

Draft 2022 Solutions for Congested Corridors Program Guidelines – Section 16 Evaluation Criteria

- **The highlighted language is proposed to better incorporate equitable outcomes in project selection – please note that this is the evaluation criteria section of the SCCP Guidelines *only* – full draft 2022 draft guidelines revisions are included in Attachment 2A**
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16. Evaluation Criteria

A project nomination must include documentation regarding the quantitative and qualitative measures validating the project’s consistency with policy objectives. Each section must be addressed, including the performance metrics.

16.1 Congestion 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? 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.

16.2 Additional Evaluation Criteria

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project consistency with identified co-benefits of the proposed project.

1. Safety – The nomination must address safety issues and concerns in the corridor, including actual reported property, injury, and fatality collisions for the last **five** full years. Demonstrate how the proposed project increases safety for motorized and non-motorized users. Identify and discuss other safety measures the project will address, including health impacts.
2. Accessibility – The nomination must address current accessibility issues and concerns in the corridor and how the proposed project will improve accessibility and connectivity to residents and non-residents that travel the corridor or need to travel through the corridor. Demonstrate how the proposed project will provide access to multimodal choices? Will the project close an existing gap in transit and active transportation? How will the project connect to jobs, major destinations, and residential areas? **If identifiable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities. Describe how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized communities, which could be identified with maps that overlay the population distribution by various demographics.**
3. Economic Development and Job Creation and Retention – The nomination must address how the proposed project will support economic development and access to employment. **How does the project support economic development and improve access to employment for disadvantaged or historically impacted and marginalized communities?** Does the proposed project improve regional competitiveness? How does the proposed project improve accessibility to economic opportunities and the movement of goods and services in the region? Identify and discuss other economic impacts the project will have.
4. Air Quality & Greenhouse Gases – The nomination must address how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance

the State’s air quality and climate goals. What other environmental benefits will the project provide?

5. 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 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 WILL BE INSERTED HERE]
 - 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.

6. Community Engagement – In alignment with the Commission’s Racial Equity Statement, the Solutions for Congested Corridors Program will evaluate projects based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantages or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs’ Transportation Equity Supplement* in Appendix TBD.

In considering the impacts of projects on equity, applications will be rated on how they do the following:

- Identify disadvantaged or historically impacted and marginalized communities within the project study area and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized are identified and considered within the planning process. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged or historically impacted and marginalized populations within the study area. If the applicant has already included information about community engagement in another section of the application that answers these questions, state that here as well.
 - A list of example indicators is included in the *SB 1 Competitive Programs Transportation Equity Supplement* in Appendix TBD.
- Identify any actions taken to protect the state’s most disadvantaged or historically impacted and marginalized populations. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized populations.

7. Matching Funds – The project will be evaluated based on the amount of matching funds and the source of funds. Priority will be given to projects that have committed discretionary federal funds at time of project nomination. The commitment should be in the form of a letter or a public announcement issued by the authorizing federal agency. Emphasis will be placed on projects that leverage funding from private, federal, state, local or regional sources that are discretionary funds to the nominating agency. Matching funds will only be considered in the construction component.

Other than State Transportation Improvement Program funds, matching funds will be limited to those funds not allocated by the Commission on a project basis.

In each contract, the matching funds must be expended concurrently and proportionally to the Program funds, except as noted below. Costs incurred prior to allocation will not be counted towards the match.

The Commission may, at the time of programming or allocation, approve non-proportional spending. Adjustments will be made at project closeout to ensure matching funds were spent proportionally to the Program funds.

The implementing agency must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

8. Deliverability – Priority will be given to projects that have completed the design and rights of way components of the project unless the project is being delivered using Design-Build method. If using this method, the start of construction will be the basis for the evaluation.
9. Collaboration – Jointly nominated and jointly funded projects are encouraged. For projects that cross jurisdictions, regions may pool their resources to jointly nominate and fund a project. Similarly, regional agencies may pool their resources to jointly nominate and fund projects with Caltrans.

For projects on the state highway system, evidence must be provided of cooperation between the applicable regional transportation agency and Caltrans.

10. Cost Effectiveness – Consideration will be given to those projects that provide the greatest benefit in relationship to the project costs. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.