Welcome
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
GoToWebinar Logistics

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

Images shown above are for attendees using a web browser. The Webinar App layout will vary depending on the device.
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
Recap - Previous Topics

September 2021
• Lessons Learned from Program Cycles 1 & 2
• 2022 Proposed Program Schedule
• Proposed Technical Changes to Draft Guidelines

October 2021
• Funding Restrictions
• Cycle 3 & Funding

November 2021
• Evaluation Criteria - Prohousing/Efficient Land Use

January 2022
• California Environmental Quality Act (CEQA) & National Environmental Policy Act (NEPA)

March 2022
• Performance Metrics Guidebook
Proposed Changes

• Clarify existing language
• Reorder sections
• Reorganize/Reformat
• Include additional examples or context

The highest-rated nominations will be selected for programmed for funding. The Commission will prioritize jointly nominated projects; construction-ready projects; projects that advance the state’s climate goals; projects that employ multimodal and/or innovative solutions such as (but not limited to) supporting infrastructure for zero-emission vehicles; and projects that leverage funding from private, federal, state, local, and/or regional sources that are discretionary funds.
Recap - April 11 Equity Workshop

Impacts to Solutions for Congested Corridors Program

• Changes to Accessibility and Economic Development Criteria
• Community Engagement Evaluation Criterion
• Revisions to SB 1 Competitive Programs Transportation Equity Supplement
Evaluation Criteria

Proposed Change

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.

   The nomination must 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.

4. 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 access to economic opportunities and the movement of goods and services in the region? Identify and discuss other economic impacts the project will have.
3. 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 disadvantaged or historically impacted and marginalized communities. To respond to this criterion, refer to the SB 1 Competitive Programs Transportation Equity Supplement in Appendix E.

In consideration of projects' impacts 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 process 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 there are disadvantaged or historically impacted and marginalized communities within the project study area, how were they engaged? How was their input 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 E.
- 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 on disadvantaged or historically impacted and marginalized populations.
A Regional Definition such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization or Regional Transportation Planning Agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region’s broader planning purposes rather than only to apply for SB 1 Competitive Program funding.

Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tool at https://www.transportation.gov/grants/mpo-areas-persistent-poverty-and-historically-disadvantaged-communities-1

2022 DRAFT SCCP Guidelines
Appendix E, Section A
“Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups”

*Also Refer to Attachment in the Handouts Tab
Agenda Review

- Comprehensive Multimodal Corridor Plans (CMCPs)
- California Air Resources Board (CARB) Presentation
  - Air Quality & Greenhouse Gases Evaluation Criterion
- Project Nominations Overview
- New Guidelines Additions
COMPREHENSIVE MULTIMODAL CORRIDOR PLANS (CMCPs)

BRIGITTE DRILLER
Assistant Deputy Director | Planning
Streets and Highways Code Section 2391 requires that SCCP funds "shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly-traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects."
5. Comprehensive Multimodal Corridor Plans

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan (also known as CMCPs). 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 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 Appendix B with the project nomination. This form must be signed by the Agency Director.

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

Proposed Changes

2022 DRAFT SCCP Guidelines
Appendix B

- Checklist rows are derived from Section 9.2 of the 2018 CMCP Guidelines, “Key Elements of a CMCP.”

- Form must be signed by Agency Director and included with the nomination.
Questions?

BRIGITTE DRILLER
Assistant Deputy Director | Planning
CARB Proposed Changes for SCCP Cycle 3

1. New Criteria (for CAPTI implementation)

2. CARB Approach to Reviewing Applications
Proposed for SCCP Cycle 3: New Criteria

CAPTI requires:
• Supporting Zero Emission (ZE) Vehicle (ZEV) Deployment
• Incentivizing Land Conservation
• Climate Adaptation

To help implement CAPTI, the proposed SCCP language adds:
• Evaluated Criteria (to meet short-term goals)
• Non-Evaluated Criteria (to progress to medium-term goals)
Expanded Evaluated Criteria for AQ/GHG

- CAPTI Strategy 2: Support ZEV deployment and transit

- Air Quality (AQ)/Greenhouse Gases (GHG) Co-Benefit - New Potential Strategies:
  - ZEV-refueling infrastructure (bus or light-duty)
  - Purchase ZE equipment
  - ZEV maintenance or training facilities
Expanded Evaluated Criteria for AQ/GHG

Providing examples:

- Purchase and operation of ZEVs and equipment
- Installation of charging or hydrogen refueling infrastructure, with public accessibility
- Providing ZEV-fueling infrastructure for transit buses to electrify fleets
- Installation of infrastructure to operate ZEVs or equipment, such as catenary systems
- Development of ZEV maintenance facilities
Other Criteria for CAPTI Implementation

Non-evaluated criteria advance CAPTI’s medium-term strategies in the areas of:

• Climate Adaptation
• Land Conservation
Other Criteria for CAPTI Implementation

CAPTI Strategy 5: Climate Adaptation

• Consider impacts of changes in temperature and precipitation, wildfire, and sea-level rise
  o Realign, relocate, or replace infrastructure
  o Include roadway warning systems for extreme weather events
  o Expand emergency evacuation corridors
  o Provide transit shelters
  o Climate-adaptive considerations for ZEVs
  o Vegetative management along roadways
Other Criteria for CAPTI Implementation

CAPTI Strategy 5: Land Conservation

• Project minimizes impact on natural and working lands
  o Avoids land conversion or disrupting habitats
  o Designs structures to reduce project stressors
  o Restoration and conservation

• Natural or green infrastructure solutions
  o Greenspaces and tree planting
Other Related Guidance and Clarifying Language

• Clarifying that projects must be consistent with the Sustainable Communities Strategy, in the “Purpose” section

• Adding Shared Mobility projects as an example specifically mentioned in the “Eligible Projects” section

• Identifying ZEV infrastructure as an example of a highest-rated nomination, in the “Project Rating Process” section
CARB Approach to Application Review

• Emissions Reductions
• Vehicle Miles Traveled (VMT) Impacts
• Zero-Emission Technology Deployment
Emissions Reductions

- GHG Emission Reductions
- GHG Emission Reductions Cost-Effectiveness
- Air Pollutant Emissions Reductions
  - Nitric Oxide (NOx), Particulate Matter (PM)10, PM2.5, Sulfur Oxide (SOx), Volatile organic compounds (VOC)

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VMT Impacts

Congestion Evaluation Criterion:

*Will the project reduce or minimize [VMT] while maximizing person throughput in the corridor? If so, how?*

- Change in average daily traffic
- Change in vehicle occupancy
- Induced VMT from highway expansion
- Active transportation, micromobility, or transit
## VMT Impacts

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Zero-Emission Technology

• Support ZE infrastructure deployment
  • Build ZE infrastructure
  • Improve access to ZEV refueling
  • Purchase ZE equipment

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<th>GHG/AQ Evaluation Criteria</th>
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Questions?

Contact

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PROJECT NOMINATIONS OVERVIEW

NAVEEN HABIB
Associate Deputy Director | SCCP
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APPENDIX A – PROJECT NOMINATIONS
Submission Requirements

⇒ Each Project nominations must use the lettering convention outlined below.
⇒ Each project nomination should be limited to 35 pages, excluding information requested in appendices.
⇒ Applicants must submit one (1) electronic and one (1) hard copy of the nomination package and one (1) electronic copy. Electronic copies should be sent via e-mail to SCCP@ctac.ca.gov. All nomination materials should be bound, addressed, and delivered to:
  California Transportation Commission
  Executive Director
  1420 N Street, MS 50
  P.O. Box 943973
  Sacramento, CA 95814
⇒ Project nominations and supporting documentation must be submitted to the Commission by 11:59 PM on Friday, December 2, 2022.
⇒ Nominations will be treated in accordance with California Public Records Act requirements and information may be publicly disclosed subject to those requirements.
NEW GUIDELINES ADDITIONS

NAVEEN HABIB
Associate Deputy Director | SCCP
New Guidelines Additions

- Section 5 - CMCPs (added new language to clarify submission requirements and a new CMCP Self-Certification Form in Appendix B)
- Section 10 - Eligible Projects (new options added)
  - Dedicated bus-on shoulder facilities
  - Intelligent transportation systems
  - ZEV charging and infrastructure
  - Broadband installation
  - Shared-mobility projects
New Guidelines Additions

- Sections 17.2.2 - Accessibility, 17.2.3 - Community Engagement, 17.2.4 - Economic Development & Job Creation and Retention (equity integration)
- Section 17.2.5 - Air Quality & Greenhouse Gases (ZEV charging and infrastructure)
- Section 19 – Committed/Uncommitted Funds (added federal discretionary grant programs as acceptable uncommitted funds)
- Section 30 - Title VI Requirements (standard language added to prohibit discriminatory practices in compliance with the Commission’s Nondiscrimination Program)
Closing & Next Steps
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

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Thank You!