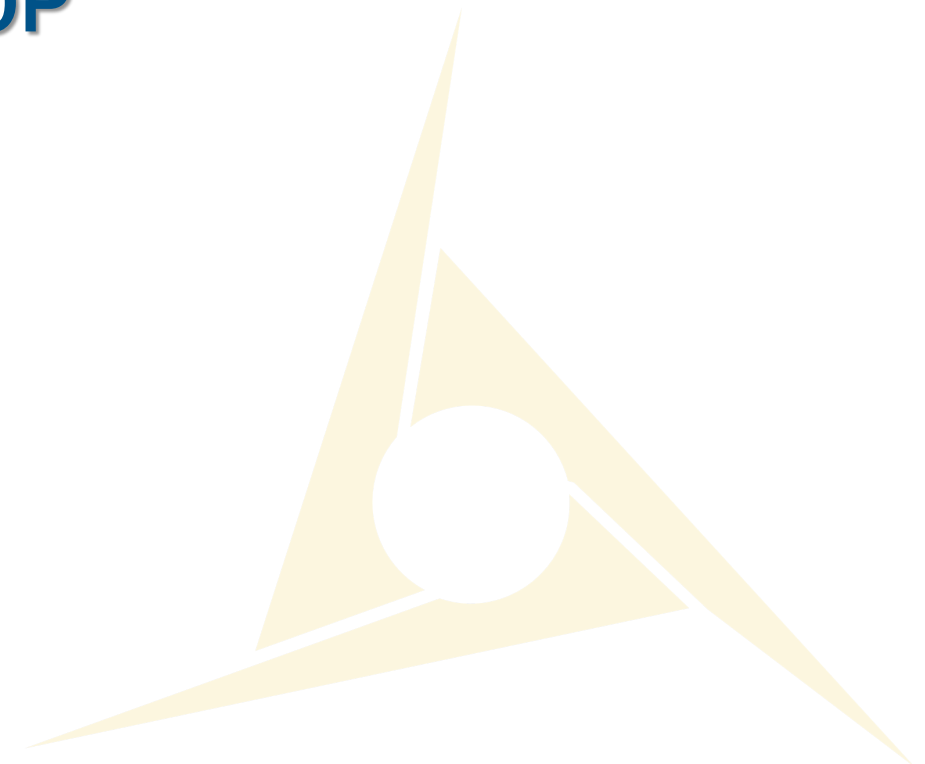


2024 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES DEVELOPMENT WORKSHOP

May 24, 2024 | 1 – 3 PM



INTRODUCTIONS



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WORKSHOP LOGISTICS



- Comments and questions are welcome and encouraged.
- Use the raise-hand feature to comment or ask a question.
- Use the Q&A feature to submit your comment/question in writing.
- State your name and organization at the start of your comment.
- Do not share your workshop registration link/phone number.



WORKSHOP FORMAT



Agendas may be posted up to 10 calendar days before each workshop.



Presentations and recordings will be posted after each workshop.



Staff will make recommendations based on discussion and feedback.



Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.



WORKSHOP FOCUS

- Past Workshops Recap
- *Draft* 2024 SCCP Guidelines Review (*key highlights*)
- *Draft* Sample Application Template
- Final Opportunity to Provide Stakeholder Feedback
- Office Hours Recap
- Closing

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- **Objective:** Fund transformative projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation, community impacts, and provide environmental benefits.
- **Funding:** \$250 million per year
- **Eligible Agencies:** Regional transportation planning agencies, county transportation commissions, and the California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be included in a [comprehensive multimodal corridor plan \(CMCP\)](#) and a regional transportation plan (RTP). If the project is within the boundaries of a Metropolitan Planning Organization (MPO), projects should be consistent with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** Projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, advance transportation equity, and improve clean transportation.

PROGRAM AT-A-GLANCE



26 PROJECTS PROGRAMMED
FOR \$2 BILLION
IN SCCP FUNDS SINCE CYCLE 1



\$1.3 BILLION ALLOCATED
AS OF FISCAL YEAR 2022-23



TOTAL PROJECT COSTS VALUED
AT OVER \$9.3 BILLION

2024 PROGRAM (CYCLE 4) SCHEDULE

- Two-year program period (fiscal years 2025-2026 and 2026-2027)
- Additional changes to promote community engagement and equitable outcomes
- Greater consideration on workforce development
- Reinforce statutory and program requirements

PROPOSED 2024 PROGRAM & 2024 CMCP GUIDELINES TIMELINE



**Timeline is tentative and may be subject to change*

STAKEHOLDER FEEDBACK

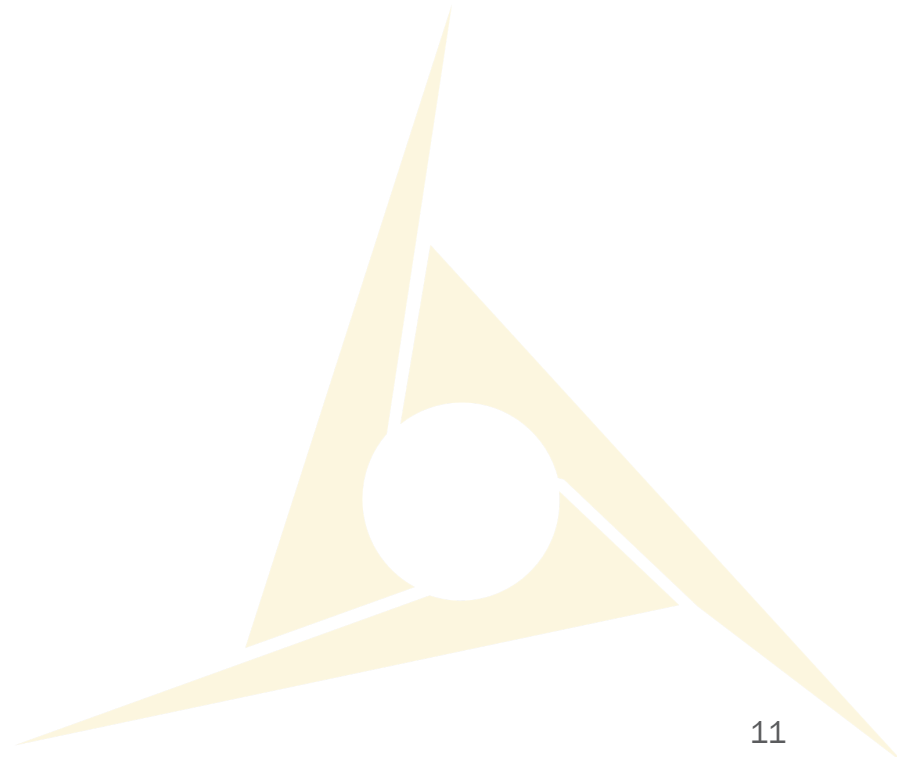
- Reduce redundancy in criteria response requirements
- Include examples of projects or strategies
- Offer more strategies, tools, and tips to respond effectively
- Streamline nomination requirements in Appendix A
- Make major changes to guidelines on alternate cycles



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PROPOSED UPDATES: ELIGIBLE PROJECTS

- Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, vans, or other rolling stock necessary for the provision or maintenance of fixed route or demand responsive transit services including microtransit, paratransit, non-medical transportation (NMT) and non-emergency medical transportation (NEMT).
- Capital projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage and wayfinding systems, real-time travel information devices, demand responsive technology and software necessary for the provision or maintenance of microtransit, paratransit, non-medical transportation (NMT) and non-emergency medical transportation (NEMT), and efficient and intelligent parking infrastructure and systems.

Red-line revisions to SCCP Guidelines (Part III, Section 9)



PROPOSED UPDATES: CMCP

10. Comprehensive Multimodal Corridor Plans

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan (CMCP). 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~~must 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 (see: [Part VIII, Appendix B](#))~~ with the project nomination. ~~This form must be signed by the Agency Director. [as instructed in Part VIII, Appendix A](#)~~

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



CMCP CHECKLIST

#	CMCP Key Elements	Yes or No	Page #
1	Demonstrates state, regional, and local collaboration.		
2	Identifies and evaluates performance impacts of recommended projects and strategies.		
3	Discusses induced demand analysis for highway and local road projects, as applicable.		
4	Discusses travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes, as applicable.		
5	Recommends and prioritizes multimodal improvements for funding.		
6	Identifies a timeline for implementation (e.g., short, medium, and long-term projects).		
7	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.		
8	Describes how the plan will mitigate congestion and deliver mobility benefits.		
9	Describes how the plan considers environmental impacts of proposed corridor solutions, including greenhouse gas emissions and criteria air pollutants.		
10	Describes how the plan incorporates the principles of state-level planning documents such as the California Transportation Plan, Interregional Transportation Strategic Plan, Climate Action Plan for Transportation Infrastructure, and California's Climate Change Scoping Plan.		
11	Describes how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, as applicable.		
12	Describes how the plan is consistent with other applicable regional or local planning documents such as local jurisdiction land use plans and climate adaptation plans.		
13	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.		
14	Explains how community representatives and the general public were engaged throughout the development of the plan.		
15	Describes how received feedback influenced the final plan.		

PROPOSED UPDATES: APPENDIX B

- Continue the CMCP Self-Certification Form approach used in the 2022 Program (Cycle 3).
- Checklist items reduced from 19 to 15 by consolidating similar elements.

PROPOSED UPDATES: SCREENING CRITERIA

Project nominations will be screened for the following:

- A completed Project Nomination prepared and submitted in accordance with the 2024 Solutions for Congested Corridors Program Guidelines and instructions provided in [Part VIII, Appendix A](#).
- The project meets the primary purpose of the Solutions for Congested Corridors Program as specified in [Part I, Section 1](#).
- The project is included in an adopted regional transportation plan.
 - Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the California 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 [Part III, Section 10](#).
- The project has achieved (or will achieve) environmental clearance at the time of program adoption. If not, confirm that the project will achieve environmental clearance within six months of program adoption as specified in Part VIII, Appendix A.
- The project demonstrates that any negative environmental and community impacts will be avoided or mitigated.
- The project demonstrates that all other funds for the proposed project (segment) are committed.



PROPOSED UPDATES: EVALUATION CRITERIA

Red-line revisions to SCCP Guidelines (Part IV, Section 17.1)



17.1 Congestion Evaluation Criteria

Project nominations must demonstrate how the project meets the primary purpose of the Solutions for Congested Corridors Program as identified in [Part I, Section 1](#) by responding to each prompt provided below.

A. Extent of Congestion – Identify the extent of congestion in the corridor, include congestion of all modes.

A.

- ~~The project shall~~ ~~iThe nomination should a~~ Address current community and environmental impacts present within the existing condition.
- – Explain how much worse the problem may become under the no-build environmental alternative over a 20-year period from proposed project completion date.
- – Identify any other completed or ongoing improvements in the corridor and the impacts of not completing the corridor.
- – Identify and discuss other issues present within the corridor.

B. Proposed Solution – Explain the proposed solution in the corridor.

- – How will the proposed improvements ~~relieve~~ mitigate 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 service, especially those that improve travel time or service frequency, active transportation, complete streets, and highway solutions that improve transit travel times and reliability or generate revenue to fund projects that reduce vehicle miles traveled through employing vehicle demand management strategies.

PROPOSED UPDATES: EVALUATION CRITERIA

- 4. Economic Development and Job Creation and Retention** – The nomination must address how the proposed project stimulates local economic activity, supports economic development, and creates or increases 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?
 - Provide the number and types of jobs created by this project's delivery. Include any efforts to develop local jobs and workforce development opportunities consistent with federal and state laws. For more information about workforce development, visit the California Workforce Development Board's website.
 - Identify and discuss other economic impacts the project will have.

Red-line revisions to SCCP Guidelines (Part IV, Section 17.2.4)



5. Air Quality and 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.

~~Potential strategies~~Nominated projects may ~~include improving~~improve access to zero-emission vehicle charging or hydrogen fueling infrastructure, ~~and the deployment of~~ zero-emission equipment and vehicles, or reduce vehicle miles traveled. Specifically, ~~these potential~~ strategies may include:

- Constructing or improving transit infrastructure, bicycle facilities, or pedestrian facilities.
- ~~What other environmental benefits will the project provide?~~
- Purchasing~~ing~~ of zero-emission transit buses, light-rail vehicles, and passenger-rail vehicles.
- Installation~~ation~~ 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 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.~~

PROPOSED UPDATES: EVALUATION CRITERIA

Red-line revisions to SCCP Guidelines (Part IV, Section 17.2.5)



PROPOSED UPDATES: PROJECT SIGNAGE

28. Project Signage

An implementing agency must, ~~for all projects,~~ include construction signage stating that the project was made possible by [SB 1 - The Road Repair and Accountability Act of 2017](#) (or Rebuilding California Funds) and include the Commission's official logo which can be requested from the Clerk of the Commission. The signage should comply with applicable federal and state laws, and Caltrans' manual and guidelines, including but not limited to the provisions of the [California Manual on Uniform Traffic Control Devices](#). Reference Caltrans' Construction Project Funding Identification Sign webpage for additional details and requirements about project construction signage.

Red-line revisions to SCCP Guidelines (Part VII, Section 28)



PROPOSED UPDATES: WORKFORCE DEVELOPMENT

29. Workforce Development

To address the immediate and long-term need for a skilled workforce capable of building and maintaining the state's transportation infrastructure, SB 1 authorized the California Workforce Development Board to develop the SB 1 Workforce Guidelines. Implementing agencies may use the SB 1 Workforce Guidelines to participate in, invest in, or partner with, new or existing pre-apprenticeship training programs. Implementing agencies may track and report this information per the requirements specified in Part VII, Section 25.

Red-line revisions to SCCP Guidelines (Part VII, Section 29)



PROPOSED UPDATES: APPENDIX A

RTP/SCS

- Describe how the project furthers the goals, performance measures, and targets of the regional transportation plan and sustainable communities strategy.
 - Provide active, publicly accessible links to the approved regional transportation plan and sustainable communities strategy where the project is included and provide page number(s) and project identification number(s) for direct reference.
 - Provide a signed letter from the applicant's metropolitan planning organization stating that the project cost, scope, and schedule are consistent with that metropolitan planning organization's regional transportation plan and sustainable communities strategy.

CEQA/NEPA

- Confirm that the project has achieved (or will achieve) environmental clearance at the time of program adoption.
 - If not, the project must achieve environmental clearance within six months of program adoption. In detail, explain how this will be accomplished and include an anticipated process timeline to ensure the project will meet this deadline.



PROPOSED UPDATES: APPENDIX A

Red-line revisions to SCCP Guidelines (Part VIII, Appendix A, Section D)

D. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build environment. All information requested for each criterion identified in [Part IV, Section 17](#) of the [Solutions for Congested Corridors Program Guidelines guidelines](#) must be addressed and in the order provided. [Additional instructions for some criteria is provided below for reference.](#)

i. Congestion Evaluation Criteria

- a) Extent of Congestion
- b) Proposed Solution

ii. Additional Evaluation Criteria

- 1) Safety
- 2) Accessibility
- 3) Community Engagement – Refer to the [SB 1 Competitive Programs Transportation Equity Supplement](#) in [Part VIII, Appendix E](#) to respond to this criterion. Provide an active, publicly accessible link to the community engagement plan(s) referenced to respond to this criterion and include relevant page number(s) for direct reference.
- 4) Economic Development and Job Creation and Retention
- 5) Air Quality and Greenhouse Gases

6) Efficient Land Use and Housing - Refer to the [Land Use Efficiency and Prohousing Supplement](#) in [Part VIII, Appendix F](#) to respond to this criterion.

7) Matching Funds and 8) Deliverability – Provide a combined response for these criteria.

- Provide a total project cost estimate which includes the amounts and sources of all funds committed to the project and the basis for concluding that the funding is expected to be available. Include a funding table that lists all projects costs separated out by project element (if applicable), phase, cost, funding amount, funding source, and funding status.
- Uncommitted funds may only be from those programs identified in [Part V, Section 19](#). If uncommitted funding is proposed, the nomination must address the plan to secure a funding commitment, explain the risk of not securing that commitment, and provide a contingency plan and alternate funding table to secure an alternate source of funding in case the commitment is not secured.
- 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.
- Confirm and demonstrate the ability to absorb any cost overruns and deliver the proposed project with no additional funding from the Solutions for Congested Corridors Program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.
- Describe the project delivery plan, identify any known risks that could impact successful project implementation and provide a response plan to manage or avoid known risks. This can include any risks associated with deliverability and engineering issues, and funding commitments.

9) Collaboration

9)10) Cost Effectiveness – Demonstrate project benefits in relationship to project costs. If the nominated project has multiple project elements, include a table to clearly illustrate the benefit-cost ratio of each element.

If a criterion is not addressed responses to criteria are incomplete or left blank, the project may not be funded in the Solutions for Congested Corridors Program.

The required performance metrics in [Part VIII, Appendix D](#) will must support and be consistent with the criteria narrative.

ADVANCING EQUITY & COMMUNITY ENGAGEMENT



Including the Community Engagement evaluation criterion and the Equity Supplement in 2022 SB 1 Competitive Programs Guidelines ensured projects with more equitable outcomes were competitive for funding.



Commission staff continue to collaborate with the interagency Equity Advisory Committee and stakeholders to ensure equity is considered throughout the project development, nomination, and selection process.

2024 SENATE BILL 1 ~~COMPETITIVE~~ PROGRAMS
TRANSPORTATION EQUITY SUPPLEMENT

Adopted August XX, 2024

PROPOSED UPDATES: APPENDIX E

- The Equity Supplement will apply to *all* SB 1 Programs, including the Local Partnership Formulaic Program.
- These are *draft, proposed updates* to the Equity Supplement and may be subject to changes.

PROPOSED UPDATES: INTRODUCTION

Updates reduce redundancy and further clarify intent for applicants to consider equitable practices through a project's lifecycle, which includes the planning, development, and delivery processes.

Red-line revisions to SCCP Guidelines (Part VIII, Appendix E)



The Commission developed this supplement in collaboration with members from the interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project incorporates advances transportation equity by responding to key questions in the project application.

- Was-How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage outreach-conducted with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, individuals with disabilities, and low-income individuals or communities,-within the project study area? How was their community feedback incorporated into the project? Did the agency inform communities about how their feedback was incorporated into the project?
- How did the agency develop the project scope? Were scope alternatives developed based on community feedback? Can the agency demonstrate its partnership-engagement and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable additional strategies that would have a less discriminatory considered and included in the project?

Equitable practices should be considered through a project's lifecycle (planning, development, and delivery). This can include structural and procedural equity strategies like the examples provided in this supplement. Structural strategies reform planning practices to create inclusive, affordable, and resource-efficient transportation infrastructure, whereas procedural strategies provide special benefits to disadvantaged groups to create fairness in process. Mindful and meaningful inclusion and engagement are critical to successfully advance equity in transportation planning as well as project development and delivery.

Further, this document Agencies may use this supplement to incorporate -support future efforts to equity-equitable corridor improvement strategies and advance projects with more equitable outcomes in their comprehensive multimodal corridor plans, as required in the Solutions for Congested Corridors Program.

PROPOSED UPDATES: SECTION A

Added new resource:

- **California Department of Transportation's Transportation Equity Index (EQI) – A spatial screening tool designed to identify transportation-based priority populations at the census block level. The Transportation Equity Index integrates transportation and socioeconomic indicators into three screens that all reflect low-income status and tribal land status: 1) transportation-based priority populations, 2) traffic exposure, and 3) access to destinations. The live map and detailed use instructions can be accessed on the California Department of Transportation's website.**

Red-line revisions to SCCP Guidelines (Part VIII, Appendix E, Section A)

PROPOSED UPDATES: SECTION A

Added new resource:

- **United States Department of Transportation’s Equitable Transportation Community (ETC) Explorer** – Developed under the Justice40 Initiative, this interactive web application uses census tracts and data to explore the cumulative impacts of transportation underinvestment in the areas of transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk burden. Census tracts are considered “disadvantaged” in communities if the final index score is greater than the 65th percentile and communities. The map can be found on the United States Department of Transportation’s website.

Red-line revisions to SCCP Guidelines (Part VIII, Appendix E, Section A)

PROPOSED UPDATES: SECTION B

B. Example Equity Benefits

The following are ways to achieve transportation equity: Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:

1. Increase access to social, educational, and economic opportunities and amenities, including (but not limited to) shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
2. Reduce travel times, congestion, and pollution.
- ~~3.~~ Improve access to ~~and safety of~~ active transportation and provide alternatives to automotive options.
- ~~3.4.~~ Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
- ~~4.5.~~ Enhance opportunities to increase physical activity ~~through~~ by encouraging use of active transportation.
- ~~6.~~ Enhance opportunities to encourage use of zero-emission modes of travel.
- ~~5.7.~~ Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.



PROPOSED UPDATES: SECTION C

C. Example **Community Inclusion and** Engagement Strategies

Below are four examples of community engagement strategies that may be completed during the project delivery process to ensure equity. Meaningful inclusion and engagement require sustained interactions and consistent, transparent communications to build trust through every step of the project planning process—from first thought to last action. This is especially important in disadvantaged and historically impacted and marginalized communities.

Community inclusion and engagement may be pursued during each stage in the project development and delivery process. An applicant agency should demonstrate how its inclusion and engagement strategies align with the types of strategies included as examples below, describe how recently that engagement has occurred, and how it is actively implemented.

While there are many types of engagement strategies to utilize, hybrid approaches may yield optimal benefits for communities and applicant agencies. For example, direct engagement strategies such as meeting with community leaders to develop relationships can be combined with indirect strategies such as surveys and polls to understand community needs, both the communities and the applicant agencies benefit from building trust and gaining new insights through collaboration. These are some examples of potential strategies:



PROPOSED UPDATES: SECTION C *(continued)*

Added examples of different types of strategies applicants can utilize through the project development lifecycle.

Red-line revisions to SCCP Guidelines (Part VIII, Appendix E, Section C)



1. Identify, ~~reach out to~~ contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as many marginalized groups often lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).
- 4.2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, 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 persons; individuals with disabilities; displaced and houseless unhoused persons; and lesbian, gay, transgender, and queer communities. ~~Demonstrate how community perspectives were included or integrated into the project.~~
3. Collaborate with community-based groups and organizations to establish a local or regional project study area organization or committee (e.g., planning, oversight, advisory, steering, etc.) with decision-making authority to empower community leaders and solicit quality community input and feedback through the project planning process.
4. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
5. Survey and collect information on non-motorized travel demands and disadvantaged groups' unmet mobility needs. Use this information to develop transportation improvements to address these needs.
- 2.6. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning process.
- 3.7. Collaborate, fund, or contract with local organizations to support community engagement and project completion steps efforts in the project planning process.
- 4.8. Prioritize community identified high-need areas, such as those identified through robust community engagement.
- 5.9. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized communities such as the communities identified in this supplement.
10. Ensure stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies consistent with federal and state law.

PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

3. Community Engagement – In alignment with the Commission’s Racial Equity Statement, ~~the Solutions for Congested Corridors Program nominations~~ will be evaluated ~~projects~~ based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.

~~In responding to this criterion, refer to the SB 1 Competitive Programs Transportation Equity Supplement in Part VIII, Appendix E. Based on the indicators and examples provided in the SB 1 Programs Transportation Equity Supplement in Part VIII, Appendix E:~~

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

Red-line revisions to SCCP Guidelines (Part IV, Section 17.2.3)



PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

(continued)

- ~~Identify disadvantaged or historically impacted and marginalized communities within the project study area. and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized communities are identified and considered within the planning process~~ If applicable, provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.
- ~~Identify how the project engaged the community to consider community-identified project needs. Explain how communities in the project study area were engaged to identify their needs.~~ If there are disadvantaged or historically impacted and marginalized communities within the project study area, how were they engaged did the agency directly engage them? How was community feedback incorporated into the project and were they informed to this effect?
 - ~~How was received input incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied by providing a demographic profile or map of the metropolitan area that identifies locations of disadvantaged or historically impacted and marginalized communities within the project study area. If the applicant has already included information about community engagement in another section of the nomination 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~~ Part VIII, Appendix E.



PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

(continued)

- Identify how your agency developed the project scope~~Describe how the project scope was developed. Were scope alternatives developed based on community feedback? Can the agency through~~ demonstrate ~~its~~ partnership, ~~engagement~~, and collaboration with the ~~state's most~~ disadvantaged or historically impacted and marginalized communities? ~~Identify any~~ strategies included in the project scope that ~~seek to~~ avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans developed and implemented in the recent past (no more than **five** years ago) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plan is still applicable and why developing a new community engagement plan was either not feasible or not necessary. Provide the month and year the existing plan was finalized and implemented.



DRAFT SAMPLE APPLICATION TEMPLATE

- Will be posted online as a sample template after the workshop.
- This optional resource may be utilized to streamline how project applications are organized.
- Sample template is based on the changes proposed in Appendix A and may be subject to change until the final guidelines are adopted in August.



PROPOSED UPDATES: APPENDIX G

- This form is only required for projects with a scope of work within the State Highway Right of Way but are *not* nominated by Caltrans.
- A new version of this form will be included in the final adopted program guidelines.

Revisions to SCCP Guidelines (Part VIII, Appendix G)



I. APPLICANT INFORMATION

1. APPLICANT _____

2. APPLICANT CONTACT _____	3. CONTACT TITLE _____
4. CONTACT PHONE _____	5. CONTACT EMAIL _____

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 Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop. Proceed to Section 13.
- 2. 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.
- 3. Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- 4. 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.
- 5. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here. _____
- 6. 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. _____
- 7. 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 GMAP \(ca.gov\)](#) 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, checklist 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 and 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 ACKNOWLEDGEMENT

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

District Director, District _____
 The above signature indicates, based on available information:
 Caltrans acknowledges the Project

APPLICANT'S SUBMIT TO DISTRICT CONTACTS IN LOCAL ASSISTANCE OR PROJECT MANAGEMENT
 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, (2) draft funding application(s), and/or (3) project specific maintenance obligations.

Attachment(s): _____



FINAL OPPORTUNITY TO PROVIDE STAKEHOLDER FEEDBACK

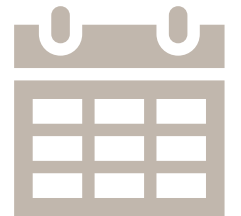
Submit any final feedback by Thursday, May 30, 2024



OFFICE HOURS RECAP

SB 1 Programs' office hours began March 2024 and concluded May 2024

- Scheduled 30-minute appointments
- Closed virtual sessions
- **25 sessions | ~40 projects**



CLOSING



ACTION ITEMS



NEXT STEPS



QUESTIONS /
COMMENTS

CONTACT INFORMATION



SB 1 PROGRAMS

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SCCP

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THANK YOU

