

2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) WORKSHOP



Thursday, November 18, 2021



Welcome

NAVEEN HABIB

Associate Deputy Director | SCCP

Introduction



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

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1

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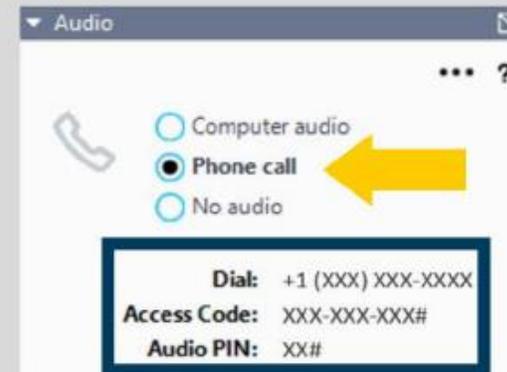
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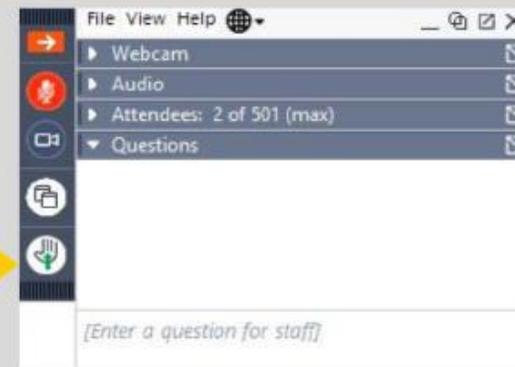


2

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Send comments through the "Questions" tab for Commission Staff to read on your behalf **OR** by selecting the "Hand" icon to alert the Staff to unmute you.

Please state your name and agency prior to voicing your remarks through the "Questions" tab or "Hand" icon.



Discussion Workshop Format



- 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

NAVEEN HABIB

Associate Deputy Director | SCCP

Recap - Previous Topics



September

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

October

- Funding Restrictions
- Cycle 3 & Funding

Recap - Discussion Highlights



California Environmental Quality Act (CEQA) & National Environmental Policy Act (NEPA)

Issue: Require CEQA/NEPA clearance before program adoption.

Current Requirement: CEQA/NEPA clearance within 6 months of program adoption.

Comments Summary:

- Might limit different projects from competing for funding.
- Early consensus supports keeping existing requirements.

Recap - Discussion Highlights



Cycle 3 & Funding

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 - CAPTI Strategy 1.2



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
Page 23

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 - Eligible Projects

Proposed Change



- Offer more consideration of technology-based and/or technology-inclusive projects to future-proof SCCP-funded projects and project segments.
- Clarify existing language to factor in performance optimization measures of SCCP-funded equipment without requiring additional justification. The optimization phase may be part of a singular, or separate, contract from design and build for post-implementation optimization. This critical period helps to ensure the installed equipment is functioning as intended and to make any necessary adjustments.

Recap - Eligible Projects

Proposed Language



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.

Agenda Review



- Evaluation Criteria – Prohousing/Efficient Land Use (SCCP Guidelines, section 16.2, pg. 10)
- Climate Action Plan for Transportation Infrastructure (CAPTI) Strategy 1.1 conclusion (Supplement A - Discussion Draft)
- 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 SSCP Guidelines
Section 16.2
Page 10



California Department of Housing & Community Development (HCD)

JOSH ROSA

Chief | Policy & Program Support Unit



2020 SCCP Guidelines

- CTC-HCD collaboration created the criterion to evaluate how projects implement SCCP's statutory "Efficient Land Use" co-benefit.
- The Land Use Efficiency Supplement cited eight indicators of efficient land use, including types of housing-supportive local policies and technical assistance.
- Projects scored favorably on "Efficient Land Use," indicating a high level of coordination with local agencies.



2020 SCCP Guidelines

Challenges

- Asking applicants to substantiate local policies through the narrative.
- Each narrative is particular and based on applicants' interpretations of the supplement and how local policies meet it.

Opportunities in Cycle 3: Prohousing criteria provide

- New source of guidance and standards that are uniform and consistent.
- Benefits that apply beyond SCCP and into other funding programs.
- Clearer expectations, technical assistance, and ongoing collaboration.



CAPTI: Strategy 7

Leverage Transportation Investments to Incentivize Infill Housing Production

Reduce vehicle miles traveled (VMT) by incentivizing infill housing and densities feasible for each community, building upon the Prohousing program and Housing Elements.



Prohousing Designation Program

Provides incentives to cities and counties in the form of additional points or other preferences in the scoring of competitive funding programs.

- Designed for flexibility and adaptability.
- Includes effective and achievable goals.
- Focused on broader state goals for housing, equity, resilience, and climate change.



Prohousing Criteria

39 total Prohousing Policies,
divided among 4 categories:

1. Favorable zoning and land use *(10 policies)*
2. Accelerating production timeframes *(13 policies)*
3. Reducing construction and development costs *(8 policies)*
4. Providing financial subsidies *(8 policies)*



Prohousing Criteria

8 total Enhancement Factors

- Demonstrate policies align with State priorities for location efficiency, climate change mitigation, equity, fair housing, and anti-displacement
- Additional points per scoring item



Scoring Flexibility

- **30 point minimum**
- Minimum 1 Prohousing Policy per category
 1. Favorable zoning and land use
 2. Accelerating production timeframes
 3. Reducing construction and development costs
 4. Providing financial subsidies



Sample Prohousing Jurisdiction



Zoning and Land Use
1A+1B+1D+1F
+10 pts.

Accommodate 150% or greater of current or draft RHNA + missing middle + density bonus + reduce parking



Accelerate Production
2A+2B+2D+2E
+9 pts.

Streamlined approvals + CEQA + permits + hearings



Reduce Costs
3A+3D+3F
+5 pts.

Waive residential impact fee + promote universal design + innovative housing



Financial Subsidies
4A+4B+4F+4G
+6 pts.

Housing trust fund + ADU grants + subsidy pool + general fund



Points for Enhancements
+2 pts.

Rezone for location efficiency + Affirmatively Further Fair Housing

TOTAL: 32 points



Outreach & Technical Assistance

- HCD hosts regional and statewide workshops.
- Responses are being compiled into a frequently asked questions (FAQ) document which will be available soon.
- For technical assistance, email the prohousingpolicies@hcd.ca.gov inbox.
- For more information, visit www.hcd.ca.gov/community-development/prohousing.



Designation Benefits

The following competitive funding programs will prioritize projects in Prohousing communities:

- Affordable Housing Sustainable Communities Programs (AHSC)
- Infill Infrastructure Grant Program (IIG)
- Transformative Climate Communities Programs (TCC)
- Transit and Intercity Rail Capital Program (TIRCP)



Areas for Exploration

- **Primary criteria:** Allow projects to use Prohousing Designation to demonstrate housing-supportive policies.
- **Secondary criteria:** Efficient Land Use Co-Benefit: Allow projects to use established Prohousing criteria to demonstrate land use efficiency.



Areas for Exploration

Prohousing Criteria for Efficient Land Use Co-Benefit

Examples:

- Density bonus programs which exceed statutory requirements by 10 percent or more.
- Rezoning and other policies that support high-density development in Location Efficient Communities.
- Policies that promote development consistent with the state planning priorities (GC 65041.1).
- Reducing or eliminating parking requirements for housing development.
- Reducing costs for active transportation infrastructure.
- Policies that go beyond state law requirements in reducing displacement of lower income households and conserving existing housing stock that is affordable to lower income households.

Could be reserved to a separate guidance supplement



CAPTI Strategy 1.1 Conclusion



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

Evaluation Criteria

Reducing Congestion & VMT



16.1 Primary Evaluation Criteria

The primary evaluation will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements 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 project shall identify the extent of congestion in the corridor, including the congestion of all modes. The nomination should address current community and environmental impacts with existing condition. The nomination should discuss how much worse will the problem get under the no-build environment. Identify if other improvements have been done in the corridor and the impacts of not completing the corridor. Identify and discuss other issues the corridor faces.
- Discuss the proposed solution in the corridor. How will the proposed improvements relieve congestion? Does the project incorporate multiple modes? How will the project minimize vehicle miles traveled while maximizing person throughput in the corridor? 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?

2020 SCCP Guidelines
Section 16.1
Page 9

CAPTI Strategy 1.1 & Evaluation Criteria 16.1

Proposed Change (see Supplement A)



- 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.**

Office Hours



- **SCCP 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

2022 Workshops



Save the Dates!

- Wednesday, January 12 from 1:00 - 4:00 PM
- 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



- CAPTI Continued
- CEQA/NEPA
- Evaluating CMCPs
- Integration of Equity
- Performance Metrics Guidebook
- Project Nominations
- Timely Use of Funds



Closing & Next Steps

NAVEEN HABIB

Associate Deputy Director | SCCP

Upcoming 2021 SCCP Workshops



SB 1 COMPETITIVE PROGRAMS WORKSHOP INCORPORATING TRANSPORTATION EQUITY

Thursday, December 16 from 1:00 - 4:00 PM

↓ Register Here ↓

<https://attendee.gotowebinar.com/register/3512495863252198925>

Questions or Comments?



Email CTC@catc.ca.gov.

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

Contact Us



✓ **SB 1 Programming**

Matthew Yosgott, Deputy Director

(916) 651-6431 | Matthew.Yosgott@catc.ca.gov

✓ **Solutions for Congested Corridors Program**

Naveen Habib, Associate Deputy Director

(916) 653-2064 | Naveen.Habib@catc.ca.gov



Thank You!