

Attachment I – Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by **June 1, 2020**. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

Applicants must submit two (2) hard copies of the application package and one (1) electronic copy. Electronic copies should be sent via e-mail to SCCP@catc.ca.gov. Additionally, each applicant is required to post a digital copy of its entire application package on its public-facing website as a PDF file. The Commission, being subject to the latest state and federal web accessibility laws, will share links to these application packages on its website. As it is the Commission's policy moving forward to retain documents on its website for three years, each applicant will be required to keep its packet posted online for at least three years. If, due to website maintenance, the packet's URL changes during that period, the applicant will notify the Commission, so staff can update the link accordingly.

All application materials should be bound, addressed and delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Each project application should be limited to XX pages. Page maximum does not include appendices A through E.

A. Cover Letter

The cover letter must be from the nominee or co-nominees. Nominations from regional agencies will include the signature of the Chief Executive Officer or other authorized officer of the agency. Nominations from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Jointly nominated projects shall 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 will 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 application.

B. General Information

- Project title, with a brief non-technical description of the project, total project cost and requested amount.
- 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 agency is submitting multiple applications).
- When proposing a segment of a corridor, the applicant should discuss the total corridor and why the project is being segmented. The project must demonstrate the segment has independent utility and include a narrative of the plan to complete the improvements of the entire corridor. If proposing the last segment of the corridor, the application should discuss the benefits of all the other segments that have been completed and the impacts to completing the last segment. The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.
- A 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

C. 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 / SCS must be included.
- A description of the corridor plan the proposed project is in (Section 5). A description of how and where the proposed project is included in the corridor plan. An explanation of how the proposed project is consistent with the objectives of the corridor plan. A description of how the corridor plan is consistent with Streets and Highways Code 2391-2394 as explained in Section 9.1 of the 2018 Comprehensive Multimodal Corridor Plan Guidelines. A link to the corridor plan must be included.
- A description of environmental and community impacts as identified in the environmental document. This may be demonstrated with the final environmental document. A link to the final environmental document must be included.

D. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build environment. Each Criteria identified on Section 16 of the guidelines must be addressed. If a criterion is not addressed the project may not be funded in the Congested Corridors Program.

The required performance metrics on Appendix B will support the narrative of the criteria.

E. Community Impacts

- A description of how local residents and community-based organizations were engaged in developing and supporting the project.

- A description of how the final project will address community-identified needs along the corridor with a description and quantification of the benefits the project will provide for disadvantaged communities and low-income areas.
- A description of any costs that may be incurred by a disadvantaged community and low-income community, in terms of displacement or other negative impacts, and any related mitigations. Include a map to identify whether or not the project is located in a disadvantaged community or low-income community using the Disadvantage and Low-income Community Maps found at:
- <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>
- Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose of the program. Describe how stakeholders will continue to be engaged in the implementation of project.
- A region-specific definition of a disadvantaged community may be used.

F. Other.

- Where investment is proposed to improve private infrastructure, this documentation should include an assessment of public and private benefits to show that the share of public benefit is commensurate with the share of public funding. The investment of public funding must be tied to public benefits as demonstrated through a public/private benefit cost analysis. The benefit cost analysis should take into account who owns the asset once the project is completed.
- Documentation for rail investments should acknowledge and describe how the private railroads, regional agencies and appropriate state agencies will come to agreement on public and private investment levels and resulting benefits.

Appendix A

Project Programming Request

Each application must include a Project Programming Request (PPR) form. The PPR must list federal, state, local, and private funding categories by project component and fiscal year. If the proposed project includes multiple components/elements to be delivered under separate contracts, each component/element should have its own PPR. The scope, benefits, schedule and funding plan of the PPR should be consistent with the information in the application.

Appendix B

Performance Indicators and Measures

Measure	Indicator/Measure	<u>Build</u>	<u>Future No Build</u>
Congestion Reduction	Project Area, Corridor, County, or Regionwide VMT per capita and total VMT		
	Person Hours of Travel Time Saved		
	Daily Vehicle Hours of Delay		
	Percent Change in Non-Single Occupancy Vehicle Travel*		
	Per Capita and Total Person Hours of Delay per Year*		
Throughput	Peak Period Person Throughout by Applicable Mode*		
	Passengers per Vehicle Service Hour*		
	Bicyclist/Pedestrian Screen Line Counts*		
System Reliability	Peak Period Travel Time Reliability Index		
	Transit Service On-Time Performance		
Safety	Number of Fatalities		
	Rate of Fatalities per 100 Million VMT		
	Number of Serious Injuries		
	Number of Serious Injuries per 100 Million VMT		
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		
	Number or Rate of Property Damage Only and Non-Serious Injury Collisions*		
	Accident Cost Savings*		
Economic Vitality	Jobs Created (Direct and Indirect)		
Air Quality & GHG	Particulate Matter (PM 2.5 PM 10)		

	Carbon Dioxide (CO ₂)		
	Volatile Organic Compounds (VOC)		
	Sulphur Dioxides (SO _x)		
	Carbon Monoxide (CO)		
	Nitrogen Oxides (NO _x)		
Accessibility	Number of Jobs Accessible by Mode		
	Access to Key Destinations by Mode		
	% of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop		
Cost Effectiveness	Cost Benefit Ratio		
Efficient Land Use	See Land Use Efficiency Checklist		

*Indicates measure is **optional**

Appendix C

Land Use Efficiency Checklist

Please complete the following checklist of indicators of land use efficiency. These indicators help demonstrate the ability of a project nomination to effectively support the “Efficient Land Use” co-benefit, as described in Section 16.2 of the Guidelines. Specifically, these indicators highlight the degree to which the project nomination may support efficient land use. For purposes of the guidelines, projects meeting the “Efficient Land Use” metric should:

- Support infill development, and
- Support mixed-use development with multimodal choices.

By integrating a greater mix of uses into congested corridors, efficient land use reduces vehicle-miles-traveled and congestion by placing more individuals within walkable distance to daily or regular destinations, such as jobs, services, retail, or transit.

Project nominations that demonstrate one or more of these indicators will be given consideration when they are evaluated based on the Secondary Evaluation Criteria described in Section 14.2.

Please use the comments section below this checklist to add any additional context or clarification to your answers, or description of additional relevant policies not captured in the checklist.

YES	NO
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1. Does the project further the goals, forecasted regional development pattern, and policies of the applicable Regional Transportation Plan, and the Sustainable Communities Strategy if applicable?
2. Is the project located in a jurisdiction(s) that has adopted or proposed a density bonus ordinance or other procedure, whose allowable density increase exceeds the requirements of State Density Bonus Law?

If YES: Please cite or describe:

- The jurisdiction(s) with the applicable ordinance or other procedure
- The total number of jurisdictions that are intersected by the proposed project
- The maximum density increase that the applicable ordinance(s) or other procedure(s) does allow

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

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If YES: Please cite or describe:

- The jurisdiction(s) with the applicable Specific Plan area, or similar location-efficient area
- The total number of jurisdictions that are intersected by the proposed project
- The location, development standards, and CEQA streamlining benefits of the applicable Specific Plan area(s) or similar location-efficient area(s)

4. Is the project located in a jurisdiction(s) that has adopted or proposed an ordinance or other policy allowing reduced parking requirements for, or modification to development standards that promote the feasibility of, multifamily residential or mixed-use development? *

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If YES: Please cite or describe:

- The jurisdiction(s) with the applicable reduced parking requirements
- The total number of jurisdictions that are intersected by the proposed project
- The minimum parking requirements of the applicable jurisdiction(s)

5. Is the project located in a jurisdiction(s) that has adopted or proposed a by-right (nondiscretionary) approval process in location-efficient areas permitting multifamily residential and mixed-use development? *

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If YES: Please cite or describe:

- The jurisdiction(s) with the applicable by-right approval process(es)
- The total number of jurisdictions that are intersected by the proposed project
- The by-right approval process(es) of the applicable jurisdiction(s)

6. Is the project 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?

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7. 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? **

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

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9. **OTHER:** Please describe any other policies or programs your jurisdiction(s) has in place or in development which may support infill development and/or mixed-use development with multimodal choices.

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Appendix D

Projects on the State Highway System Checklist

Appendix E
Definitions