

2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES HEARING (NORTHERN CALIFORNIA)

August 1, 2024 | 1 – 3 PM



OPENING REMARKS



CARL GUARDINO

Commission Chair | CTC

INTRODUCTIONS



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LOGISTICS



- 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 registration link/phone number.



SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

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.

PAST FUNDING CYCLES

CYCLE 1 (2018)

- 4-Year Program [Fiscal Years 2017-18 to 2020-21]
- \$1 billion in available funds
- 9 projects programmed (awarded) with a total project cost of \$3.5 billion

CYCLE 2 (2020)

- 2-Year Program [Fiscal Years 2021-22 to 2022-23]
- \$500 million in available funds
- 7 projects programmed (awarded) with a total project cost of \$2.6 billion

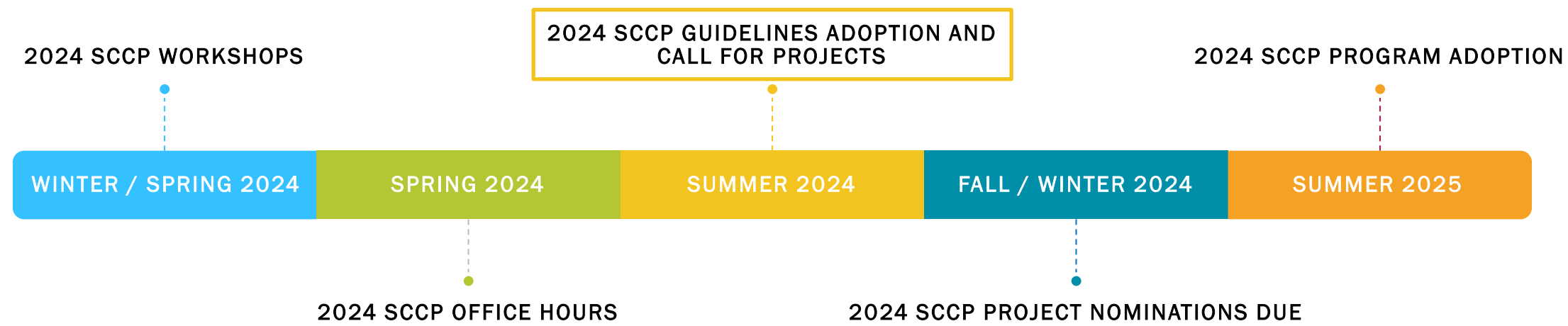
CYCLE 3 (2022)

- 2-Year Program [Fiscal Years 2023-24 to 2024-25]
- \$500 million in available funds
- 10 projects programmed (awarded) with a total project cost of \$3.2 billion

2024 PROGRAM (CYCLE 4) SCHEDULE

- 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
- Reinforce statutory and program requirements

PROPOSED 2024 PROGRAM TIMELINE



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

2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

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PROPOSED UPDATES: ELIGIBLE PROJECTS

- Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, vans, or other rolling stock including, where eligible, those necessary for the provision of fixed route or demand responsive transit services including microtransit, paratransit, non-medical transportation (NMT) and non-emergency medical transportation (NEMT).
- Capital projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage and wayfinding systems, real-time travel information devices, demand responsive technology necessary for the provision of microtransit, paratransit, non-medical transportation (NMT) and non-emergency medical transportation (NEMT), and efficient and intelligent parking infrastructure and systems.

Proposed revisions to SCCP Guidelines (Part III, Section 9)



PROPOSED UPDATES: CMCP

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.

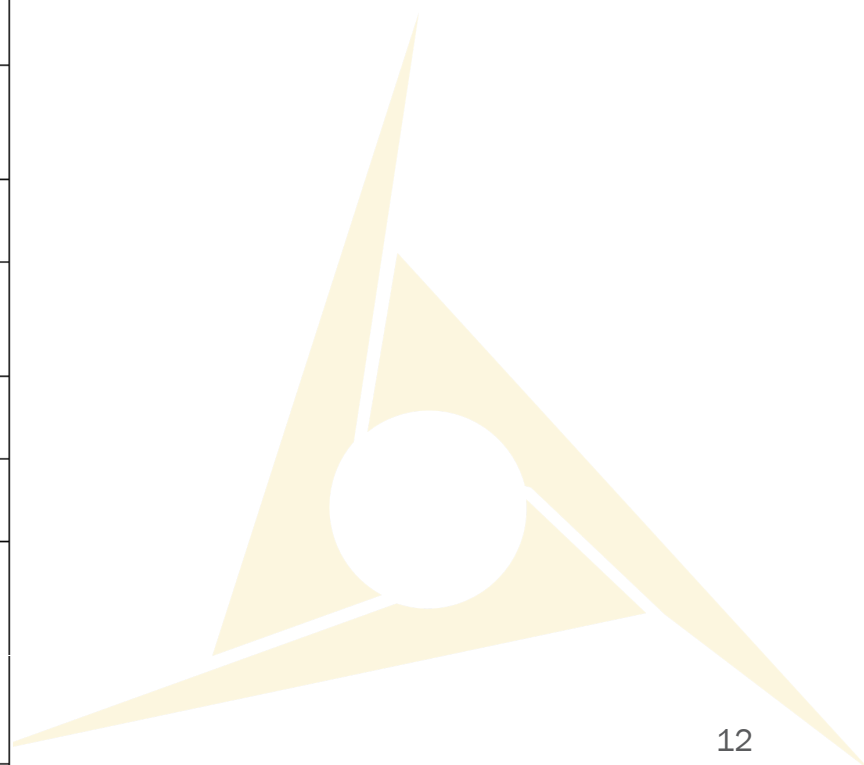
All comprehensive multimodal corridor plans must be prepared in accordance with the [Comprehensive Multimodal Corridor Plan Guidelines](#) adopted by the Commission in December 2018. Applicants must submit a Comprehensive Multimodal Corridor Plan Self-Certification Form (see: [Part VIII, Appendix B](#)) with the project nomination as instructed in [Part VIII, Appendix A](#).

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.



PROPOSED UPDATES: APPENDIX B

Proposed revisions to SCCP Guidelines (Part VIII, Appendix B)



CMCP CHECKLIST				
#	CMCP Key Elements	Yes or No	Page #	Notes
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.			
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 incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.			
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.			
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 disadvantaged or historically impacted and marginalized groups and communities, and the general public were engaged throughout the development of the plan (refer to the <i>SB 1 Programs Transportation Equity Supplement</i> included in Part VIII, Appendix E to respond).			
15	Describes how received feedback influenced the final plan.			

PROPOSED UPDATES: SCREENING CRITERIA

Project nominations will be screened for the following:

- A completed Project Nomination prepared and submitted in accordance with the 2024 Solutions for Congested Corridors Program Guidelines and instructions provided in [Part VIII, Appendix A](#).
- The project meets the primary purpose of the Solutions for Congested Corridors Program as specified in [Part I, Section 1](#).
- The project is included in an adopted regional transportation plan.
 - Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the California Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- The project is included in a comprehensive multimodal corridor plan as specified in [Part III, Section 10](#).
- The project has achieved (or will achieve) environmental clearance at the time of program adoption. If not, confirm that the project will achieve environmental clearance within six months of program adoption as specified in [Part VIII, Appendix A](#).
- The project demonstrates that any negative environmental and community impacts will be avoided or mitigated.
- The project demonstrates that all other funds for the proposed project (segment) are committed.



PROPOSED UPDATES: EVALUATION CRITERIA

- 4. Economic Development and Job Creation and Retention** – The nomination must address how the proposed project stimulates local economic activity, supports economic development, and creates, increases, or retains access to employment.
- How does the project support economic development and improve access to employment for disadvantaged or historically impacted and marginalized communities?
 - How does the proposed project improve access to economic opportunities and the movement of goods and services in the region?
 - Provide the number and types of jobs created by this project's delivery. Include any efforts to develop local jobs and workforce development opportunities (e.g.: pre-apprenticeship, education, or research programs, etc.) consistent with state and federal laws. For more information about workforce development, visit the California Workforce Development Board's [website](#).
 - Identify and discuss other economic impacts the project will have.



PROPOSED UPDATES: SIGNAGE AND WORKFORCE

28. Project Signage

An implementing agency must include construction signage stating that the project was made possible by [SB 1 - The Road Repair and Accountability Act of 2017](#) (or Rebuilding California Funds) and include the Commission's official logo which can be requested from the [Clerk of the Commission](#). The signage should comply with applicable federal and state laws, and Caltrans' manual and guidelines, including but not limited to the provisions of the [California Manual on Uniform Traffic Control Devices](#). Reference Caltrans' [Construction Project Funding Identification Sign](#) webpage for additional details and requirements about project construction signage.

29. Workforce Development

Implementing agencies may track and report any information about how they participate in, invest in, or partner with, new or existing State of California approved pre-apprenticeship training programs following the requirements specified in [Part VII, Section 25](#).



PROPOSED UPDATES: APPENDIX A

RTP/SCS

- Describe how the project furthers the goals, performance measures, and targets of the region's regional transportation plan and sustainable communities strategy.
 - Provide active, publicly accessible links to the approved regional transportation plan and sustainable communities strategy where the project is included and provide page number(s) and project identification number(s) for direct reference.
 - Provide a signed letter from the applicant's metropolitan planning organization stating that the project cost, scope, and schedule are consistent with that metropolitan planning organization's regional transportation plan and sustainable communities strategy.

CEQA/NEPA

- Confirm that the project has achieved (or will achieve) environmental clearance at the time of program adoption.
 - If not, the project must achieve environmental clearance within six months of program adoption. In detail, explain how this will be accomplished and include an anticipated process timeline to ensure the project will meet this deadline.



PROPOSED UPDATES: COMMUNITY ENGAGEMENT & APPENDIX E



Including the Community Engagement evaluation criterion and the Equity Supplement in 2022 SB 1 Competitive Programs Guidelines ensured projects with more equitable outcomes were competitive for funding.



For Cycle 4, Commission staff continued to collaborate with the Interagency Equity Advisory Committee, advocates, and stakeholders to ensure equity is considered throughout the project development, nomination, and selection process.

Proposed revisions to SCCP Guidelines (Part VIII, Appendix E & Part IV, Section 17.2.3)

The Commission developed this supplement in collaboration with members from the Interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project advances transportation equity from identification and inclusion to impacts and outcomes:

- How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, individuals with disabilities, seniors and elders, and low-income individuals or communities? How was community feedback incorporated into the project? How did the agency inform communities about whether their feedback was incorporated into the project?
- How did the agency develop the project scope? Was the alternatives analysis developed to include community feedback? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

3. **Community Engagement** – In alignment with the Commission's Racial Equity Statement, nominations will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.

Refer to the *SB 1 Programs Transportation Equity Supplement* included in [Part VIII, Appendix E](#) and use the indicators and examples provided to respond to this criterion.

- **Identification:** Identify the disadvantaged or historically impacted and marginalized communities within the project study area. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
- **Engagement:** Explain how communities in the project study area were engaged to identify their needs. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them? How was community feedback incorporated into the project? How did the agency inform the community about whether their feedback was incorporated into the project?
- **Outcomes:** Describe how the project scope was developed with community feedback. Was the alternatives analysis developed to include community feedback? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities? Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- **Impacts:** How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans and activities developed and implemented in the project study area in the recent past (at most five years before program guidelines adoption) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plans and activities are still applicable and why developing new community engagement plans and activities was either not feasible or not necessary. Provide the month and year the existing community engagement plans and activities were finalized and implemented. Include information about any community engagement plans and activities that are under development or planned for the near-term future (within two years) specifically for the nominated project.



STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 06/2024)

PROPOSED UPDATES: APPENDIX G

- This form is only required for projects with a scope of work within the State Highway Right of Way but are *not* nominated by Caltrans.
- A new version of this form will be included in the final adopted program guidelines.

Proposed revisions to SCCP Guidelines (Part VIII, Appendix G)

I. APPLICANT INFORMATION

1. APPLICANT

2. APPLICANT CONTACT

3. CONTACT TITLE

4. CONTACT PHONE

5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE

7. PROJECT PROGRAM ☐ ATP ☐ LPP-C ☐ LPP-F ☐ LSRP ☐ SCCP ☐ SGR ☐ TCEP ☐ SHOPP ☐ STIP ☐ TIRCP ☐ LTCAP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY

9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:

CEQA:

NEPA:

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- ☐ 1. Project is screened as unlikely to induce traffic under Section 5.1.1 in [Transportation Analysis under CEQA](#). If checked, Stop. Proceed to Section 13.
- ☐ 2. Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- ☐ 3. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- ☐ 4. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here.
- ☐ 5. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.
- ☐ 6. Provide an estimate of the project's induced VMT based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: Final determination will be at the discretion of Caltrans)

Follow the [Flowchart to Determine the QMAP \(ca.gov\)](#) and [Applicant's checklist to determine the appropriate Caltrans review process \(TR-0416\)](#) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, check the following if the project:

- ☐ a.) Will impact an Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS).
- ☐ b.) Requires Federal Highway Administration (FHWA) approval.
- ☐ c.) Requires Right-of-Way dedication from Caltrans.
- ☐ d.) Requires modification to a Caltrans Bridge or Structure.
- ☐ e.) Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78).
- ☐ f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300).
- ☐ g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #2 below. If item "g" is selected a Short Form is permitted, see #3 below.

- ☐ 1. Encroachment Permit Oversight Process - [Standard Encroachment Permit Application \(TR-0100\)](#), [Instructions and related forms](#)
- ☐ 2. Standard Project Delivery Quality Assessment Process.
- ☐ 3. Project Delivery Short Form Quality Assessment Process (using a DEER) - [Design Engineering Evaluation Report Guidelines](#)

III. CALTRANS PROJECT

SIGNATURE: _____

DATE: _____

PRINT NAME: _____

District Director, District _____

The above signature indicates, based on available information:
Caltrans acknowledges the Project

***APPLICANTS SUBMIT TO
DISTRICT CONTACTS LIST FOUNDS HERE***
<https://dot.ca.gov/contact-us>
Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).





NORTHERN CALIFORNIA PUBLIC HEARING



PUBLIC COMMENT

CONTACT INFORMATION



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SCCP

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THANK YOU

