

Organization	Date Submitted	Page #	Comment
California Department of Transportation (Caltrans)	7/30/2025	3	First mention of Comprehensive Multimodal Corridor Plan Guidelines, suggest introduce CMCP abbreviation and use going forward in document
California Department of Transportation (Caltrans)	7/30/2025	3	First mention of Solutions for Congested Corridors Program, suggest introduce SCCP abbreviation and use going forward in document
California Department of Transportation (Caltrans)	7/30/2025	3	Recommend converting statutory language in paragraph three into a quote consistent with handling of this language on page 11.
California Department of Transportation (Caltrans)	7/30/2025	4	this wording is very confusing, i believe the point being made is that the CMCP is a requirement for SCCP funding, but SCCP funding isnt the only reason to make a CMCP. Please consider rewording
California Department of Transportation (Caltrans)	7/30/2025	6	I don't think active transportation modes include transit
California Department of Transportation (Caltrans)	7/30/2025	6	Is there a way to call this section out more in the document formatting? This seems to be the basic steps that would be most important in guiding the creation of a CMCP, but get lost in the document.
California Department of Transportation (Caltrans)	7/30/2025	6	Supporting a <b>coordinated</b> passenger rail network." Recommend broadening to "integrated" or "efficient" consistent with CAPTI.

California Department of Transportation (Caltrans)	7/30/2025	6	Needs consistency among document regarding climate action specifically alignment with goals and objectives stated in pg 9.
California Department of Transportation (Caltrans)	7/30/2025	6	I'd suggest the following changes: 1) move " <b>that achieve state, regional, and local goals</b> " from Final Actions to after "developing corridor goals, objectives, and performance measures" in the intro; and 2) revise the first bullet under Final Actions to "Selecting and prioritizing solutions that achieve <b>corridor goals</b> ".
California Department of Transportation (Caltrans)	7/30/2025	7	Add shared mobility hubs/park-and-ride lots to the list of facilities a CMCP study area may include.
California Department of Transportation (Caltrans)	7/30/2025	7	Should this list of facilities also include marine highways/ports, mobility hubs, and airports?
California Department of Transportation (Caltrans)	7/30/2025	7	Add a bullet for 'Mid-term Actions'
California Department of Transportation (Caltrans)	7/30/2025	8	To remove redundancy, suggest editing bulletpoint to say: "Align with the principles of the California Transportation Plan; <b>and</b> the Caltrans statewide modal plans. and strike out the following including the Interregional Transportation Strategic Plan, and California's Climate Change Scoping Plan." (since they were already listed above)
California Department of Transportation (Caltrans)	7/30/2025	8	Re: funding table, competitive column: Should practitioners also consider competitive rail programs such as CRISI? Also, I believe ATP offers planning services to underserved areas via its Symposium and Resource Center.
California Department of Transportation (Caltrans)	7/30/2025	8	Table: It should be noted that the Caltrans Sustainable Communities Planning Grants and Caltrans Strategic Partnership Grants are both sub-categories of the Caltrans Sustainable Transportation Planning Grants (STPG) .
California Department of Transportation (Caltrans)	7/30/2025	9	Revise to " <b>Create opportunities for neighborhood enhancement projects while balancing considerations for local community character</b> ". Reason for suggestion is that from time to time local officials/electeds cite 'community character' as a reason <b>not</b> to implement / construct enhancements. Suggest it is better to say 'balance considerations for' community character rather than center considerations around it.

California Department of Transportation (Caltrans)	7/30/2025	9	Please define "a VMT neutral suite of investments"
California Department of Transportation (Caltrans)	7/30/2025	9	"planning partners, local and regional community leaders and organizations, and owners and users" suggest changing to owners OR users
California Department of Transportation (Caltrans)	7/30/2025	9	Remove typo.
California Department of Transportation (Caltrans)	7/30/2025	10	Any plan to update the Guidebook?
California Department of Transportation (Caltrans)	7/30/2025	12	It appears the only program guidelines included is for SCCP. Should this say "SCCP Program Guidelines and Planning Resources"? Or Split into Appendix A for Program and a new Appendix B for Resources, otherwise the reader might wonder where to find Program Guidelines Resources.
California Department of Transportation (Caltrans)	7/30/2025	12	several links are broken or internal, please ensure links work
California Department of Transportation (Caltrans)	7/30/2025	12	Can include link/ mention Caltrans Active Transportation (CAT) Plans as a resource
California Department of Transportation (Caltrans)	7/30/2025	12	Corridor Planning Process Guide Link is to Feb 2020 version. Newest version is dated April 2022; recommend update link. Also, Sea Level Rise Guidance 2024 Science/Policy Update hyperlink is broken, globally recommend check Appendix links.
California Department of Transportation (Caltrans)	7/30/2025	13	Suggestion to include the California Statewide Transit Strategic Plan

California Department of Transportation (Caltrans)	7/30/2025	General	Please consider more "rural" lens and focus. The types of corridors, geographical places and transportation modes and behavior are very unique and different in rural areas. If this is addressed more in the EAG's that's great but do not want to lose the importance of the rural perspective and area.
California Department of Transportation (Caltrans)	7/30/2025	General	Recommend consistency with linking resources directly in the document vs. linking them in the appendices. Additionally, the Draft Guidelines indicate on p. 9 that the SCCP Guidelines are available in Appendix E, but there is no Appendix E in the document.
Los Angeles (LA) Metro	8/1/2025	8	<p>The Draft 2025 CMCP Guidelines Section III Comprehensive Multimodal Corridor Plans, Subsection 6.1 Plan Content, identifies the following consideration of broader planning goals for plan elements: "Support the Climate Action Plan for Transportation Infrastructure 2.0 Solutions for Congested Corridors Program strategy S2.4, by undertaking a planning process that supports a VMT neutral suite of investments in Comprehensive Multimodal Corridor Plans."</p> <p>Through very comprehensive community engagement processes, Metro has created two CMCPs by presenting a comprehensive vision for both corridors through a range of multimodal investments gathered through a thorough community and stakeholder engagement approach. The plans include all transportation investments that support equitable mobility throughout the corridors and evaluate project competitiveness and readiness based on how well they align with CMCP goals.</p> <p>Considering the universe of transportation investments in the CMCPs and to ensure consistency with the 2025 Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) Strategies &amp; Actions Section 2, Key Action S2.4 "Update the Solutions for Congested Corridors Program (SCCP) Guidelines to target a VMT-neutral suite of investments," Metro suggests revising the language in Section III, Subsection 6.1 of the Draft CMCP Guidelines to align with the CAPTI 2.0 S2.4 language, which requires the CTC to revise the SCCP Guidelines to target a VMT-neutral suite of investments rather than adopt a VMT-neutral CMCP.</p> <p>We make this suggestion both in a spirit of support for state vehicle miles traveled (VMT) policies, such as the CAPTI 2.0 S2.4 directive that promotes and prioritizes projects reducing VMT through existing practices in the SCCP Guidelines; and also of staying true to our commitment to the voter-identified Measure R and M projects of both highway and alternative modes that are designed to work together to reduce congestion and VMT. CMCPs are truly a local process that allows agencies like Metro to engage directly with the diverse array of local communities and stakeholders that are impacted by and desire improvements to transportation corridors selected for a CMCP. Developing a qualifying CMCP requires consensus-building to identify a broad range of multimodal improvements, equity approaches, policies, strategies, potential investments, and other considerations that will ultimately be approved by our Board of Directors. Requiring the CMCP to be VMT neutral will add an unnecessary burden, including the level of modeling across all modes to comply with this mandate, on the local consensus-building and policy-making process. The Commission's interest in ensuring consistency with CAPTI 2.0 will be well-maintained by its discretionary role selecting projects to be awarded funding through SCCP.</p>

Los Angeles (LA) Metro	8/1/2025	General	<p>The SCCP Guidelines require applicants to submit a CMCP Self-Certification Form with their project nomination for the current cycle. The CMCP information provided in the form assures the Commission staff that plans are prepared in accordance with the CMCP Guidelines.</p> <p>Metro staff suggests adding language to the CMCP Guidelines to establish a clear connection between the Self-Certification Form of the SCCP Guidelines and the key plan elements in the CMCP Guidelines. Specifically, we suggest clarifying how the items in the CMCP checklist in the Self-Certification form were chosen to qualify a plan as a CMCP.</p> <p>The above requested clarifications would assist streamlining the process of coordinating the future CMCPs and applications development.</p> <p>Metro also requests clarification on whether any negative or non-applicable responses, such as the lack of consistency with the principles of the federal Congestion Management process, in the Self-Certification form would make a project submitted for SCCP funding ineligible. As we were developing one of our applications in SB 1 Cycle 4, we were reviewing plans to determine whether they met the requirements; it seemed there were some non-answers, and we were not sure whether the plans could still qualify or not. We would like to be more certain of qualification in future cycles.</p>
Los Angeles (LA) Metro	8/1/2025	4	<p>Section II Requirements, Subsection 4 Plan Requirements, provides partial identification of CMCP statutory criteria pursuant to Streets and Highways Code (SHC), Sections 2391 to 2394. Metro staff suggest listing the statutory requirements a CMCP must meet at a minimum in the SHC as shown below:</p> <ol style="list-style-type: none"> <li>1. Be designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. [SHC 2391]</li> <li>2. Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. [SHC 2392]</li> <li>3. Be developed in collaboration with state, regional, and local partners. [SHC 2392]</li> <li>4. Evaluate the following criteria as applicable. [SHC 2394] <ul style="list-style-type: none"> <li>--Safety</li> <li>--Congestion</li> <li>--Accessibility</li> <li>--Economic Development and Job Creation and Retention</li> <li>--Air Quality and Greenhouse Gas Emissions Reduction</li> <li>--Efficient Land Use</li> </ul> </li> <li>5. Be consistent with the goals and objectives of the Regional Transportation Plan. [SHC 2393]</li> </ol> <p>Similar to comment #2, comment #3 would also assist in streamlining the process of coordinating the development of future CMCPs and applications.</p>
Madera County Transportation Commission	7/22/2025	General	<p>Caltrans is in the process of completing a CMCP for the SJ Valley. Will that plan be subject to the updated guidelines?</p>

Interagency Transportation Equity Advisory Committee	7/22/2025	General	It would be helpful for language to be more universal so the general public can understand.
Metropolitan Transportation Commission (MTC)	8/4/2025	5	Would note that other modal planning documents, listed in page 5, that most of those plans are NOT financially constrained, whereas the RTP/SCS projects generally are financially constrained. This is important since projects not identified in a financially-constrained RTP/SCS are generally not allowed to receive federal and certain state grant funding. Further, the RTP/SCS has gone through a substantial engagement process with local and regional stakeholders.
Metropolitan Transportation Commission (MTC)	8/4/2025	General	Generally supportive of the additions and clarifications in the draft CMCP guidelines.
Metropolitan Transportation Commission (MTC)	8/4/2025	General	Appreciate the outreach and workshop on the CMCP Guidelines update, including early outreach with us and Caltrans District 4.
Orange County Transportation Authority (OCTA)	8/1/2025	8	<p>Clarification of CAPTI Strategy S2.4 and VMT Neutrality</p> <p>OCTA respectfully requests that the CTC clarify language regarding CAPTI Strategy S2.4 in Section 6.1 of the guidelines. As currently written, the reference to supporting a “vehicle miles traveled (VMT) neutral suite of investments” may be misinterpreted as a requirement for CMCPs to demonstrate VMT neutrality, which could pose a barrier to project eligibility or create confusion among implementing agencies. We request that the guidelines explicitly state this is not a requirement but a consideration for Solutions for Congested Corridors Program (SCCP) competitiveness and that corridor planning should aim to support strategies aligned with CAPTI principles, as appropriate to local conditions.</p>
Orange County Transportation Authority (OCTA)	8/1/2025	8	<p>Recognition of Regional and Countywide Plans</p> <p>In Section 6.1, OCTA recommends more explicit recognition of regional and countywide plans, such as OCTA’s Master Plan of Arterial Highways, Long Range Transportation Plan (LRTP), and long-range transit and active transportation strategies. OCTA’s LRTP is a foundational document that guides long-term investment and policy decisions within Orange County. The LRTP and other long-range plans serve as a critical resource to support integration between state, regional, and local planning efforts. Including references to countywide plans like these would help strengthen the role of local and regional planning in advancing corridor-level and countywide strategies and support more effective collaboration in CMCP development.</p>
Orange County Transportation Authority (OCTA)	8/1/2025	9	<p>Flexible Approach to Engagement Requirements</p> <p>In Section 6.2, OCTA encourages a flexible approach to community and stakeholder engagement. While agency collaboration is essential for data sharing and plan consistency, the level of public engagement should be proportionate to the scope of new proposals introduced in a CMCP. Because most corridor plans are based on previously adopted documents that have already undergone public review, a streamlined engagement process may be sufficient, except in cases where substantial new changes are proposed.</p>

Orange County Transportation Authority (OCTA)	8/1/2025	9	<p>Flexibility for Local Methods in Corridor Performance and Induced Demand Analysis</p> <p>OCTA recommends that the guidelines allow the use of locally validated tools (e.g., calibrated regional travel demand models) for both performance assessments and induced demand analysis. While Section 6.1 notes the need to evaluate potential impacts like induced travel, and Section 7 emphasizes performance quantification, it is essential that agencies be granted the flexibility to apply methods that are most appropriate for their regional context. This flexibility would promote consistency with existing modeling practices and ensure more accurate and regionally relevant results, while still aligning with the overall goals of CAPTI and SCCP.</p>
Orange County Transportation Authority (OCTA)	8/1/2025	General	<p>Support for Guideline Improvements and Planning Alignment</p> <p>OCTA appreciates the expanded technical guidance and the inclusion of references to state modal plans like the Climate Action Plan for Transportation Infrastructure (CAPTI). The inclusion of updated resources such as accessibility, housing, emergency evacuation, and climate adaptation provides tools to help agencies like OCTA meet planning requirements under CAPTI and other state goals. OCTA also appreciates the explicit incorporation of interregional rail planning and recognizes the importance of reflecting the unique challenges facing corridors like the Los Angeles – San Diego – San Luis Obispo Rail Corridor coastal segment in south Orange County.</p>
Orange County Transportation Authority (OCTA)	8/1/2025	General	<p>Consistency and Applicability for In-Progress Plans</p> <p>OCTA requests that the final CMCP Guidelines explicitly acknowledge that plans currently under development or nearing completion (funded or initiated under prior guidelines) may continue under previous expectations, as long as they substantially align with core objectives. In addition, OCTA encourages the CTC to include a streamlined process for refreshing CMCPs prepared under previous guidelines to support new SCCP applications. This approach would help minimize duplicative effort while ensuring that updated plans reflect current policy priorities and technical guidance, and simultaneously reduce the cost of developing or updating CMCPs. A clear statement to this effect would be helpful for regions currently investing in corridor updates and ensure ongoing planning work is not unnecessarily delayed or forced into costly revisions.</p>
Orange County Transportation Authority (OCTA)	8/1/2025	General	<p>Highlight Changes and Provide Implementation Support</p> <p>OCTA strongly supports the continued use of bolded text, a summary “change log,” or “red lined” version to clearly identify substantive updates from the prior CMCP Guidelines. This is especially helpful for regional agencies in compliance with the new framework and seeking to update existing plans efficiently. OCTA also encourages CTC to provide technical assistance and training materials that explain how to incorporate new planning resources into corridor planning workflows.</p>
Sacramento Area Council of Governments (SACOG)	8/4/2025	5	<p>SACOG supports the additional language recommending alignment with the RTP/SCS fully to understand opportunities along the corridor. MPOs put considerable effort into developing project lists and solution priorities through the development of these plans with partners throughout the region. CMCP lead agencies should align and leverage these efforts to ensure the solutions developed support state-mandated regional VMT and GHG goals.</p>
Sacramento Area Council of Governments (SACOG)	8/4/2025	5	<p>SACOG appreciates the updated Corridor Planning Process Guidance from 2022 and the Emphasis Area Guides on active transportation and climate change have been helpful reference materials.</p>

Sacramento Area Council of Governments (SACOG)	8/4/2025	6	SACOG supports the additional state planning language supporting passenger rail, and the addition of bicycle, pedestrian and ZEV charging project types as relevant corridor study facilities. These project types will be key in meeting state and regional policy goals, providing mode shift that reduces congestion, and developing VMT-neutral suites of investments for SCCP that is called for in CAPTI 2.0 Strategy S2.4.
Sacramento Area Council of Governments (SACOG)	8/4/2025	6	Please note there is a typo below the “incorporate broadband, autonomous vehicles, and zero-emission vehicles infrastructure planning...” bullet.
Sacramento Area Council of Governments (SACOG)	8/4/2025	9	SACOG is supportive of the additional language in this section. We are intentional about making sure our regional planning incorporates public feedback into our project and funding priorities.
Sacramento Area Council of Governments (SACOG)	8/4/2025	9	SACOG appreciates the additional guidance incorporated in the SB 1 Transportation Equity Supplement.
Sacramento Area Council of Governments (SACOG)	8/4/2025	10	SACOG appreciates the technical performance measurements methodology, as we have referenced this document in our development of the US 50 CMCP.
San Diego Association of Governments (SANDAG)	8/1/2025	5	Safety plans and related resources should be a top resource in the list provided in Section 5.
San Diego Association of Governments (SANDAG)	8/1/2025	8	<p>The updated guidelines state that should include consideration of stakeholders and broader planning goals and includes new text stating that CMCPs should support the CAPTI 2.0 Solutions for Congested Corridors Program strategy S2.4 by “undertaking a planning process that supports a VMT neutral suite of investments in Comprehensive Multimodal Corridor Plans.”</p> <p>While CMCPs aim to identify a suite of transportation solutions that reduce congestion and greenhouse gas emissions it should be noted that they are not revenue constrained documents and contain multiple individual projects, some which if implemented alone may not be VMT neutral. Additionally, MPOs with less technical resources may be challenged to quantitatively demonstrate that the suite of projects is VMT neutral.</p>
San Diego Association of Governments (SANDAG)	8/1/2025	9	Has Caltrans has considered that some CMCPs may be federally funded and if they have guidance on how to navigate federal guidance on equity analyses versus CMCP guidelines.



San Diego Association of Governments (SANDAG)	8/1/2025	12	The link to the Caltrans Equity Index Tool in Appendix A is broken, it takes you to this page: <a href="https://dot.ca.gov/Configuration/Error-Pages/Error-404-Page?item=%2fprograms%2festa%2frace-equity%2feqi&amp;user=extranet%5cAnonymous&amp;site=Caltrans">https://dot.ca.gov/Configuration/Error-Pages/Error-404-Page?item=%2fprograms%2festa%2frace-equity%2feqi&amp;user=extranet%5cAnonymous&amp;site=Caltrans</a>
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