

2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) WORKSHOP



Friday, April 15, 2022



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

GoToWebinar Logistics



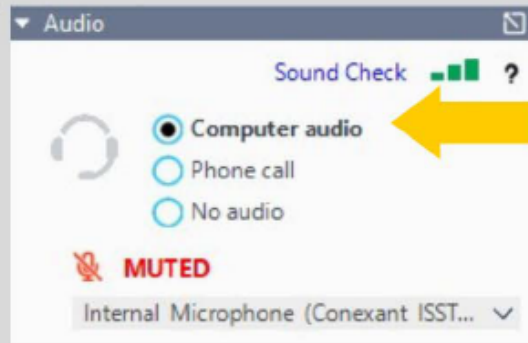
1

SELECT AN AUDIO OPTION

Now that you have successfully joined the webinar, select the "Audio" tab in the panel and choose one of the following options:

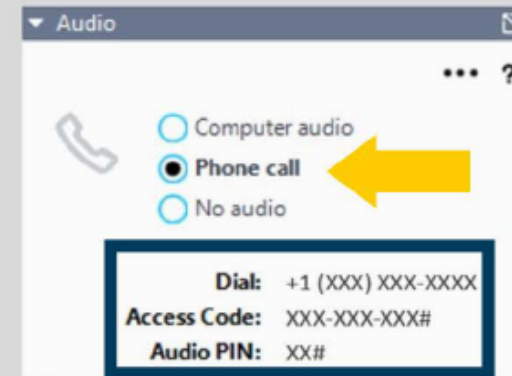
Computer Audio

This will be preselected as it is the system's automatic setting.



Phone Audio

Select "Phone Call" and dial the phone number, access code and pin as directed by the automated system.

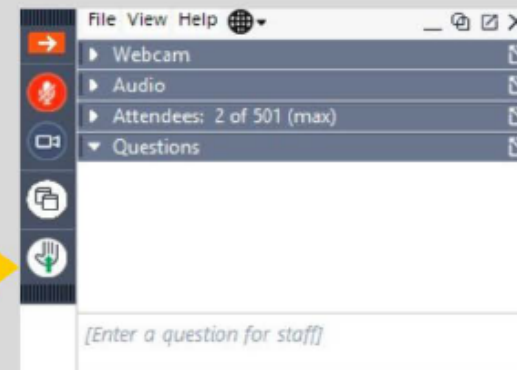


2

HOW TO PARTICIPATE

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

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

Recap - DRAFT 2022 SCCP Guidelines

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.**

2022 DRAFT SCCP Guidelines

Section 16

Page 12

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.**

2022 DRAFT SSCP Guidelines

Section 17.2.2

Page 14

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.

2022 DRAFT SSCP Guidelines

Section 17.2.4

Page 15

Evaluation Criteria

Proposed Change - Community Engagement



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.

2022 DRAFT SCCP Guidelines

Section 17.2.3

Page 15

Evaluation Criteria

Proposed Change – SB 1 Comp Programs Equity Supplement



- 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/mpdg-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



Workshop Focus



COMPREHENSIVE MULTIMODAL CORRIDOR PLANS (CMCPs)

BRIGITTE DRILLER

Assistant Deputy Director | Planning

CMCP Introduction



2018 CMCP Guidelines

Adopted December 5, 2018
Resolution G-18-50

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."

2018 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN GUIDELINES

*Developed pursuant to California Streets and Highways Code Section 2396 for the
Solutions for Congested Corridors Program*

Adopted December 5, 2018
Resolution G-18-50

California Transportation Commission



CMCPs in SCCP Guidelines

Proposed Changes



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.

2022 DRAFT SCCP Guidelines

Section 5

Page 5

CMCP Self Certification Form

Proposed Changes



CMCP CHECKLIST			
CMCP Key Elements	Yes / No	Page #	
Demonstration of state, regional, and local collaboration as applicable.			
Inclusion of specific corridor objectives.			
Identification and evaluation of performance impacts of recommended projects and strategies.			
Discussion of induced demand analysis for highway and local road projects as applicable.			
Application of a range of performance metrics for the set of recommended projects and strategies.			
Recommendations and prioritization of multimodal improvements for funding.			
Identify a timeline for implementation (e.g., short, medium, and long-term projects).			
Discussion of potential funding sources for transportation improvements.			
Inclusion of strategies for preserving the character of the local community and creating opportunities for neighborhood enhancement projects.			
Description of 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.			
Description of how the plan incorporates the principles of the California Transportation Plan, the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans.			
Description of how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, where applicable.			
Description of how the plan is consistent with other applicable regional or local planning frameworks such as local jurisdiction land use plans.			
Incorporation of broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.			
Explanation of how community representatives and the general public were engaged throughout the development of the plan.			
Explanation of how engagement with planning partners and stakeholders was conducted for the plan.			
Description of how disadvantaged communities were specifically engaged.			
Description of how feedback received influenced the final plan.			

Approval by CMCP Agency Director			
FIRST & LAST NAME	TITLE	SIGNATURE	MM/DD/YYYY DATE

2022 DRAFT SSCP 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



Solutions for Congested Corridors Program Workshop

JOSH ROSA

Transportation Policy & Funding Program Specialist | Climate Investments Branch

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
 - Realign, relocate, or replace infrastructure
 - Include roadway warning systems for extreme weather events
 - Expand emergency evacuation corridors
 - Provide transit shelters
 - Climate-adaptive considerations for ZEVs
 - Vegetative management along roadways



Other Criteria for CAPTI Implementation

CAPTI Strategy 5: Land Conservation

- Project minimizes impact on natural and working lands
 - Avoids land conversion or disrupting habitats
 - Designs structures to reduce project stressors
 - Restoration and conservation
- Natural or green infrastructure solutions
 - 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 (NO_x), Particulate Matter (PM)₁₀, PM_{2.5}, Sulfur Oxide (SO_x), Volatile organic compounds (VOC)

GHG/AQ Evaluation Criteria	Evaluation Method	Information Source	Priority
Overall Emissions Impact	GHG Emission Reductions	Cal B/C	High
	GHG Emission Reductions Cost-Effectiveness	Cal B/C	High
	Air Pollutant Emissions Reductions	Cal B/C	High

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

GHG/AQ Evaluation Criteria	Evaluation Method	Information Source	Priority
VMT Reduction	Δ in “Average Daily Traffic” or VMT	Cal B/C	High
	Δ in number of lanes (general, high-occupancy, etc.)	Cal B/C	Medium
	Alternatives to highway capacity expansion	Narrative	Medium
	Active transportation or micro-mobility	Narrative	Medium
	Δ in “Average Vehicle Occupancy”	Cal B/C	Medium
	Δ in “Annual Person-Trips” for rail and transit	Cal B/C	Medium
	Δ in “Annual Person-Trips” per “Annual Vehicle-Miles” for rail and transit	Cal B/C	Medium



Zero-Emission Technology

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

GHG/AQ Evaluation Criteria	Evaluation Method	Information Source	Priority
Deployment of ZEV Technology	How does the project support ZEV deployment?	Narrative	High

Questions?

Contact

Josh Rosa

Transportation Policy & Funding Program Specialist

Climate Investments Branch

(916) 531-5723

Josh.Rosa@arb.ca.gov



PROJECT NOMINATIONS OVERVIEW

NAVEEN HABIB

Associate Deputy Director | SCCP

Project Nominations & Appendices

Proposed Changes



APPENDICES

Appendix A	Project Nominations.....	1
Appendix B	2022 SCCP Comprehensive Multimodal Corridor Plan Self-Certification Form.	7
Appendix C	Electronic Project Programming Request.....	9
Appendix D	Performance Indicators & Measures.....	10
Appendix E	SB 1 Competitive Programs' Transportation Equity Supplement....	15
Appendix F	2022 SCCP Land Use Efficiency & Prohousing Supplement	20
Appendix G	State Highway System Project Impact Assessment	36

2022 DRAFT SCCP Guidelines

APPENDIX A – PROJECT NOMINATIONS

Submission Requirements

- ⇒ ~~Each~~ Project nominations must use the lettering convention outlined below.
- ⇒ Each project nomination ~~should be~~ is limited to 35 pages, excluding information requested in appendices.
- ⇒ Applicants must ~~submit email one (1) electronic two (2) hard copy~~ of the nomination package and one (1) electronic copy. Electronic copies should be sent via e-mail to SCCP@catc.ca.gov. All nomination materials should be bound, addressed, and delivered to:
~~California Transportation Commission~~
~~Executive Director~~
~~4120 N Street, MS 52~~
~~P.O. Box 942873~~
~~Sacramento, CA 95814~~
- ⇒ Project nominations and supporting documentation must be submitted to the Commission by **11:59 PM on Friday, December 2, 2022** ~~June 30, 2020~~.
- ⇒ 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



✓ **Solutions for Congested Corridors Program**

Naveen Habib, Associate Deputy Director

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

✓ **SB 1 Programming**

Matthew Yosgott, Deputy Director

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



Thank You!