

**2022  
SOLUTIONS FOR  
CONGESTED CORRIDORS PROGRAM  
DRAFT GUIDELINES**

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Resolution G-22-XX



**California Transportation Commission**

## **CALIFORNIA TRANSPORTATION COMMISSION 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES**

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## 1. Purpose

The primary objective of the statewide, competitive Solutions for Congested Corridors Program is to fund projects that implement specific transportation performance improvements to reduce congestion in highly traveled and highly congested corridors throughout the state. Funded projects provide more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All Solutions for Congested Corridors Program-funded projects are part of a regional transportation plan, a comprehensive **multimodal** corridor plan, **and (where applicable) a Sustainable Communities Strategy that achieves the region's greenhouse gas emissions reduction targets.**

## 2. Authority and Purpose

The [Road Repair and Accountability Act of 2017, or Senate Bill \(SB\) 1 \(Beall, Chapter 5, Statutes of 2017\)](#), created the Solutions for Congested Corridors Program and annually appropriates two hundred and fifty million dollars (\$250,000,000) to the Program from the State Highway Account. The California Transportation Commission (Commission) allocates these funds to projects that reduce congestion across the state through transportation, environmental, and community access improvements.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program. The Commission may amend these guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the guidelines before a call for projects or may extend the deadline for project nominations submission to comply with the amended guidelines.

These guidelines were developed in consultation with the California Air Resources Board, California Department of Housing and Community Development, California Department of Transportation (Caltrans), Regional Transportation Planning Agencies, advocacy groups, and other transportation stakeholders.

## 3. Schedule

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 29-30, 2022
Guidelines Submitted to the Legislature	July 14, 2022
Guidelines Adoption & Call for Projects	August 17-18, 2022
<b>Project Nominations Due</b>	<b>December 2, 2022</b>
Staff Recommendations Released	June 8, 2023
Program Adoption	June 28-29, 2023

#### 4. Funding and Program Cycle

Two hundred and fifty million dollars (\$250,000,000) will be available upon appropriation to the Solutions for Congested Corridors Program annually. Any unused balance or savings generated will be added to the available funding in the following cycle. The Commission intends to program two years of funding in the 2022 Program in fiscal years (FY) 2023-24 and 2024-25.

The last year of programming in the 2020 Program (FY 2022-23) will be carried into the 2022 Program.

#### 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.**

~~For the 2020 Program, if the nominating agency has not prepared a Corridor Plan consistent with the Corridor Plan Guidelines, the nominating agency may use the following types of plans:~~

~~Existing Plan — An existing multimodal plan must be consistent with the intent of the Corridor Plan Guidelines, was prepared with a public input process, and utilizes the most recent planning assumptions available, as determined by the agency.~~

~~Plan Update — An update to an existing multimodal plan must be consistent with the intent of the Corridor Plan Guidelines. A plan update is expected to include a public input process and utilize the most recent planning assumptions available.~~

**Hybrid Plan** — An agency may conduct an integrated analysis of existing plans within a corridor (such as mode specific plans along a corridor). This effort must be consistent with the intent of the Corridor Plan Guidelines. A hybrid plan is expected to utilize the most recent planning assumptions available, and demonstrate that the integrated plans, proposed projects, and modal components proposed in the hybrid plan included a public input process.

**New Plan** — An agency may use a completely new plan that has been prepared consistent with the intent of the Corridor Plan Guidelines.

Beginning with the 2022 Program, all projects nominated for the Congested Corridors Program must be included in a comprehensive multimodal corridor plan. The comprehensive multimodal corridor plan must be prepared consistent with the approved Comprehensive Multimodal Corridor Plan Guidelines.

## 6. Matching Requirements

Projects funded by the Solutions for Congested Corridors Program do not require a match. While there is no match requirement ~~for this funding source~~, funding leverage is desirable and will be considered in the ~~project's evaluation of projects~~ as detailed in Section **1716.3**.

~~Nominated Consideration will also be given to~~ projects that leverage funding from private, federal, state, local, **and/or** regional sources that are discretionary funds **will also be considered in the project's evaluation**.

## 7. Funding Restrictions

The Solutions for Congested Corridors Program shall only fund:

- The construction phase of a capital project.
- Projects that are included in a comprehensive multimodal corridor plan.
- Projects that are included in a currently adopted regional transportation plan.
- Projects that have completed the environmental process.
- Projects' funding plan demonstrates fully committed funds for the project.
- Projects that have independent utility, meaning they must have standalone benefits specific to a corridor.
- Projects that will be ready to start construction by December 31, 2025.

The Solutions for Congested Corridors Program funds shall not:

- Be used to supplant other committed funds.
- Fund cost increases. The implementing agency must provide evidence of its ability to absorb any cost overruns and deliver the project with no additional funding from the Solutions for Congested Corridors Program.

- **For projects jointly nominated by Caltrans and a local agency, the Commission expects the responsibility to pay for cost increases will be negotiated and agreed upon through a funding agreement between both agencies before nomination.**

Projects on the state highway system and/or projects implemented by Caltrans require a Caltrans-approved Project Report. Consistent with Sections 15 and 17, the Commission intends to fund multiple projects throughout the state, with at least one project in a county with a population of 500,000 or less.

## 8. Reimbursement

The Solutions for Congested Corridors Program is a reimbursement program for eligible costs incurred. An agency may begin incurring eligible costs upon allocation. However, reimbursement is dependent upon entering into an agreement with Caltrans.

Costs **that are not eligible for reimbursement include costs** incurred before Commission allocation approval and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) **are not eligible for reimbursement**.

## 9. Eligible Applicants

**Pursuant to the Streets and Highways Code, Section 2392, the following are eligible to nominate projects for Solutions for Congested Corridors funding:**

- **Caltrans.**
- A regional transportation planning agency.
- A county transportation commission.
- An authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code **or Caltrans may nominate projects for funding.**

The Commission encourages regional agencies and Caltrans to work collaboratively to plan, program, implement, operate, and manage transportation facilities as an integrated system **with the objective of maximizing to maximize** available resources and overall transportation system performance. **In an effort to To** encourage collaboration, priority will be given to those projects that are jointly nominated by multiple eligible **applicants agencies**.

For jointly nominated projects, the implementing agency **or agencies** assume responsibility **for** and accountability **of** the project **as well as and** the use and expenditure of the Solutions for Congested Corridors Program funds.

The Commission expects collaboration and cooperation between the applicable regional transportation agency and Caltrans for all projects on the state highway system.

## 10. Eligible Projects

The Commission **allocates** ~~intends to funds~~ **to** transformative projects that ~~make specific improvements designed to~~ reduce congestion in highly traveled and highly congested corridors through **transportation, environmental, and community access improvements.**

The Commission encourages **nominating** projects that align with the state's climate goals, manage congestion through innovative strategies, and ~~encourage~~ **include** multimodal solutions. **Furthermore, the Commission encourages projects that identify and incorporate the installation of conduit and/or fiber where appropriate and feasible along strategic corridors.**

These improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle, and pedestrian facilities, or required mitigation or restoration or some combination thereof. To the extent beneficial, cost-effective, and practicable, proposed nominations should incorporate complete street elements into projects, including but not limited to elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

Projects eligible for funding under the program include, but are not limited to, the following:

- Addition of high-occupancy vehicle lanes and managed lanes.
- New or existing transit infrastructure improvements for new or improved service including adding roadway capacity for new or improved transit service, such as bus-only lanes **or dedicated bus-on-shoulder facilities**; traffic signal priority for a new or improved bus or light rail service; adding rail capacity or implementing other rail improvements; operational and/or safety improvements that allow for faster transit speeds, more reliable service, or more frequent service; improvements at transit stations that allow for improved safety, operational efficiency, or additional capacity.
- Adding new or improving existing rail infrastructure such as construction of track siding to allow for trains to pass; adding railroad capacity by expanding the number of tracks serving the rail corridor; operational and/or safety improvements that allow for faster train speeds; improvements at rail stations that allow for improved safety, operational efficiency, or additional capacity.
- Transit hubs for multimodal transportation modes including network fare integration and fare modernization systems to increase linked trips.
- Transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.
- Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, or other rolling stock.

- Operational improvements such as interchange and ramp modifications, auxiliary lanes for merging or weaving between adjacent interchanges, passing lanes, curve corrections and alignment improvements, truck climbing lanes, signals and/or intersection improvements, two-way left-turn lanes, channelization, turnouts, railroad at-grade crossings improvements or separations, shoulder widening.
- Closing gaps in the street network including general-purpose mainline lanes on local streets and roads.
- Safety improvements such as wet pavement corrections, curve corrections, shoulder widening, high friction treatment, left turn channelization, safety barriers, new guardrail, end treatments and crash cushions, rumble strips, lighting, glare screen, rock fall mitigation, overcrossing pedestrian fencing, or bikeways and crosswalk safety enhancements.
- Direct mitigation or other regulatory requirements of a transportation project or facility funded under the Solutions for Congested Corridors Program, including restoration or protection of critical habitat and open space.
- 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.** ~~like Intelligent Transportation Systems.~~
- Projects that include supporting infrastructure for the deployment of current and future technologies, such as zero-emission vehicle charging or **hydrogen fueling stations and upgrades to maintenance facilities supporting zero-emission vehicles.**
- Transportation Management Systems and Transportation Demand Management, **and those that include broadband installation (conduit and/or fiber).**
- Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage.
- Pedestrian facilities, including sidewalks, walkways, paths, driveways, crosswalks, median islands, ramps, pedestrian bridges, and tunnels.
- **Shared-mobility projects that enable services such as bike-share, scooter-share, microtransit, or other similar new mobility service that create alternatives to auto use.**

Projects that propose to construct a toll transportation facility and are successful in the Solutions for Congested Corridors Program must request approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines within six months of the project being programmed and before allocation.

Highway lane capacity-increasing projects funded by this program are limited to high-occupancy vehicle lanes, managed lanes, and other non-general-purpose lanes designed to improve safety for all modes of travel.

General-purpose lanes on the state highway system are not eligible for funding in the Solutions for Congested Corridors Program. If a project nomination includes general-purpose lanes as part of the overall project, the nominating agency must certify that no funding from the Solutions for Congested Corridors Program will fund the general-purpose lanes. In addition, the benefits and impacts of the eligible and ineligible components must be separated and defined in the application. Further, if the project is programmed in the Solutions for Congested Corridors Program, the recipient agency must track and report project benefits for both components, including reporting the net overall project benefits and impacts.

Projects on railroad corridors that do not serve passenger rail are not eligible for funding.

## 11. Environmental Process

**A project will only be programmed if, at the time of program adoption, either the project-level environmental process or the final draft of a project-level environmental document is complete in accordance with the California Environmental Quality Act (CEQA).**

**Federalized projects will only be programmed if, at the time of program adoption, either the project-level environmental process or the final draft of a project-level environmental document is complete in accordance with the National Environmental Policy Act (NEPA).**

**Environmental clearance must be achieved within six months of program adoption. Funds will not be allocated to any portion of a project until all modes of the project have completed the environmental process. If these requirements are not met, the project will be deleted from the program.**

## 12. Delivery Methods

The Commission supports and encourages innovative delivery methods. If a project is expected to use a delivery method other than design-bid-build, the nomination should identify the delivery method as part of the proposal. If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known.

For a project expected to use a design-build or design-sequencing delivery method, the Commission will program the Solutions for Congested Corridors Program funds in the construction component of the project. The allocation however may be a combined amount to include design, right of way, and construction.

When using the Construction Manager/General Contractor (**also referred to as CMGC**) delivery method, the project will be programmed and allocated in the same manner as design-bid-build. During the environmental or design phase, Construction Manager/General

Contractor contract costs are considered environmental and/or design phase expenditures. As the project advances in the design phase, it may be desirable to separate the project into packages for efficiencies in the construction delivery. If this is the case, the project may be separated into **separate distinct** delivery contracts and the Commission must be notified as soon as possible. The delivery dates and the scope of work must be consistent with the approved baseline agreement.

### 13. Project Segmenting

Scaling a project into segments because of its size, funding, or delivery schedule may be necessary for certain large corridor projects. When segmenting a project into separate independent segments, the nomination should **discuss address** the total corridor and the reasons for **project segmentation** ~~ing the project. The nomination should address how each segment of the corridor project will be delivered and include an estimated timeline for completing the overall project and each segment in the corridor.~~

**A** ~~The project evaluation of the project~~ will be **evaluated** based on the segment proposed for funding. Therefore, the nomination should: **clearly** identify the benefits (outputs/outcomes) for the segment proposed for funding, provide a full funding plan of the segment, demonstrate the segment's independent utility, **how it will be delivered, and include an estimated timeline of overall project completion and each segment in the corridor.**

Proposed projects (or segments) that complete a corridor as defined in a Corridor Plan will be given priority for funding.

### 14. Multimodal Projects / Modes / Contracts

Project nominations may include multiple modes to be delivered in separate contracts (i.e. roadwork, rail work, bike lanes), referred to as project modes. The **project applicant nomination** must identify the scope of work for each project mode. The benefits (outputs/outcomes) that will be achieved may be described for all project modes combined in the project nomination. If a proposed project mode does not **demonstrate establish** a clear connection or benefit to the corridor, as demonstrated in a corridor plan, the Commission may choose to not fund that individual project mode.

If the scope of a project mode includes multiple independent contracts to achieve the benefits as proposed (e.g., a rail project mode may include tracks, vehicle purchases, station improvements), the **project application nomination** must identify the scope, funding plan, and schedule for each contract (each contract should have a separate Project Programming Request Form), including any contracts ~~not that do not~~ request Solutions for Congested Corridors Program funds. The nomination should explain the strategy for project delivery. If ~~subsequent to program adoption~~, the project is divided into independent contracts **after**

**program adoption**, it ~~should must~~ be reported to the Commission as soon as possible. A project amendment must be approved by the Commission before allocation.

## 15. Screening Criteria

~~Nominations will receive an initial screening by~~ The Commission **will screen all project nominations** for completeness and eligibility before ~~moving they are moved~~ to the evaluation process.

~~Incomplete or ineligible applications~~ Project nominations that are deemed incomplete or ~~ineligible may~~ **will** not be evaluated.

**Agencies that plan to submit multiple project nominations must clearly prioritize those nominations.**

**Project** nominations will be screened for the following:

- **A completed Project Nomination prepared and submitted in accordance with the 2022 Solutions for Congested Corridors Guidelines and instructions provided in Appendix A.**
- The project meets the primary objective of the Solutions for Congested Corridors Program as specified in Section 1.
- The project is included in an adopted regional transportation plan.
  - If the project is within the boundaries of a Metropolitan Planning Organization, the adopted regional transportation plan will include a Sustainable Communities Strategy determined by the California State 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 Section 5.
- The project demonstrates that any negative environmental/community impacts will be avoided or mitigated.
- The project demonstrates that all other funds for the proposed project (segment) are committed.

## 16. Project Rating Process

All project nominations that meet the screening criteria **specified in Section 15** will be evaluated and selected through a competitive process.

**Project nominations will be rated using the evaluation criteria specified in Section 17.**

Each evaluation criteria will be scored as:

- High
- Medium-High

- Medium
- Medium-Low
- Low

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.**

The Commission may collaborate with other state agencies to evaluate project nominations: the California Air Resources Board (to review the air quality **and greenhouse gas reduction** benefits); the California Department of Housing and Community Development (to review the efficient land-use and housing benefits); and Caltrans (to review the Life-Cycle Benefit-Cost Analysis).

## 17. Evaluation Criteria

**Responses in the project nominations must document quantitative and qualitative measures which demonstrate how a project meets each of the congestion and additional evaluation criteria identified below. Each section must be addressed, including the performance metrics.**

### 176.1 Primary Congestion Evaluation Criteria

**Project nominations must demonstrate how The primary evaluation will be based on how well a-the project meets the primary objective of the Solutions for Congested Corridors Program as identified in Section 1. 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 Illustrate** how much worse **will** the problem **get-may become** under the no-build environment. Identify any other **completed or ongoing** improvements **have been done** in the corridor and the impacts of not completing the corridor. Identify and **discuss address** other issues **present within** the corridor **faces**.

- **Discuss Explain** 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.**

## **176.2 Secondary Additional Evaluation Criteria**

**Project nominations must demonstrate** A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with identified co-benefits of the proposed project. While it is expected that together, the projects funded in the Solutions for Congested Corridors Program will provide diverse benefits in a variety of areas, individual projects may not be able to demonstrate benefits in all of these areas.

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.

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? **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. **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.

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.

**5. 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? **Potential strategies may include improving access to zero-emission vehicle charging or hydrogen fueling infrastructure and the deployment of zero-emission equipment and vehicles.**

**Specifically, these strategies may include:**

- Purchase and operation of zero-emission vehicles and equipment.
- Installation of charging or hydrogen refueling infrastructure, with public accessibility where feasible.
- Providing zero-emission vehicle fueling infrastructure for transit buses and light-duty zero-emission vehicles as a way to electrify fleets and to improve ridership for users charging their vehicles at transit stations, respectively.
- Installation of infrastructure to operate zero-emission vehicles or equipment, such as catenary systems.
- Development of zero-emission vehicle maintenance facilities.

**6. 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 place (or in development) in the project area which support efficient land-use patterns and/or incorporate Prohousing criteria. These can include, but are 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-secp-land-use-efficiency-supplement-a11y.pdf](https://catc.ca.gov/_/media/ctc-media/documents/programs/sccp/2020113-final-secp-land-use-efficiency-supplement-a11y.pdf); or~~

- Policies identified in the *Land Use Efficiency & Prohousing Supplement* in Appendix F, developed in partnership with the California Department of Housing and Community Development.
  - 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 and/or mixed-use development** with multimodal choices.

**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 **the** 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.

## **18. Programming**

The Solutions for Congested Corridors Program will be developed consistent with the annual amount of funds available for the Program. There are no regional guarantees, minimums, or targets for this program. All nominated projects will be evaluated based on the evaluation criteria as specified in Section 17. The Commission will not program more than one-half of the funds available each year to projects nominated exclusively by Caltrans.

## **19. Committed/Uncommitted Funds**

The Commission will program funding to the projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of the Solutions for Congested Corridors Program funds and other committed funds and uncommitted funds.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program and federal formula transit funds, the commitment may be by Federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs: Trade Corridor Enhancement Program, **and** Local Partnership Program, **or a federal discretionary grant program**. The agency must indicate its plan for securing a funding commitment, explain the

risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed.

Projects programmed by the Commission in the Solutions for Congested Corridors Program will not be given priority in other programs under the Commission's purview.

## 20. Project Amendments

Project amendments will be considered for the Solutions for Congested Corridors Program as follows:

- Cost Changes – The Solutions for Congested Corridors Program will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. If there is a change in the cost estimate, the Commission should be notified as soon as possible in writing explaining the change and the plan to cover the increase. A revised Project Programming Request form identifying the source of funding must also be included.
- Schedule changes – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 24. For projects programmed in the last year of the 2018 Solutions for Congested Corridors Program, the agency may request by June 1, 2020 to reprogram the project only once with a justification. The request must include: a cover letter from all the partners that nominated the project; a clear and concise explanation for the request; the extraordinary circumstances that led to the request; consequences if the request is not approved; and an updated Project Programming Request. The Commission may approve the request only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the change at the time the 2020 Program is adopted.
- Scope changes – The Commission may consider minor changes to the scope of the project if there are no impacts to the project benefits or the scope change increases the benefits of the project. If the proposed scope changes are significant, and the project benefits are decreased, the Commission will evaluate the proposed changes and decide whether to continue funding the project or to delete the project from the program.

## 21. Allocations

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and Commission allocation is 60 days.

The Commission will consider the allocation of funds for a project when it receives an allocation request with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, consistency with the executed Baseline Agreement, and the availability of all identified and committed supplementary funding. The Commission will only consider an allocation of construction and/or construction support funds to projects that are ready to advertise.

For projects that are ready to advertise, the Commission expects Caltrans to certify that a project's plans, specifications and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Projects not ready for advertisement will not be placed on the Commission's agenda for allocation approval.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act.

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted Solutions for Congested Corridors Program. If there is a cost increase to the project, the implementing agency must submit an updated Project Programming Request that identifies the cost increase and the fund source that will cover the cost increase. If a fund source(s) is not identified to cover the cost increase, the project will be deleted from the Solutions for Congested Corridors Program.

When Caltrans is the implementing agency, construction support costs must be allocated separately from construction capital costs.

The agency must not award the contract for a project until the Commission has allocated the funds for the project.

## **22. Letter of No Prejudice**

The Commission will consider approval of a Letter of No Prejudice to advance a project programmed in the Solutions for Congested Corridors Program. Approval of the Letter of No Prejudice will allow the agency to begin work and incur eligible expenses prior to allocation. The Letter of No Prejudice Guidelines were adopted in October 2017 and are available on the Commission's website.

## **23. Timely Use of Funds**

The Solutions for Congested Corridors Program allocations must be requested in the fiscal year of project programming and are valid for award for six months from the date of allocation unless the Commission approves an extension. When programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved extension, the project will be deleted from the Solutions for Congested Corridors Program.

After award of the contract, the implementing agency has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary, to accommodate the proposed expenditure plan for the project.

The Commission may extend the deadline only once for each delivery deadline only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.

## **24. Delivery Deadline Extensions**

The Commission may extend a deadline for allocation and award upon the request of the implementing agency. The extension will not exceed 12 months. The extension will only be granted if it is for an extraordinary circumstance beyond the control of the implementing agency.

Upon request of the implementing agency, the Commission may extend the deadline for expenditure and for project completion. The extension cannot exceed more than 20 months for project completion and 12 months for expenditure. The extension will only be granted if it is for an extraordinary circumstance.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.

## **25. Project Cost Savings**

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by Commission staff prior to contract award. All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Savings at project completion must be returned proportionally except when an agency has, after project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings must be returned proportionally, through a Commission action, and made available for programming in subsequent programming cycles.

## **26. Project Reporting**

SB 1 places responsibility on the Commission to track the performance of and report to the public how well funding recipients are delivering projects receiving the Solutions for Congested Corridors Program funds. The reporting requirements as outlined in the Commission's Accountability and Transparency Guidelines will be required for all projects programmed in the Congested Corridor Program.

## **27. Project Tracking Database**

Caltrans is responsible for developing, upgrading, and maintaining an electronic database record of the adopted Congestion Corridors Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, progress of the project, and a map. The project information from the database will be accessible through Caltrans' website.

## **28. Project Auditing**

The audit requirements as outlined in the Commission's Accountability and Transparency Guidelines will be required for all projects programmed in the Congested Corridor Program.

## **29. Project Signage**

The implementing agency must, for all projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should comply with applicable federal and/or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

## **30. Title VI Requirements**

**Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. (“Title VI”) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.**

**All projects programmed for Solutions for Congested Corridors Program funds shall comply with Title VI requirements, as follows:**

- **The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.**
- **The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all federal and state statutes and implementing regulations relating to nondiscrimination.**
- **A current list of Title VI nondiscrimination and related authorities is available on the Commission's website at: <https://catc.ca.gov/programs/equity-and-public-engagement/title-vi-information>.**

## 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 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](mailto:SCCP@catc.ca.gov). All nomination materials should be bound, addressed, and delivered to:  
~~California Transportation Commission  
Executive Director  
1120 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.

#### A. Cover Letter

The cover letter must be addressed to the California Transportation Commission's Executive Director and identify the nominating agency or agencies. Nominations from regional agencies must include the signature of the Chief Executive Officer or another authorized officer of the agency. Nominations from Caltrans must include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Jointly nominated projects must have the duly authorized signatures of both agencies. Where a project is to be implemented by an agency or multiple agencies other than the nominating agency, the nomination must also include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.

Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the nomination.

#### B. Fact Sheet

- A one- or two-page fact sheet describing the project scope, cost schedule, and benefits (outputs/outcomes). **The fact sheet must also include:**
  - **A brief narrative of how the project 1) would impact greenhouse gas emissions, 2) considers transportation equity, and 3) mitigated or avoided negative community impacts to result in better outcomes. The narrative must be in “plain language” to enable a non-technical audience to understand it.**

- **A high-quality project picture or rendering of at least 300 Dots Per Inch (DPI).**
- **A high-quality picture or rendering of at least 300 DPI of the nominating agency's logo. If there are multiple nominating agencies, each agency's logo must be included.**
- The fact sheet will be posted on the Commission's website and therefore must meet the latest state and federal web accessibility laws and standards.

### C. General Information

- Project title, with a brief non-technical description of the project, total project cost, and requested amount. If the project includes multiple project modes, each project mode must be described.
- Project background and a purpose and need statement.
- A concise description of the type of project, scope, and anticipated benefits (outcomes and outputs) proposed for funding.
- A map (or maps) of the project location.
- Project priority (if **the** agency is submitting multiple nominations).
- When proposing a segment of a corridor, the applicant should discuss the entire corridor and why the project is being segmented. The project must demonstrate the segment proposed for funding has independent utility and include a narrative of the plan to complete **the** remaining improvements of the corridor. If proposing the last segment of the corridor, the nomination should discuss the benefits that have been achieved of all the other segments that have been completed and the benefits of completing the corridor. Conversely, the nomination should address the impacts of not completing the last segment. The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.
- Confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.
- Confirmation that the proposed nomination is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies and to the best of the nominating agency's knowledge, the project(s) proposed for funding is not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient Vehicles Rule.

### D. Screening Criteria

- A description of how the project furthers the goals, performance measures, and targets of the region's Regional Transportation Plan, and, if applicable, the Sustainable Communities Strategy. A link to the approved Regional Transportation Plan / Sustainable Communities Strategy must be included.
- A description of the corridor plan as required in Section 5. A description of how and where the proposed project is included in the corridor plan. An explanation of how the proposed project is consistent with the objectives of the corridor plan. A description of how the corridor plan is

consistent with Streets and Highways Code 2391-2394 as explained in Section 9.1 of the 2018 Comprehensive Multimodal Corridor Plan Guidelines. A link to the corridor plan must be included.

- A description of environmental and community impacts as identified in the environmental document. A link to the final environmental document, or the draft environmental document, must be included for all project modes.

## E. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build environment. Each criterion identified in Section 17 of the guidelines must be addressed. If a criterion is not addressed the project may not be funded in the Congested Corridors Program.

The required performance metrics in Appendix II will support the narrative of the criteria.

## F. Funding and Deliverability

- A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available.
- Uncommitted funds may only be from those programs identified in Section 18. If uncommitted funding is proposed, the nomination must address the plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding.
- Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or another authorized officer of the implementing agency.
- A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.
- A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan to the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, and funding commitments.

## G. Community Impacts

- A description of how local residents and community-based organizations were engaged to develop and support the project.
- A description of how the final project will address community-identified needs along the corridor with a description and quantification of the benefits the project will provide for disadvantaged or historically impacted and marginalized communities and low-income areas.
- A description of any negative impacts to disadvantaged or historically impacted and marginalized communities and low-income communities, in terms of displacement or other negative impacts, and any related mitigations.

- Include a map to identify whether or not the project is located in a **disadvantaged or historically impacted and marginalized community** or low-income community using the Disadvantage and Low-income Community Maps found at:  
<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>
- A region-specific definition of a **disadvantaged or historically impacted and marginalized community** may be used.
- Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose of the program.
- Describe how stakeholders will continue to be engaged in the project's implementation.

## H. Additional Information

- **Private Infrastructure** – Where **an** investment is proposed to improve private infrastructure, the **project** nomination must **include** documentation of assessment of public and private benefits to **show-demonstrate** that the share of public benefit is commensurate with the share of public funding. The investment of public funding must be tied to public benefits as demonstrated through a public/private benefit-cost analysis. The benefit-cost analysis should consider who owns the asset once the project is completed.
- **Rail Infrastructure** – **Rail investments documentation** should acknowledge and describe how the private railroads, regional agencies, and appropriate state agencies will **come to agreement agree upon** public and private investment levels and resulting benefits.

## I. Other Optional Project Information Areas

If applicable, project nominations may include information about the following emerging areas in transportation planning and delivery as outlined below. While these are not evaluated criteria, they will be considered in the overall evaluation of the project.

- **Climate Change Resilience and Adaptation** – The project identifies and includes project features or strategies to mitigate the impacts of climate change. Climate change poses many threats to California's environment, economy, and the resilience of the transportation system. Resilience refers to the capacity of any entity to prepare for disruptions, recover from shocks and stressors, and adapt and grow from a disruptive experience. Project nominations can evaluate multiple adaptation strategies and provide sufficient evidence for choosing certain strategies over others.

**Examples of climate change adaptation strategies:**

- Providing expanded throughput or transportation options in corridors that have been identified to support emergency evacuation.
- Including roadway warning systems for extreme weather events.
- Realigning or relocating transportation infrastructure that is impacted by sea-level rise; consideration of nature-based solutions to mitigate flooding impacts.

- Including transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases.
  - Replacing wooden infrastructure with fire-resistant infrastructure in areas vulnerable to wildfire.
  - Including zero-emission energy storage solutions to both safeguard against the loss of power and support electric vehicles in case of climate-related grid disruptions, which can include public safety power shutoffs (PSPS).
  - Incorporating ‘Complete Street’ elements, such as street trees, to provide cooling and shade for pedestrians and bicyclists.
  - Considering and planning for the impacts of climate change on active transportation options in transportation projects, as well as on public transit infrastructure.
  - Prioritizing conservation of roadside fire-resistant native plant species that may expand fuel breaks and adaptation to fire risk.
  - Integrating fire-resistant native vegetation, rocks, and other hardscaping features, and road placement to limit fire spread in communities vulnerable to wildfire.
- Protection of Natural and Working Lands, and Enhancement of the Built Environment – The project minimizes the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporates natural and green infrastructure. Consider whether the project includes strategies to conserve, restore, and manage California's natural and working lands or integrates natural or green infrastructure, such as:
- Employing land conservation measures such as (but not limited to):
    - Prioritizing large habitat preservation, particularly in any environmentally sensitive areas, and locating construction along existing transportation corridors.
    - Avoiding habitat/population fragmentation, including prioritizing projects that avoid crossing habitats and avoid construction practices that impact local ecosystems.
    - Avoiding invasive species expansion, including removal of native plant species whose removal may encourage invasive species expansion.
    - Design structures that reduce stressors (e.g., erosion and sedimentation) impacting water bodies.
    - Incorporating wildlife crossings that conserve habitat connectivity, support biodiversity, and/or increase road safety by reducing collisions.
  - Natural or Green Infrastructure Solutions
    - Projects should evaluate whether natural or green infrastructure solutions are available to integrate into the design. These are natural/ecological processes and features that are engineered to supplement traditional built infrastructure, which can provide benefits such as water catchment, infiltration, and surface cooling. Examples of this hybrid use of natural

infrastructure include: planting trees along streets and walkways and creating urban greenspaces, such as public parks or gardens.

- Public Health – Project reduces exposure to criteria air pollutants and/or supports active modes of travel such as walking and bicycling.

## **APPENDIX B – 2022 SCCP COMPREHENSIVE MULTIMODAL CORRIDOR PLAN SELF-CERTIFICATION FORM**

In accordance with the 2022 Solutions for Congested Corridors Program (SCCP) Guidelines, applicants must submit a **Comprehensive Multimodal Corridor Plan (CMCP) Self-Certification Form** with the nomination package.

This form documents the applicant's certification that the CMCP is consistent with the California Transportation Commission's 2018 Comprehensive Multimodal Corridor Planning Guidelines.

CMCPs foster implementation of the Climate Action Plan for Transportation Infrastructure (July 2021) Strategy 1.2 to promote innovative sustainable transportation solutions in the Solutions for Congested Corridors Program.

Commission staff will review all CMCPs and reserve the right to deny self-certification.

Contact [SCCP@catc.ca.gov](mailto:SCCP@catc.ca.gov) with any questions about this form.

<b>CMCP Title</b>	
<b>CMCP Lead Agency</b>	
<b>CMCP Completion Date</b>	
<b>CMCP Limits</b>	
<b>Key Routes &amp; Facilities</b>	
<b>Partner Agencies</b>	
<b>CMCP Reference to Proposed SCCP Project(s) (identify page number)</b>	

### 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

			MM/DD/YYYY
FIRST & LAST NAME	TITLE	SIGNATURE	DATE

## APPENDIX C – ELECTRONIC PROJECT PROGRAMMING REQUEST

Each application must include an **electronic** Project Programming Request (**also known as an ePPR**) form. The **electronic** Project Programming Request must list federal, state, local, and private funding categories by project component and fiscal year. If the proposed project includes multiple project modes to be delivered under separate contracts, each project mode must have its own **electronic** Project Programming Request form. The scope, benefits, schedule, and funding plan on the **electronic** Project Programming Request form must be consistent with the information in the application. The template of the **electronic** Project Programming Request form may be found at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>.

## APPENDIX D – PERFORMANCE INDICATORS & MEASURES

- Please fill in Complete the table included in this section with the requested information for the proposed project. This information must be consistent with the information in the electronic Project Programming Request form ~~that is submitted with the application~~ under Appendix I.
- Commission staff may contact applicants for additional information.
- Please Refer to the **Solutions for Congested Corridors Program Project Performance Metrics Instructions Guidebook** which includes additional information and resources for completing this table: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2022/sb-1/performance-measurement-guidebook-final-draft.pdf>.
- Project metrics ~~are expected to~~ **must** be provided for the scope of the project as defined in the application and as projected for the “Build” scenario versus the “No Build” scenario over a 20-year horizon (with no other alternatives consideration required). If a horizon other than 20 years is utilized, it must be specified in the table. Provide current conditions where applicable and explain current conditions as part of the project purpose and need.
- These metrics cover estimated project benefits ~~based on what is as~~ known at the time of **application project nomination**.
- Project types include Local Road, Highway, Transit Rail, Transit Bus, and Active Transportation or any combination thereof. Benefits are reported for the project.
- ~~A few tools have been identified in the Congested Corridors Program Project Metrics Instructions (<https://catc.ca.gov/-/media/ctc-media/documents/programs/sccp/01132020-sccp-performance-indicators-and-measures-instructions-a11y.pdf>) including the Regional Travel Demand Model, Sub-Regional or Project Level Models, as well as the Cal-B/C Tools which use travel model data or engineering estimates as inputs to generate project benefits. Applicants are encouraged to use tools that are industry standard to the extent possible, but when there is a need to use an alternate tool, applicants should explain their choice of model and underlying assumptions.~~
- For cost-effectiveness, documentation supporting the benefits and cost estimates provided in the application should cite, as appropriate, the project study report, environmental document, Regional Transportation Plan, corridor plans, and other studies that provide quantitative and qualitative measures of the project’s costs and benefits, including both congestion and emission reduction benefits.
- The intent of these metrics is not to require a Regional Travel Demand Model run for every project. It is anticipated that project applicants will utilize existing analyses (i.e. project level modeling conducted for the environmental analysis) and use that information coupled with additional off-model tools or other simple calculations to estimate the project benefits for the application process.
- For each measured area please specify the horizon year and describe the methodology, assumptions, and data source(s) used as indicated in the SB 1 Accountability and Transparency Guidelines. Columns for this information have been provided in the table below. **For Cal-B/C data and assumptions, applicants must provide an electronic copy of the completed Excel workbook as part of the application submittal.**

- Modeled and observed data may be used. Modeled data used must be calibrated per federal standards.

Existing Average Annual Vehicle Volume on Project Segment						
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project						
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Travelled	All				
	Person Hours of Travel Time Saved					
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail & Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National & State Highway System Only				
	Level of Transit Delay	Transit Rail & Transit Bus				
	(Optional) Other Information	All				

**Edits Key**  
New language = **red + bolded**  
Deleted language = **red + strikethrough**

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Safety	Number of Fatalities	All				
	Rate of Fatalities per 100 Million VMT					
	Number of Serious Injuries					
	Rate of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions					
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All				
	(Optional) Other Information					
Air Quality & Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Dioxides (SOx)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NOx)					

**Edits Key**  
New language = **red + bolded**  
Deleted language = **red + strikethrough**

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) % of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Bus & Transit Rail				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All				
	(Optional) Other Information					

## APPENDIX E – SB 1 COMPETITIVE PROGRAMS TRANSPORTATION EQUITY SUPPLEMENT

On January 27, 2021, the Commission adopted its Racial Equity Statement, which recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others. The Commission condemns all forms of racism and is actively working to promote equitable outcomes through our programs, policies, and practices. The results of racial segregation, legacies of policy decisions rooted in racism, and disinvestment of transportation funding in communities of color are still visible in cities today and are often represented by highways, infrequent and unreliable bus service, or commuter rail infrastructure. The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission upholds its dedication to serve and improve the quality of life for all Californians by continuing to prioritize transportation equity issues and ensuring all experience safe, affordable, and efficient transportation.

In order to further equitable outcomes through SB 1 Competitive Programs, this supplement was developed by the California Transportation Commission through collaboration with stakeholders as a resource for applicants preparing project nominations for the SB 1 Competitive Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program).

The purpose of this document is to provide information on key statistics, benefits, and communicate strategies that may be used during project development to yield more equitable outcomes. The information and strategies presented in this document may be used to help document how a project incorporates transportation equity by responding to key guidelines questions like:

- Was outreach conducted with disadvantaged or historically impacted and marginalized groups within the project study area and how was that input incorporated into the project?
- What actions were taken to protect the state's most disadvantaged or historically impacted and marginalized populations within the project study area from negative project impacts?
- How did the project sponsor assess whether the project would result in any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, were additional strategies that would have a less discriminatory impact considered and included in the project?

Further, this document can potentially serve to support future efforts to incorporate equity into Multimodal Corridor Plans.

### A. Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups

Pursuant to California Health and Safety Code Section 39711, disadvantaged communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria. Disadvantaged communities may include, but are not limited to, either of the following:

- (1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Identifying historically impacted and marginalized groups requires recognition of localized differences. The following are examples of indicators that may be considered:

- Median Household Income: is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the most recent version of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores (score must be greater than or equal to 39.34). The mapping tool can be found [here](#) and the list can be found under “[SB 535 List of Disadvantaged Communities](#)”.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. Within the Healthy Places Index, a census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- 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.

- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accessible information, the applicant may submit another means of qualifying for consideration. Suggested alternatives that may be submitted under this category may include:
  - Census data that represents an assessment of the project study area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the population contained within the study area boundary has a 's median household income that is at or below 80% of the state median household income.
  - Seniors and elderly residents
  - Car-less households
  - Single-parent households
  - Immigrant or foreign-born households
  - Veterans
  - Public transit users
  - Unemployment measurements
  - Households at risk of displacement due to cost-of-living burden or project siting
  - Households receiving food stamps or public assistance
  - Nearby amenities including shopping centers, health centers, schools, social services, and employment sites, or lack thereof
  - Traffic safety indicators including collisions and injuries sustained
  - Community derived safety information and indicators such as high-risk zones for pedestrians and cyclists, illegal dumping hot-spots, or school-safety priority zones
  - 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>

## B. Example Equity Benefits

The following are some examples of ways that transportation projects may benefit equity:

1. Increase access to social, educational, and economic opportunities
2. Improve access to and safety of active transportation and alternatives to automotive options
3. Enhance opportunities to increase physical activity through active transportation
4. Prioritize community identified high-need areas, such as those identified through robust community engagement processes
5. Reduce travel times, congestion, and pollution
6. Prioritize contracting strategies that benefit historically marginalized populations such as those communities identified above
7. Improved accessibility to amenities including shopping centers, health centers, schools, social

- services, transit centers/access, and employment sites.
8. Ensuring stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies

### C. Example Community Engagement Strategies

The following are strong examples of community engagement strategies that may be completed during the project delivery process:

1. Identify, reach out to, and include the perspectives of disadvantaged or historically impacted and marginalized groups. This may be done through outreach to community based groups or organizations, such as environmental justice groups, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face extreme societal barriers including formerly incarcerated, undocumented, individuals with disabilities, houseless, and lesbian, gay, transgender and queer communities. Demonstrate how community perspectives were included or integrated into the project.
2. Demonstrate how community perspectives were included or integrated into the project purpose and need or scope.
3. Meaningful engagement with tribal governments and incorporate their feedback into the planning process.
4. Partner with and fund or contract local organizations to support community engagement and project completion steps.

### D. Example Anti-Displacement Resources

1. [California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice.](#)
  - a. <https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf>
  - b. Report detailing impediments to fair housing and recommendations for anti-displacement strategies.
2. Urban Displacement Project.
  - a. <https://www.urbandisplacement.org>
  - b. Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities.
3. Framework for Evaluating Anti-Displacement Policies
  - a. <https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-for-Evaluating-Anti-Displacement-Policies.pdf>
  - b. Criteria that can be utilized to better understand the ways that particular policy tools can be used to address the needs of vulnerable groups impacted by displacement.
4. Greening Without Gentrification
  - a. <https://www.ioses.ucla.edu/project/prads/>
  - b. Ongoing study that identifies and classifies parks-related anti-displacement strategies.
5. Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses

**Edits Key**

New language = red + bolded  
Deleted language = red + ~~strikethrough~~

Thrive

- a. <https://escholarship.org/uc/item/3gr006rd>
- b. Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community.

## APPENDIX F – 2022 SCCP LAND USE EFFICIENCY & PROHOUSING SUPPLEMENT

This supplement was developed by the California Transportation Commission in partnership with the California Department of Housing and Community Development and the Governor's Office of Planning and Research as a resource for applicants preparing project nominations for the Solutions for Congested Corridors Program. The purpose of this document supplement is to provide information on about local land-use policies that can serve as indicators of the potential for to support efficient land use patterns. The presence of these policies in a project area can be used to help demonstrate the a project's ability of a project to support the efficient land use co-benefit as described in Section 16.2 of the program guidelines.

This supplement also identifies new grant funding opportunities and online resources that are available to assist local and regional jurisdictions to plan and implement activities that promote efficient land use, including achieving indicators provided in Section II below.

For purposes of the Solutions for Congested Corridors Program, applicants can demonstrate a project will support and advance transportation efficient land use by meeting either of these two standards:

- A. Confirming Prohousing participation. The applicant may substantiate that the proposed project serves a local jurisdiction that has applied to the California Department of Housing and Community Development's Prohousing Designation Program and received email verification from the California Department of Housing and Community Development that the application meets at least one of the Prohousing criteria included below. These criteria can include Prohousing Policies or Enhancement Factors. This supplement describes 16 Prohousing criteria that promote infill development, location efficiency, and reduction of vehicle miles traveled. Verifying the adoption of local policies meeting these criteria confers benefits to local communities under the Solutions for Congested Corridors Program.

OR

- B. Providing narrative regarding efficient land use indicators. The applicant may describe and substantiate adopted local policies within the project area that support residential, mixed-use, and/or infill development with multimodal choices. The applicant must include a narrative response explaining these local policies. To help guide the development of this narrative, this supplement provides detailed descriptions and best-practices resources for eight indicators of efficient land use that may be consulted voluntarily. This supplement uses the same eight indicators that were used in the 2020 Solutions for Congested Corridors Program Guidelines.

- C. Land Use Efficiency Indicator Descriptions: Detailed descriptions, and best practices resources for eight indicators that may be consulted, on a voluntary basis, to help

~~guide the development of the narrative regarding the project nomination's "Efficient Land Use" co-benefit. Use of these indicators in the project application is optional but encouraged if applicable.~~

## A. Prohousing

A project nomination can demonstrate that the proposed project supports efficient land use by substantiating that the project serves a community that has both:

1. Applied for Prohousing designation under the California Department of Housing and Community Development's Prohousing Designation Program, and
2. Received email verification from the California Department of Housing and Community Development that the local jurisdiction's application meets at least one of the Prohousing criteria included below. These criteria can include Prohousing Policies or Enhancement Factors.

If a local jurisdiction has not yet received the Prohousing Designation but has applied for it, the applicant may still satisfy the Efficient Land Use co-benefit by providing verification from the California Department of Housing and Community Development that the jurisdiction does meet one or more of the Prohousing criteria included below. In such an instance, the application should include a commitment from the local jurisdiction to continue to work with the California Department of Housing and Community Development to receive the Prohousing Designation. For verification purposes, the applicant must provide the confirmation email from the California Department of Housing and Community Development which includes the Preliminary Checklist substantiating that a local jurisdiction meets specific Prohousing criteria. Adopting local policies to meet these criteria confers benefits to local communities under the Solutions for Congested Corridors Program.

Local jurisdictions interested in participating in the Prohousing Designation Program can contact the California Department of Housing and Community Development at [ProhousingPolicies@hcd.ca.gov](mailto:ProhousingPolicies@hcd.ca.gov). The California Department of Housing and Community Development will provide technical assistance to cities or counties to apply for Prohousing Designation and to any other public agencies working with cities or counties, including transportation authorities, transportation agencies, transit agencies, or regional agencies.

### *Policies*

1. Density bonus programs that exceed statutory requirements.
2. Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit law (e.g., permitting more than one ADU or JADU per single-family lot).
3. Reducing or eliminating parking requirements for residential development.
4. Zoning allows for residential or mixed uses in one or more non-residential zones.

5. Modification of development standards and other applicable zoning provisions to promote greater development intensity.
6. Establishment of geographic areas for promoting workforce housing or sustainability, such as Workforce Housing Opportunity Zones defined in Government Code section 65620 or housing sustainability districts defined in Government Code section 66200.
7. The documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law (such as Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).
8. Priority permit processing or reduced plan check times for Accessory Dwelling Units, multifamily housing, or homes affordable to lower- or moderate-income households.
9. Adoption of policies to reduce barriers for property owners to create Accessory Dwelling Units.
10. Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of carsharing programs.
11. Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.

#### *Enhancement Factors*

12. Policies that represent one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, affordable housing, climate change solutions, and/or hazard mitigation.
13. Policies that promote development consistent with the state planning priorities pursuant to Government Code section 65041.1.
14. 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.
15. Rezoning and other policies that support high-density development in Location Efficient Communities.
16. Other policies that involve meaningful actions towards affirmatively furthering fair housing pursuant to Government Code section 8899.50.

## B. Land Use Efficiency Indicators

A project nomination can demonstrate that the proposed project supports efficient land use by describing local policies, in place or under development, within the project area, that support residential, mixed-use, and/or infill development with multimodal choices. This supplement's Land Use Efficiency Indicators (included below) guide such policies.

1. *Is the project located in a jurisdiction(s) that has a by-right (~~nondiscretionary~~ non-discretionary) approval process, adopted or in development, for multifamily residential and mixed-use development?*

By-right approval process means the review of a proposed development shall not require:

- A conditional-use permit,
- A planned unit development permit,
- Other discretionary, local-government review or approval ~~that~~ would constitute a “project” as defined by the California Environmental Quality Act (CEQA) (Public Resources Code section 21100).

A by-right approval process does not preclude local planning agencies from imposing design review standards. However, the review and approval process must remain ministerial and the design review must not constitute a “project” as defined in Public Resources Code section 21100.

For example, a by-right approval process allows a hearing officer (e.g., zoning administrator) or other hearing body (e.g., planning commission) to review a project’s design merits and call for a project proponent to make design-related modifications, but this process also prohibits the hearing officer or hearing body from deliberating on the project’s merits or exercising judgment to reject or deny the “residential use” itself.

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction that has adopted a by-right approval process in all zones permitting multifamily residential and mixed-use development. This by-right approval process may be an existing policy of the jurisdiction, or the by-right approval process may be in development with specific expectations that the process is adopted by a time certain.

**2. Is the project located in, or adjacent to, an existing or proposed Specific Plan area, or a similar area, that allows streamlined plan-level environmental analysis for multifamily residential and/or mixed-use development?**

The California Planning and Zoning Law authorizes a city or county to adopt a Specific Plan, which is a comprehensive planning and zoning document designed to carry out the General Plan policies within a particular geographic area by providing a special set of development standards for that area (Government Code section 65450, et seq.). Special standards may include form-based code coupled with CEQA streamlining to help facilitate higher-density housing production and mixed-use development within core areas.

**Prior to Before** adopting a Specific Plan, a city or county must prepare an Environmental Impact Report (EIR) ~~pursuant according to the California Environmental Quality Act (CEQA)~~. To meet this requirement, the jurisdiction may adopt a “Program EIR” which facilitates CEQA streamlining by including project-level analysis and project-level mitigation measures that may account for and effectively cover future proposed projects within the Specific Plan area (CEQA Guidelines section 15168, et seq.).

Accordingly, Government Code section 65457 specifies that residential and mixed-use projects that are consistent with a Specific Plan, with a certified Program EIR, are exempt from CEQA. By adopting a Specific Plan, local jurisdictions can significantly help accelerate future approval and permitting processes for infill housing development projects and efficient land use.

For information and guidance on CEQA streamlining through Specific Plans, see the Governor’s Office of Planning and Research’s *CEQA Review of Housing Projects Technical Advisory*:  
[http://opr.ca.gov/docs/20190208-TechAdvisory-Review\\_of\\_Housing\\_Exemptions.pdf](http://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf).

**Examples of Specific Plans that Allow Streamlined Plan-Level CEQA Analysis**

- The City of San Diego recently adopted two Specific Plans to rezone areas along trolley stations to facilitate the development of approximately 9,000 new homes, taking advantage of the planned Mid-Coast Trolley Blue Line Extension to promote transit-oriented development. Each Specific Plan includes a Program EIR, facilitating CEQA streamlining for future development by including project-level analysis and mitigation measures. The two Specific Plans include:
  1. The Balboa Station Specific Plan allows for an additional 3,508 housing units, over the 1,200 units allowed in the previous zoning designation, within a half-mile of the planned station. For more information, see:  
<https://www.sandiego.gov/planning/community/specificplans/balboa-station>

2. The Morena Corridor Community Plan allows for 5,630 additional housing units, over the 1,387 allowed in the previous zoning designation. For more information, see:  
<https://www.sandiego.gov/planning/community/specificplans/morena-corridor>

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in, or adjacent to, a Specific Plan area, or similar area, that allows streamlined plan-level environmental analysis for multifamily residential and/or mixed-use development; or whether the project is located in, or adjacent to, an area for which the jurisdiction is developing a Specific Plan, or similar policy to allow streamlining, with specific expectations to adopt one by a time certain.

**3. Is the project located in a jurisdiction(s) that has a density bonus ordinance, adopted or in development, whose allowable density increase exceeds the requirements of State Density Bonus Law?**

**Context: State Density Bonus Law**

Under Government Code section 65915, State Density Bonus Law requires cities and counties to grant a “density bonus” to a housing development, in exchange for the housing development providing affordable units, or units for senior housing, student housing, or childcare facilities.

A “density bonus” means an increase of residential units over the otherwise maximum density allowed by the applicable zone. State Density Bonus Law requires each city and county to adopt an ordinance that specifies how its density bonus will be implemented.

- For a guide to California’s State Density Bonus Law, visit <https://www.meyersnave.com/wp-content/uploads/California-Density-Bonus-Law.pdf>.
- For information on recent updates to State Density Bonus Law, review “*California’s Density Bonus Law: 2019 Update*” at <https://www.meyersnave.com/californias-density-bonus-law-2019-update/>.

**Exceeding Statutory Requirements**

State Density Bonus Law requires cities and counties to adopt an ordinance defining the density bonuses available to housing developments. Typically, the exact amount of the bonus must be determined by a sliding scale (from five to 35 percent) outlined in Government Code section 65915. Additionally, developments that meet special criteria for affordability, or proximity to transit, are entitled to higher density bonuses. In adopting their local ordinances, cities and counties have the *option*, but not the obligation, to also offer density increases that exceed these ranges required in state law.

**Examples of Local Density Bonus Ordinances Which Exceed the Requirements of State Law**

- The City of San Diego’s density bonus program allows certain housing developments to receive a density increase that is 15 percent above the range set by State Density Bonus Law, for a maximum density bonus of 50 percent. This special increase is available to housing developments for low-, very low-, and moderate-income households. For a description of San Diego’s density bonus program, see Municipal Code Article 3: Supplemental Development Regulations Division 7: Affordable Housing Regulations <https://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art03Division07.pdf>.
- The City of Fresno’s municipal code exceeds statutory requirements by offering a density bonus for transit-oriented development projects that can be combined with the density bonus required by State Density Bonus Law. Fresno’s program provides a maximum density bonus of 100 percent of the underlying zone’s typical density. For a description of Fresno’s density bonus program, see

City of Fresno Municipal Code, Article 21 (Transit-Oriented Development Height and Density Bonus) and Article 22 (Affordable Housing Density Bonus): [https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/Complete\\_Code\\_March\\_2017.pdf](https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/Complete_Code_March_2017.pdf).

- Sonoma County's density bonus program exceeds statutory requirements by allowing a by-right 100-percent increase in density for rental housing developments that provide 40 percent of the total units as affordable to households with incomes at 50 to 60 percent of AMI. **For a description of The county Sonoma's website promotes the density bonus ordinance, including by providing a description of its purpose, applicability, permit requirements, and summary of provisions, visit <https://sonomacounty.ca.gov/PRMD/Regulations/Housing/Density-Bonus-Program/>.**
- The City of Santa Rosa has adopted a supplemental density bonus, used in addition to State Density Bonus Law, within certain areas of the city. Housing developments within these areas may receive, if they qualify, a supplemental density bonus of up to 100 percent above the General Plan's residential density limit depending upon several factors. Those factors are the project site's General Plan land use designation, its proximity to transit and schools, and its location within a housing opportunity site or a historic preservation district. For a description of Santa Rosa's density bonus ordinance, including the supplemental density bonus, visit <https://srcity.org/2555/Density-Bonus>.
- The City of Ontario's municipal code allows a density bonus that exceeds statutory requirements, within a program specifically for senior housing developments. In addition to the general sliding scale of potential density bonuses jurisdictions are required to offer (from five to 35 percent), State Density Bonus Law also creates a special type of density bonus for senior housing developments, requiring local jurisdictions to offer a bonus of up to 20 percent for qualified senior housing developments. The City of Ontario meets and exceeds this requirement by offering a 30 percent density bonus for senior housing developments. For a description **of Ontario's density bonus program**, see Municipal Code Section 5.03.360 Senior Citizen Housing Development at [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/chapter\\_5.0\\_-zoning\\_and\\_land\\_use\\_20180501.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/chapter_5.0_-zoning_and_land_use_20180501.pdf).

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction with an ordinance whose allowable density increase exceeds the requirements of State Density Bonus Law. This ordinance may be an existing policy of the jurisdiction, or the ordinance may still be in development with specific expectations that the ordinance is adopted by a time certain.

**4. Is the project located in a jurisdiction(s) that has an ordinance or other policy, adopted or in development, allowing reduced parking requirements for all sites zoned for multifamily residential or mixed-use development?**

The Government Code authorizes local jurisdictions to set the number of parking spaces required for each residential unit being developed. However, for projects that qualify for a density bonus, the State Density Bonus Law limits these requirements. In general, State Density Bonus Law limits parking requirements for these developments to not exceed the following (Government Code section 65915[p][1]):

- Zero to one-bedroom: one onsite parking space.
- Two to three bedrooms: two onsite parking spaces.
- Four and more bedrooms: two and one-half parking spaces.
- If the development is located within one-half mile of a major transit stop, inclusive of handicapped and guest parking, 0.5 parking spaces per bedroom.
- Senior housing, or special needs housing, with either paratransit service or unobstructed access, within a one-half mile to fixed bus route service that operates at least eight times per day: 0.5 parking spaces per unit.

For more information, see Government Code section 65915:

[http://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=4.3.&article](http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=4.3.&article).

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction that imposes parking requirements, throughout the area of the jurisdiction, that is less than, or can be reduced to below, the parking requirements specified in Government Code Section 65915(p)(1). These parking requirements may be an existing policy of the jurisdiction, or they may still be in development with specific expectations that they are adopted by a time certain.

**5. Is the project located within a half-mile of a major transit stop, as defined by Public Resources Code section 21064.3; or a high-quality transit corridor, as defined by Public Resources Code section 21155?**

Proximity to transit is one of the best indicators of location efficiency. Improved access to transit stops can serve as an effective solution for congested corridors by encouraging alternative modes of transportation.

### **Major Transit Stops**

Public Resources Code section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

### **High-Quality Transit Corridors**

Public Resources Code section 21155 defines a high-quality transit corridor as “a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator **considers where the project is located within a :**  
~~Whether the project is located within a half mile~~**half-mile** of a major transit stop **or**

~~Whether the project is located within a half mile of~~ a high-quality transit corridor.

In collaboration with the Governor’s Office of Planning and Research, the California Department of Housing and Community Development is developing an online mapping tool that will show areas of the state where housing projects may qualify for CEQA exemptions or streamlining. In this tool, major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled will be mapped. Accordingly, applicants are encouraged to utilize this tool when determining whether their project areas or sites may qualify under Indicator #5 and Indicator #7. The tool is estimated to be available in 2020. For more information, contact [Natalie.Kuffel@opr.ca.gov](mailto:Natalie.Kuffel@opr.ca.gov).

**6. If the project is a transit stop or station, is it substantially surrounded (75 percent or more) by parcels developed for residential, commercial, public institutional, transit or transportation passenger facility, retail use, or any combination of those uses?**

State law encourages development on infill sites (Government Code section 65041.1). Infill sites are typically defined as areas that were previously developed or are substantially surrounded by qualified urban uses. (See Public Resources Code Sections 21061.3, 21099, 21094.5, 21159.25, and CEQA Guideline 15332.) “Qualified urban uses” are defined as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses” (Public Resources Code section 21072).

By placing transportation investments in these infill areas, projects can facilitate future infill development.

For more information and guidance on infill developments, see the Governor’s Office of Planning and Research’s *CEQA Review of Housing Projects Technical Advisory*: [http://opr.ca.gov/docs/20190208-TechAdvisory-Review\\_of\\_Housing\\_Exemptions.pdf](http://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf).

To assess the “Efficient Land Use” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is substantially surrounded (75 percent or more) by parcels developed for residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.

**7. Is the project located in an area with per capita household vehicle travel that is 15 percent below regional or city average?**

In addition to proximity to transit, the per capita vehicle miles traveled of an area, as compared to a regional or city average, is a good indicator of location efficiency.

The Governor's Office of Planning and Research and the California Air Resources Board have determined that focusing development in areas that are 15 percent below the regional or city average will help the state meet its climate goals.

These are also the areas of the state where housing, jobs, and amenities are in proximity. With the right infrastructure investments, citizens could use alternative forms of transportation to access their daily needs, removing personal vehicles from the road and alleviating congestion.

To assess the "Efficient Land Use" co-benefit under the Solutions for Congested Corridors Program, this indicator **considers whether the project is in an area with per capita household vehicle travel that is 15 percent below the regional or the city average. Whether the project is located in an area with per capita household vehicle travel that is 15 percent below regional average, or**

**Whether the project is located in an area with per capita household vehicle travel that is 15 percent below city average.**

In collaboration with the Governor's Office of Planning and Research, **the California Department of Housing and Community Development** is developing an online mapping tool that will show areas of the state where housing projects may qualify for CEQA exemptions or streamlining. In this tool, major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled will be mapped. Accordingly, applicants are encouraged to utilize this tool when determining whether their project areas or sites may qualify under Indicator #5 and Indicator #7. The tool is estimated to be available in 2020. For more information, contact [Natalie.Kuffel@opr.ca.gov](mailto:Natalie.Kuffel@opr.ca.gov).

**8. Does the project further the forecasted development pattern of the applicable Regional Transportation Plan's Sustainable Communities Strategy?**

Federal legislation requires each Metropolitan Planning Organization (MPO) to develop a Regional Transportation Plan (RTP) as part of its transportation planning process (23 U.S.C. 134[g] and 49 U.S.C. 5303[f]). The RTP must cover a minimum 20-year horizon, include long- and short-range strategies and actions, and describe the ways the region intends to invest in the transportation system (23 CFR §450.322).

In 2008, California Senate Bill 375 required each MPO to develop and adopt, as part of its RTP, a Sustainable Communities Strategy (SCS). The SCS must demonstrate how the RTP meets regional targets for reducing greenhouse gas (GHG) emissions through the planned transportation network, a forecasted development pattern, and transportation measures and policies within the RTP.

Specifically, SB 375:

- Requires the California Air Resources Board to develop regional GHG reduction targets for cars and light trucks for each of the 18 MPOs in California.
- Requires each MPO, through its respective planning processes, to prepare an SCS that will specify how the GHG reduction targets for 2020 and 2035 can be achieved.
- Streamlines CEQA requirements for specific residential and mixed-use developments that are consistent with an SCS or APS that has been determined by Air Resources Board to achieve the regional emissions reduction target.
- Synchronizes the Regional Housing Needs Assessment (RHNA) process with the RTP process.

Under state law, the SCS must set forth a forecasted development pattern for the region, which—when integrated with the transportation network, and other transportation measures and policies—will reduce the region's GHG from cars and light trucks (Government Code Section 65080[b][2][B]). This forecasted development pattern must be designed to achieve (if possible) the GHG reduction targets approved by the California Air Resources Board.

Additionally, state law requires the SCS to:

- Identify the general location of uses, residential densities, and building intensities within the region.
- Identify areas within the region sufficient to house all the population of the region, **considering** net migration, population growth, household formation, and employment growth.
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region. Identify a transportation network to service the transportation needs of the region.
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region.
- Consider state housing goals.

- Utilize the most recent planning assumptions, considering local general plans and other factors.
- Provide consistency between the forecasted development pattern and RHNA.
- Allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)

### **III. OPTIONAL PRE-APPLICATION TECHNICAL ASSISTANCE:**

If prospective applicants would like clarification on any requirements or guidance associated with the “Efficient Land Use” co-benefit, questions submitted prior to Friday, February 21, 2020, will be considered for response in a Frequently Asked Questions (FAQs) section of the SCCP website located at: <https://cetc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>. Multiple FAQs may be released if questions are submitted throughout the project application development period, and applicants are encouraged to regularly check the website for review of FAQs that may be relevant to their application.

Additionally, to assist with any questions about the “Efficient Land Use” co-benefit, land use experts with the California Department of Housing and Community Development (HCD), in partnership with the California Transportation Commission, are available to prospective applicants. Prospective applicants interested in a pre-application meeting or teleconference with HCD specialists to discuss questions about the “Efficient Land Use” co-benefit, may request an optional meeting by emailing Josh Rosa, HCD Policy and Program Support Manager, at [josh.rosa@hcd.ca.gov](mailto:josh.rosa@hcd.ca.gov).

### **IV. AVAILABLE RESOURCES**

Local and regional jurisdictions may access new resources to support the development or implementation of activities to help meet the indicators listed above. These resources include new one-time grant funding and technical assistance.

#### ***Grant Funding***

The Regional Early Action Planning Grants of 2021 (REAP 2.0) Program provides grants to regional agencies to fund planning and implementation activities that *both* accelerate infill housing development and reduce vehicle miles traveled. REAP 2.0 provides grant funding to 1) MPOs, with an expectation that MPOs will subgrant a portion of the funds to eligible entities (cities, counties, transit/transportation agencies) in their metropolitan region; and 2) counties and tribal entities in non-MPO regions.

REAP 2.0 funds transformative planning and implementation activities that may include, but are not limited to, accelerating infill and affordable housing development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation.

REAP 2.0 funds can be used to develop and/or adopt local policies meeting the indicators described in this Land Use Efficiency Supplement.

For more information about REAP 2.0, visit [Regional Early Action Planning Grants of 2021 \(REAP 2.0\) \(ca.gov\)](#).

~~New funding is available to assist local jurisdictions and regional jurisdictions in starting or completing planning activities necessary to meet the indicators listed above, including, but not limited to, developing or adopting:~~

- ~~A Specific Plan that allows streamlined plan-level analysis for multifamily residential and/or mixed-use development (Indicator #2)~~
- ~~An ordinance or other policy allowing reduced parking requirements for all sites zoned for multifamily residential or mixed-use development (Indicator #4)~~
- ~~A by-right (nondiscretionary) approval process for multifamily residential and mixed-use development (Indicator #1)~~

~~New funding to assist with the development and adoption of these policies, and/or other policies that support efficient land use, is available through the Early Action Planning Grants Program. Established by legislation in 2019, this new planning grants program provides one-time over-the-counter funding to local and regional jurisdictions for activities that accelerate the production of affordable housing, including:~~

- ~~Technical assistance~~
- ~~Preparation and adoption of planning documents~~
- ~~Process improvements~~

~~The Early Action Planning Grants Program is administered by the California Department of Housing and Community Development (HCD), which plans to issue a Notice of Funding Availability and begin accepting applications in early 2020. For additional information, please email [EarlyActionPlanning@hcd.ca.gov](mailto:EarlyActionPlanning@hcd.ca.gov).~~

#### ~~Additional Resources~~

- For questions about the Prohousing Designation Program, contact the California Department of Housing and Community Development at [ProhousingPolicies@hcd.ca.gov](mailto:ProhousingPolicies@hcd.ca.gov). The California Department of Housing and Community Development will provide technical assistance to cities or counties to apply for Prohousing Designation and to any other public agencies working with cities or counties, including transportation authorities, transportation agencies, transit agencies, or regional agencies. To learn more about the Prohousing Designation Program, visit <https://www.hcd.ca.gov/community-development/prohousing/index.shtml>.
- For questions about a local jurisdiction's zoning policies, municipal codes, and zoning codes, visit Municode at <https://library.municode.com/ca>. This resource can also assist applicants to identify information to address Indicators #1 through #4.
- To identify local jurisdictions with an adopted or proposed by-right (non-discretionary) approval process, review the California Streamline Approval Open Data Map (**also known as the Interactive SB 35 Determination and Housing Element Open Data Map**) which identifies local jurisdictions subject to a streamlined approval process for residential developments.~~This~~

~~resource (also called the Interactive SB 35 Determination and Housing Element Open Data Map) can also assist applicants in identifying information for Indicator #1.~~ Hosted by the California Department of Housing and Community Development, this resource can be used by prospective applicants to identify areas where Indicator #1 (Nondiscretionary approval) would apply.

- **Streamline Approval Open Data Map:**  
<http://cahcd.maps.arcgis.com/apps/webappviewer/index.html?id=29fd695819064f38afe6c9880c30ae3>
- **Mapping Webinar:** <https://www.youtube.com/watch?v=wH4DY-OtELc&feature=youtu.be>
- **Mapping Webinar Presentation:** [http://www.hcd.ca.gov/community-development/housing-element/docs/SB\\_35\\_HE\\_OpenDataMappingWebinar.pdf](http://www.hcd.ca.gov/community-development/housing-element/docs/SB_35_HE_OpenDataMappingWebinar.pdf)

## APPENDIX G – STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT (FORM CTC-0002)

- Applicant must complete ALL fields in Sections I and II. Enter “N/A” if not applicable.
- Applicant must also provide the attachments requested in Section IV.
- Assessment Form and all attachments must be submitted to Caltrans District Contacts (contact link in Section III) no later than four (4) weeks before the application due date. Late or incomplete submissions of this form and attachments may delay applications.
  1. Applicant Agency
  2. Name of person submitting the application
  3. Title
  4. Phone
  5. Email
  6. Project Title - The title must be consistent with the application and all project documentation.
  7. Indicate the State Funding Program(s) associated with the project. Check all that apply.
  8. Percentage of project area within State Right of Way: (Area within State Right of Way ÷ Total project area) x 100.
  9. Total construction cost of physical project elements within State Right of Way: Provide a separate estimate for the total construction cost (capital and support costs) of the project for only those physical elements and/or portions of elements that are on or within State Right of Way. This includes project elements within State airspace. Please refer to the completed estimates form, or figures included in the project application.
  10. Indicate the anticipated environmental documentation that will be required for California Environmental Quality Act and National Environmental Policy Act (ex. Negative Declaration, EIR/ EIS, etc.) Enter “N/A” if a National Environmental Policy Act document is not required.
  11. Fully describe the scope of work to be performed within State Highway Right of Way. This includes all new or modifications to any physical assets within State Right of Way.
  12. Follow the steps and linked resources to determine induced Vehicle Miles of Travel (VMT) on the State Highway System (SHS) and applicable calculations. Enter text inputs on 4, 5, or 6 as applicable. Note: Active Transportation Program (ATP) projects may not induce VMT per the ATP Guidelines. ATP applicants check number 1 and proceed to Section 13.
  13. Review the linked flowchart and resources for the appropriate level of involvement. Check the applicable items in the checklist to determine the appropriate process. Check the processes that apply.

Caltrans will review and retains the right to make a final determination.

**STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT**

CTC-0002 (NEW 02/2022)

**I. APPLICANT INFORMATION****1. APPLICANT**

<b>2. APPLICANT CONTACT</b>	<b>3. CONTACT TITLE</b>
<b>4. CONTACT PHONE</b>	<b>5. CONTACT EMAIL</b>

**II. PROJECT INFORMATION****6. PROJECT TITLE**

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

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: the 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 #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

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

**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 CONTACT LIST FOUND HERE\*\*\*

<https://dot.ca.gov/programs/sb1>

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).