination.

How often should corridor plans be updated?

Corridor plans should be reevaluated **at least** every four (4) years in air quality non-attainment areas and every five (5) years in air quality attainment areas to determine if the plan is still valid or if regional changes necessitate an update. The corridor plan's lead agency may use its discretion to determine if a reevaluation is necessary.

# UPCOMING WORKSHOPS

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## SB 1 Programs Advancing Transportation Equity Workshop

Wednesday, March 27 | 1:00 - 4:00 PM

 [Register Today!](#)



# OFFICE HOURS

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SB 1 Programs' office hours will begin March 2024 and conclude May 2024

- Scheduled 30-minute appointments
- Appointments are reserved on a first-come-first-served basis
- Closed virtual sessions
- 1-on-1 time with Commission staff to answer questions about specific projects or the application process
- Sessions will **not** be used to discuss guidelines development

 Request a session [here](#) (*form link is also available on the [program webpage](#)*)



# KEY TOPICS FOR SUBSEQUENT WORKSHOPS

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- Draft 2024 Program Guidelines (markup)
- Potential open office hours session
- **What topics do you want us to cover?**

# CLOSING

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ACTION ITEMS



NEXT STEPS



QUESTIONS /  
COMMENTS

## CONTACT INFORMATION

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**THANK YOU**

