

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
GUIDELINES**

RESOLUTION G-22-54

- 1.1 **WHEREAS**, Streets and Highways Code Section 2396 requires the California Transportation Commission (Commission) to adopt guidelines for the development of the Solutions for Congested Corridors Program, and
- 1.2 **WHEREAS**, the Solutions for Congested Corridors Program objective is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and provide environmental benefits, and
- 1.3 **WHEREAS**, the Commission hosted seven virtual public workshops and 18 virtual office hour sessions and worked collaboratively with the California State Transportation Agency, California Department of Transportation, California Air Resources Board, Commission's Equity Advisory Roundtable, regional transportation agencies, local agencies, and other stakeholders to develop the 2022 Solutions for Congested Corridors Program guidelines, and
- 1.4 **WHEREAS**, Commission staff presented an initial draft of the 2022 Solutions for Congested Corridors Program Guidelines to the Commission at its June 29, 2022 meeting, and
- 1.5 **WHEREAS**, the Commission submitted the proposed 2022 Solutions for Congested Corridors Program Guidelines to the required legislative committees in the California State Legislature on July 14, 2022, and
- 1.6 **WHEREAS**, the Commission hosted two public hearings, one for southern California on August 10, 2022, and one for northern California on August 17, 2022.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the 2022 Solutions for Congested Corridors Program Guidelines, and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to identify the Commission's policy, standards, criteria and procedures for the development, adoption, and management of the 2022 Solutions for Congested Corridors Program, as well as provide guidance to applicants, implementing agencies, and the California Department of Transportation, and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes as needed to the guidelines, and

August 17, 2022

- 2.4 **BE IT FURTHER RESOLVED**, that the guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation, and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission directs Commission staff to post these guidelines to the Commission's website.

2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

Adopted August 17, 2022

Resolution G-22-54

California Transportation Commission



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I. INTRODUCTION

1. Purpose

The primary objective of the [Solutions for Congested Corridors Program](#) is to fund projects 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.

2. Authority

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 are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

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 update these guidelines after first giving notice of the proposed changes.

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

3. Schedule

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 29 - 30, 2022
Guidelines Submitted to the Legislature	July 14, 2022
Guidelines Hearing, South	August 10, 2022
Guidelines Hearing, North	August 17, 2022
Guidelines Adoption and Call for Projects	August 17, 2022
Project Nominations Due	December 2, 2022
Staff Recommendations Released	June 8, 2023
Program Adoption	June 28 - 29, 2023

II. FUNDING

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 2018 Solutions for Congested Corridors Program exceeded the programming amount by \$6,089,000 which reduced the 2020 Program funding capacity to \$493,911,000. However, the 2020 Program was adopted with \$500,000,000 in programmed funds. Since then, some projects have reported cost savings, which returned \$5,753,000 to the Program. Therefore, the capacity for the 2022 Solutions for Congested Corridors Program will be \$499,664,000.

5. 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 by program adoption.
 - 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 by program adoption.
- Projects that have completed the environmental process.
- Projects with funding plans which demonstrate complete funding commitments which align to the requirements in [Part V, Section 19](#) of these guidelines. Uncommitted funds may only be from the following competitive programs: Trade Corridor Enhancement Program, Local Partnership Program, or a federal discretionary grant program.
- 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. An 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 another local agency, the Commission expects the responsibility to pay for cost increases will be negotiated and agreed upon before application submission, and that this agreement will be consistent with program guidelines, and state and federal law; memorialized in the baseline agreement; and adhered to by all parties involved.

Projects on the state highway system and projects implemented by Caltrans require a Caltrans-approved Project Report.

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.

6. Matching Requirements

Projects funded by the Solutions for Congested Corridors Program do not require a match.

7. 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 incurred prior to Commission allocation approval and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

III. ELIGIBILITY

8. Eligible Applicants

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

- A regional transportation planning agency.
- A county transportation commission.
- Caltrans.
- An authority responsible for preparing a regional transportation improvement program under Section 14527 of the Government Code.

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

For jointly nominated projects, the implementing agencies assume responsibility for and accountability of the project 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.

9. Eligible Projects

The Commission encourages nominating projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, and advance transportation equity.

In accordance with [Executive Order N-79-20](#), the Commission encourages projects that improve clean transportation by supporting infrastructure for zero-emission vehicles and support bicycle, pedestrian, and micro-mobility options by incorporating safe and accessible infrastructure improvements.

Furthermore, pursuant to [Executive Order N-73-20](#), the Commission encourages projects that identify and incorporate the installation of conduit 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 facilities, and pedestrian facilities, or required mitigation or restoration or some combination thereof. Applicants are encouraged to consider the incorporation of complete streets elements into nominated projects when they would be beneficial, cost-effective, and practicable to the overall project scope. These elements could include, but are 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 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

servicing the rail corridor; operational and 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 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.
- 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, and efficient and intelligent parking infrastructure and systems.
 - Identified system and device performance and optimization to support those investments are eligible if they are considered capital costs.
- Projects that include supporting infrastructure for the deployment of current and future technologies, such as zero-emission vehicle charging or hydrogen fueling stations and capital projects to upgrade maintenance facilities supporting zero-emission vehicles.
- Transportation Management Systems and Transportation Demand Management, and those that include broadband installation (conduit 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.

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 the Solutions for Congested Corridors 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 clearly 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.

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 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 [Part VIII, 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 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.

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 (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 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 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 address the total corridor and the reasons for project segmentation.

A project will be evaluated based on the segment proposed for funding. Therefore, the nomination should: identify the benefits (outputs and 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 for each segment in the corridor.

Proposed projects (or segments) that complete a corridor as defined in a comprehensive multimodal corridor plan will be prioritized for funding.

14. Multimodal Projects, Modes, and 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 nomination must identify the scope of work for each project mode. The benefits (outputs and outcomes) that will be achieved may be described for all project modes combined in the project nomination. If a proposed project mode does not establish a clear connection or benefit to the corridor, as demonstrated in a comprehensive multimodal 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 nomination must identify the scope, funding plan, and schedule for each contract (each contract should have a separate electronic Project Programming Request Form), including any contracts that do not request Solutions for Congested Corridors Program funds. The nomination should explain the strategy for project delivery. If, after program adoption, the project is divided into independent contracts, it should be reported to the Commission as soon as possible. To divide a project into independent contracts, a project amendment must be approved by the Commission before allocation.

15. Screening Criteria

The Commission will screen all project nominations for completeness and eligibility before they are moved to the evaluation process. Project nominations that are deemed incomplete or ineligible 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 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 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.

16. Project Rating Process

All project nominations that meet the screening criteria specified in [Part III, Section 15](#) will be evaluated and selected through a competitive process.

Project nominations will be rated using the evaluation criteria specified in [Part IV, Section 17](#). Each evaluation criteria will be scored as:

- High
- Medium-High
- Medium
- Medium-Low
- Low

The highest-ranking nominations will be programmed for funding. The Commission may collaborate with the following 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 California Life-Cycle/Benefit-Cost Analysis).

IV. EVALUATION

17. Evaluation Criteria

Responses in the project nominations must include quantitative and qualitative measures to demonstrate how a project meets the Solutions for Congested Corridors Program policy objectives. Refer to the Performance Indicators and Measures in [Part VIII, Appendix D](#) to respond to the criteria identified in Part IV, Sections 17.1 and 17.2 of these guidelines.

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](#).

- 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 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.
- 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 service, especially those that improve travel time or service frequency, active transportation, 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.

17.2 Additional Evaluation Criteria

Project nominations must demonstrate the project's consistency with identified co-benefits of the proposed project. Projects funded in the Solutions for Congested Corridors Program are expected to provide diverse benefits in a variety of areas, which may include some or all the criteria identified below.

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 should demonstrate how the proposed project will provide access to multimodal choices. Will the project close an existing gap in transit and active transportation? How will the project connect to jobs, major destinations, and residential areas? If identifiable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities. Describe how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized communities, which could be demonstrated by utilizing mapping tools that overlay the identified accessibility points with 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. In responding to this criterion, refer to the *SB 1 Competitive 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:

- 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. 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 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](#).

- Identify how your agency developed the project scope through demonstrated partnership, engagement, and collaboration with the state's most disadvantaged or historically impacted and marginalized communities. Identify strategies included in the project scope that seek to avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.

- 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 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.

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 of zero-emission transit buses, light-rail vehicles, and passenger-rail vehicles.
- 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 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 and Housing** – The nomination must address how the proposed project will support and advance transportation efficient land-use 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) enacted or developing local land-use policies in the project area which support efficient land-use patterns or incorporate Prohousing criteria. These can include, but are not limited to:

- Policies identified in the *Land Use Efficiency and Prohousing Supplement* in [Part VIII, 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, or infill 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. Projects that leverage funding from discretionary private, federal, state, local or regional sources will rate higher. Matching funds will only be considered in the construction component.

With the exception of State Transportation Improvement Program (STIP) funds, matching funds will only be considered as leveraged funds when not allocated by the Commission on a project basis.

In each contract, the matching funds must be expended concurrently and proportionally to the Solutions for Congested Corridors Program funds, except as noted below. Costs incurred before 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 Solutions for Congested Corridors Program funds.

An 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 positive benefits 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.

V. PROGRAMMING

18. Programming Funds

The Solutions for Congested Corridors Program will be developed consistent with the annual amount of funds available for the Solutions for Congested Corridors 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 [Part IV, 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 and 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 Solutions for Congested Corridors Program funds and other committed funds and uncommitted funds, as identified below.

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, Local Partnership Program, or a federal discretionary grant program. The applicant must indicate their plan to secure a funding commitment, explain the risk of not securing that commitment, and their plan to secure 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 before July 1 of the year in which the project is programmed, or the project will be removed from the program.

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. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) 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 before allocation. The Letter of No Prejudice Guidelines were adopted in October 2017 and are available on the [Commission's website](#).

VI. DELIVERY

21. Allocation Requests

21.1 Review Process

- When an agency is ready to implement a project or project phase, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review and recommendation and Commission allocation is 60 days.
 - If the project or project component is to be implemented by an agency other than the applicant, the allocation request must be signed by the implementing agency.
 - Include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.
- Caltrans will review the allocation request and then provide its recommendation to the Commission for action.
- The recommendation from Caltrans will include:
 - Determination of project readiness.
 - Availability of appropriated funding.
 - Availability of all identified and committed supplementary funding.

- Consistency with the executed Baseline Agreement, if applicable.
- Certification from Caltrans verifying that a project's plans, specifications, and estimate (PS&E) are complete, environmental and Right-of-Way (ROW) clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans considers these projects Ready to List (RTL).
- Commission staff may request additional information as part of the Commission's review.

21.2 Allocation Requirements

- In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for construction before 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 before documentation of environmental clearance under the National Environmental Policy Act.
 - The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the [Commission website](#).
- A project will only be placed on the Commission's agenda for an allocation of construction funds if the project is ready to advertise.
- The Commission will approve an allocation in whole thousands of dollars. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.
- When Caltrans is the implementing agency, construction support costs must be allocated separately from construction capital costs.
- An implementing agency must not award the construction contract for a project until the Commission has approved an allocation of the Solutions for Congested Corridors Program funds for the project.
- An agency should not request an allocation of construction funds unless it is prepared to award contract(s) related to the allocation within six months of allocation approval.
- If an agency has Commission approval to use more than one contract to deliver the programmed project scope, then it must request separate allocations for each independent contract.
- If a project or project component is ready for implementation earlier than the fiscal year in which it is programmed in the Solutions for Congested Corridors Program, an implementing agency may request an allocation in advance of the programmed year. The Commission may approve an allocation in advance of the programmed year if the allocation will not delay availability of funding for other projects.

22. Timely Use of Funds

The Commission expects certain deadlines to be met as programmed projects are implemented. If the expected deadlines are not met and a time extension is not approved before the expiration of a deadline (see [Part VI, Section 22.2](#)), the project will be deleted from the Solutions for Congested Corridors Program.

22.1 Deadlines

1. **Allocation Deadline** – Allocation for a programmed project phase must be requested in the fiscal year in which the funds are programmed. Funds programmed to a project expire on June 30 of the fiscal year in which the funds are programmed. An allocation request must be placed on a Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed. If 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.

At the time of fund allocation, an implementing agency may request that the Commission extend the deadline for completion of work and the liquidation of funds, if necessary, to accommodate the proposed expenditure plan for the project.

2. **Contract Award Deadline** – Construction contracts must be awarded within six months of an approved allocation.

Implementing agencies must not award the contract for a project until the Commission has allocated funds for the project.

3. **Project Completion Deadline** – After award of the construction phase contract(s), an implementing agency has up to 36 months to complete (accept) the contract(s). The implementing agency must invoice Caltrans for these costs no later than 180 days after the expenditure or completion deadline.

22.2 Extensions

The Commission may extend the deadlines listed in [Part VI, Section 22.1](#) under the following conditions:

- An unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the extension.
- Extension requests should describe the specific unforeseen and extraordinary circumstance and identify the delay directly attributable to the circumstance.
- No deadline will be extended more than once.

- Each deadline extension request will be considered separately for each programmed project or project component.
- The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.
- The extension request cannot exceed the maximum period of delay identified in this section.
- An implementing agency must submit a time extension request to Caltrans at least 60 days before the Commission meeting in which the extension needs to be approved.
 - An allocation extension request must be approved by the Commission before June 30 of the fiscal year the funds are programmed.
 - Except for the allocation of funds, time extension requests must be received by Caltrans before the expiration dates indicated in indicated in [Part VI, Section 22.1](#).
- 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.
- The Commission will consider a time extension request when it receives a time extension request with a recommendation from Caltrans.
- If a time extension is not approved before the expiration of a deadline, the project will be deleted from the Solutions for Congested Corridors Program.

The following types of extensions may be requested in the Solutions for Congested Corridors Program:

- 1. Allocation Extension (12 months maximum)** – May be requested if a project phase cannot be allocated before June 30 in the fiscal year it is programmed.
- 2. Contract Award Extension (12 months maximum)** – May be requested if the construction contract(s) cannot be awarded within six months of the approved allocation of funds.
- 3. Project Completion Extension After Allocation** – May be requested if, after allocation, an implementing agency finds that project completion will not occur within 36 months of the construction contract award.

23. Project Amendments

The following types of project amendments may be considered for the Solutions for Congested Corridors Program:

- 1. Cost Changes** – While cost changes to a project may occur after the project is programmed, the Solutions for Congested Corridors Program will not program additional funds to accommodate any cost increases to a project. Any cost increases must be funded from other fund sources. If there is a change in the cost estimate, the Commission must be notified immediately in writing to explain the change and the plan to cover the increase. A revised electronic Project Programming Request form which identifies the source of the additional funding must also be included. If a fund source is not identified to cover the cost increase, the project will be deleted from the Solutions for Congested Corridors Program.
- 2. Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in [Part VI, Section 22.2](#). For projects programmed in the last year of the 2020 Solutions for Congested Corridors Program, the agency may request by December 1, 2022, to reprogram the project only once with a justification. The request must include a cover letter from all the implementing agencies involved with 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 electronic Project Programming Request. The Commission may approve the request only if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the change at the time the 2022 Program is adopted.
- 3. 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 Solutions for Congested Corridors Program.

The Commission may approve a project amendment request only if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the amendment at the time the 2022 Program is adopted.

Amendment requests must be submitted as soon as an implementing agency has identified a need for one and must include documentation that supports the requested change and its impact on the scope, cost, schedule, and benefits (outputs and outcomes). Project amendment requests must be submitted as follows:

- Implementing agencies must notify Caltrans in writing of proposed project amendments.
- The written notification to Caltrans must include:
 - Detailed explanation of the proposed change.
 - Reason for the proposed change. Provide documentation as applicable.
 - Impacts to the project benefits (outputs and outcomes).

- Comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase, decrease, or no change and an explanation of the methodology used to develop the comparison.
- Revised electronic Project Programming Request form documenting the proposed changes and the amendment request.
- Caltrans will coordinate all amendment requests and utilize the electronic Project Programming Request to help document the change.
- Caltrans will review the proposed amendment and present the agency's proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's approval.
- Project amendments requested by implementing agencies must include approval of all partner and funding entities before presentation to the Commission.
- Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.

24. 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 before 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.

When used in reference to project cost savings the word "proportionally" means that savings will be returned to each funding source based on the amount contributed from the respective source.

VII. REPORTING

25. Project Reporting

Pursuant to SB 1, the Commission must track and report the progress of projects funded by the Solutions for Congested Corridors Program. The reporting requirements as outlined in the [Commission's Accountability and Transparency Guidelines](#) are required for all projects programmed in the Solutions for Congested Corridors Program.

26. Project Tracking Database

Caltrans maintains an electronic database of the adopted Solutions for Congested Corridors Program and Commission actions. The database includes project specific information, including project description, location, cost, scope, schedule, progress of the project, and a map. The project information from the database is accessible at www.RebuildingCA.ca.gov.

27. Project Auditing

The audit requirements are outlined in the [Commission's Accountability and Transparency Guidelines](#) and will be required for all projects programmed in the Solutions for Congested Corridors Program.

28. Project Signage

An 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 state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the [California Manual on Uniform Traffic Control Devices](#).

29. 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](#).

VIII. APPENDICES

APPENDIX A – PROJECT NOMINATIONS

Submittal Requirements

- ⇒ Project nominations must use the lettering convention outlined below.
- ⇒ Each project nomination is limited to 35 pages, excluding information requested in appendices.
- ⇒ Applicants must email one (1) electronic copy of the nomination package to SCCP@catc.ca.gov.
- ⇒ Project nominations and supporting documentation must be submitted to the Commission by 11:59 PM on Friday, December 2, 2022.
- ⇒ Nominations will be treated in accordance with California Public Records Act requirements and information may be publicly disclosed subject to those requirements.

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 and 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 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.

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 or Sustainable Communities Strategy must be included.
- A description of the comprehensive multimodal corridor plan as required in [Part III, Section 10](#). A description of how and where the proposed project is included in the comprehensive multimodal corridor plan. An explanation of how the proposed project is consistent with the objectives of the comprehensive multimodal corridor plan. A description of how the comprehensive multimodal 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 comprehensive multimodal 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 [Part IV, Section 17](#) of the guidelines must be addressed. If a criterion is not addressed the project may not be funded in the Solutions for Congested Corridors Program.

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

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 [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 its plan to secure 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 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.
- 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

- Refer to the *SB 1 Competitive Programs Transportation Equity Supplement* in [Part VIII, Appendix E](#).

H. Additional Information

- **Private Infrastructure** – Where an investment is proposed to improve private infrastructure, the project nomination must document an assessment of public and private benefits to 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 or 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 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. This information is requested as a part of project nominations. This information is not evaluated; however, it is captured for project informational purposes.

- **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 and 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 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 and 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**

- Public health has many aspects and can be described in both quantitative and qualitative terms. The facets most easily connected to transportation planning include the categories of physical activity and mental health; traffic safety; environmental quality and pollution exposure; and accessibility to health-promoting goods and services.
- These guidelines collect information about public health in the following performance metrics, which are also evaluation criteria: safety performance metric, the air quality performance metric, and the accessibility performance metric. In addition, the community engagement evaluation criterion requires applicants to consider health impacts to communities disproportionately burdened by air pollution.
- In addition to these measures, project designs that remove or alleviate conflicts between vehicles and other travel modes are encouraged. The inclusion, for example, of protected intersection designs or signal phasing in locations with existing vehicle and active transportation conflicts would improve safety and support physical activity.
- Project evaluators will take into consideration the need to reduce toxic air pollutants in the most polluted and/or vulnerable communities. This will be reflected in the evaluation of the air quality evaluation criterion and the community engagement evaluation criterion.

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 with any questions about this form.

1	CMCP Title	
2	CMCP Lead Agency	
3	CMCP Completion Date	
4	CMCP Limits	
5	Key Routes and Facilities	
6	Partner Agencies	
7	CMCP Reference to Proposed SCCP Project(s) (Identify Page Number)	
8	Additional Comments (Optional)	

CMCP CHECKLIST			
#	CMCP Key Elements	Yes or No	Page #
1	Demonstration of state, regional, and local collaboration as applicable.		
2	Inclusion of specific corridor objectives.		
3	Identification and evaluation of performance impacts of recommended projects and strategies.		
4	Discussion of induced demand analysis for highway and local road projects as applicable.		
5	Discussion of travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.		
6	Application of a range of performance metrics for the set of recommended projects and strategies.		
7	Recommendations and prioritization of multimodal improvements for funding.		
8	Identify a timeline for implementation (e.g., short, medium, and long-term projects).		
9	Discussion of potential funding sources for transportation improvements.		
10	Inclusion of strategies for preserving the character of the local community and creating opportunities for neighborhood enhancement projects.		
11	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.		
12	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.		
13	Description of how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, where applicable.		
14	Description of how the plan is consistent with other applicable regional or local planning frameworks such as local jurisdiction land use plans.		
15	Incorporation of broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.		
16	Explanation of how community representatives and the general public were engaged throughout the development of the plan.		
17	Explanation of how engagement with planning partners and stakeholders was conducted for the plan.		
18	Description of how disadvantaged communities were specifically engaged.		
19	Description of how feedback received influenced the final plan.		

Approval by CMCP Agency Director			
FIRST AND LAST NAME	TITLE	SIGNATURE	DATE (MM/DD/YYYY)

APPENDIX C – ELECTRONIC PROJECT PROGRAMMING REQUEST

Each application must include an electronic Project Programming Request (ePPR) form. The electronic Project Programming Request must list federal, state, local, and private funding source and amount 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.

Visit the [Caltrans Office of Capital Improvement Programming \(OCIP\)](#) for more information about electronic Project Programming Requests, including a User's Guide.

APPENDIX D – PERFORMANCE INDICATORS AND MEASURES

- Complete the table included in this appendix with the requested information for the proposed project. This information must be consistent with the information in the electronic Project Programming Request form under [Part VIII, Appendix C](#).
- Commission staff may contact applicants for additional information.
- Refer to the Solutions for Congested Corridors Program [Performance Metrics Guidebook](#) which includes additional information and resources to complete this table.

California Transportation Commission
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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 Traveled (VMT)	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 and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus				
	(Optional) Other Information	All				

California Transportation Commission
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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	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All				
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO ₂)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SO _x)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NO _x)					

California Transportation Commission
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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) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(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 states as follows:

The California Transportation Commission 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.

In the mid-Twentieth Century, California undertook a major expansion of transportation infrastructure aided by an influx of federal funding. While infrastructure improvements were being planned, designed, and constructed, Black, Indigenous, and other people of color were disenfranchised, lacked voting protections, and were underrepresented in government decision-making. New highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services. The results of racial segregation and disinvestment of transportation funds in communities of color are still visible in cities today.

Californians who live in historically underserved communities are more likely to be negatively impacted by increased exposure to air pollution and noise from cars, trucks, ships, trains, and aircraft, and struck or killed by drivers when walking and biking. These vulnerable communities may have limited access to safe and affordable transportation options to connect residents to jobs, education, healthcare, and recreation. In addition, people of color may experience diminished safety and comfort while walking, biking, driving, or using public transportation as a result of racial discrimination in enforcement.

The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission will:

- Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners;
- Empower the Commission’s Equity Advisory Roundtable and future related efforts to help inform transportation decision making;
- Strengthen understanding of community transportation needs and challenges through the forthcoming Community Listening Sessions;
- Ensure equity, public health, and robust public engagement via our planning and programming guidelines;
- Provide expanded opportunities for Commissioner and staff training related to diversity, equity, and inclusion; and
- Feature equity topics and elevate diverse perspectives in public meetings of the Commission.

We uphold our 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, including Black, Indigenous, and other people of color, and people with low incomes, within the project study area and how was that input incorporated into the project?
- How has your agency developed the project scope through demonstrated partnership, engagement, and collaboration with the state's most disadvantaged or historically impacted and marginalized communities within the project study area?
- 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. Below are examples of indicators which may be considered:

- Median Household Income: Is less than 80 percent 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 percent in the state according to the California Environmental Protection Agency 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: Developed by the Public Health Alliance of Southern California, 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](#).
 - Extreme Heat Edition: This is a tool developed by the Public Health Alliance in partnership with the UCLA Luskin Center for Innovation. The Healthy Places Index Extreme Heat Edition provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of resources and funding opportunities that can be used to address extreme heat. More information about the tool and a live map can both be found on the [UCLA Luskin Center for Innovation website](#). This tool is a complement to the [California Heat Assessment Tool](#) funded by the California Natural Resources Agency as part of the state's Fourth Climate Change Assessment.
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).
- A Regional Definition such as "environmental justice communities," "equity priority communities," or "communities of concern." The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged

communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) or 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 project study area boundary has a median household income that is at or below 80 percent 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 ways to achieve transportation 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 disadvantaged or historically impacted and marginalized communities such as those communities identified above
7. Improved accessibility to amenities including shopping centers, health centers, schools, social services, transit centers or 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

Below are four examples of community engagement strategies that may be completed during the project delivery process to ensure equity. Outreach should include traditional forms of communication, including phone calls, mailers or flyers, and in-person events as many marginalized groups often lack access to computers and the internet.

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.ioes.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 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 AND 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 is supplement provide information about local land-use policies that can serve as indicators to support efficient land use patterns. The presence of these policies in a project area can be used to demonstrate a project’s ability to support the efficient land use co-benefit as described in [Part IV, Section 17.2](#) 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 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 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.

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. 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 (ADU) law [e.g., permitting more than one ADU or Junior Accessory Dwelling Unit (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 Public Resources Code Sections 21155.1, 21155.4, 21159.24, 21159.25; Government Code Section 65457; California Code of Regulations, Title 14, Sections 15303, 15332; Public Resources Code, Sections 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 and 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 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 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 (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 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 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 California Environmental Quality Act streamlining to help facilitate higher-density housing production and mixed-use development within core areas.

Before adopting a Specific Plan, a city or county must prepare an Environmental Impact Report (EIR) according to California Environmental Quality Act. To meet this requirement, the jurisdiction may adopt a “Program Environmental Impact Report” which facilitates California Environmental Quality Act 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 (California Environmental Quality Act 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 Environmental Impact Report, are exempt from California Environmental Quality Act. 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 California Environmental Quality Act streamlining through Specific Plans, see the Governor’s Office of Planning and Research’s [CEQA Review of Housing Projects Technical Advisory](#).

Examples of Specific Plans that Allow Streamlined Plan-Level California Environmental Quality Act 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 Environmental Impact Report, facilitating California Environmental Quality Act 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.

2. The [Morena Corridor Community Plan](#) allows for 5,630 additional housing units, over the 1,387 allowed in the previous zoning designation.

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 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](#).
- 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 \(Affordable Housing Density Bonus\)](#).

- 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 Sonoma’s density bonus ordinance, including applicability, permit requirements, and summary of provisions, visit the [Sonoma County website](#).
- 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 the [Santa Rosa City website](#).
- 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](#).

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](#).

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 half-mile of a major transit stop or 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 California Environmental Quality Act 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. For more information, contact 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 California Environmental Quality Act 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](#).

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.

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 California Environmental Quality Act 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. For more information, contact 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. Section 134[g] and 49 U.S.C. Section 5303[f]). The Regional Transportation Plan 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 Section 450.322).

In 2008, California Senate Bill 375 required each Metropolitan Planning Organization to develop and adopt, as part of its Regional Transportation Plan, a Sustainable Communities Strategy (SCS). The Sustainable Communities Strategy must demonstrate how the Regional Transportation Plan 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 Regional Transportation Plan. Specifically, SB 375:

- Requires the California Air Resources Board to develop regional greenhouse gas reduction targets for cars and light trucks for each of the 18 Metropolitan Planning Organizations in California.
- Requires each Metropolitan Planning Organization, through its respective planning processes, to prepare a Sustainable Communities Strategy that will specify how the greenhouse gas reduction targets for 2020 and 2035 can be achieved.
- Streamlines California Environmental Quality Act requirements for specific residential and mixed-use developments that are consistent with a Sustainable Communities Strategy or auxiliary power system (APS) that has been determined by the California Air Resources Board to achieve the regional emissions reduction target.
- Synchronizes the Regional Housing Needs Assessment (RHNA) process with the Regional Transportation Plan process.

Under state law, the Sustainable Communities Strategy 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 greenhouse gas from cars and light trucks (Government Code Section 65080[b][2][B]). This forecasted development pattern must be designed to achieve (if possible) the greenhouse gas reduction targets approved by the California Air Resources Board.

Additionally, state law requires the Sustainable Communities Strategy 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.

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- 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 Regional Housing Needs Assessment.
- Allow the Regional Transportation Plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)

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) Metropolitan Planning Organizations, with an expectation that Metropolitan Planning Organizations will subgrant a portion of the funds to eligible entities (cities, counties, transit, or transportation agencies) in their metropolitan region; and 2) counties and tribal entities in non- Metropolitan Planning Organization 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 adopt local policies meeting the indicators described in this Land Use Efficiency and Prohousing Supplement.

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

- For questions about the Prohousing Designation Program, contact the California Department of Housing and Community Development at 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. More information is accessible on the [Prohousing Designation Program's website](#).
- For questions about a local jurisdiction's zoning policies, municipal codes, and zoning codes, visit [Municode](#). 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.-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](#)
 - [Mapping Webinar](#)
 - [Mapping Webinar Presentation](#)

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

- Applicant must complete ALL fields in Sections I and II. Write 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 prior to Application Due Date. Late or incomplete submissions of this form and attachments may delay applications.
 1. Applying 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, Environmental Impact Report / Environmental Impact Statement, etc.) Indicate 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 2 and proceed to Section 13.
 13. Review the linked flowchart and resources for appropriate level of involvement. Check the applicable items in the checklist to determine appropriate process. Check the processes that apply.
Caltrans will review and retains the right to make a final determination.
Caltrans may include attachments after review identifying expected maintenance obligations and/or project risks.

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

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 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 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

*****APPLICANTS 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): _____