

2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) WORKSHOP



Friday, October 29, 2021



Welcome

NAVEEN HABIB

Associate Deputy Director | SCCP



Introduction

SCCP Objective: Provide funding to regional transportation planning agencies, county transportation commissions, and Caltrans to achieve transportation, environmental, and community access improvements to reduce congestion throughout the state.

SCCP Funding: \$250 million per year

- 2020 Cycle (adopted December 2020)
 - FY 2021-22 to FY 2022-23
 - Total project cost valued at \$2.6 billion for 7 projects

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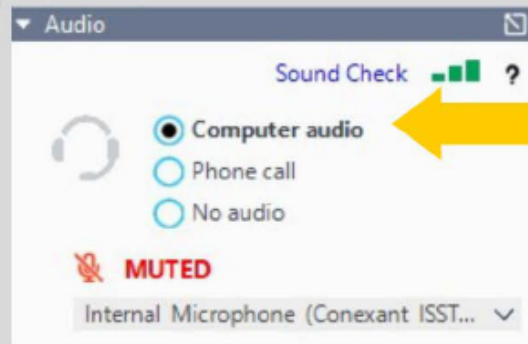
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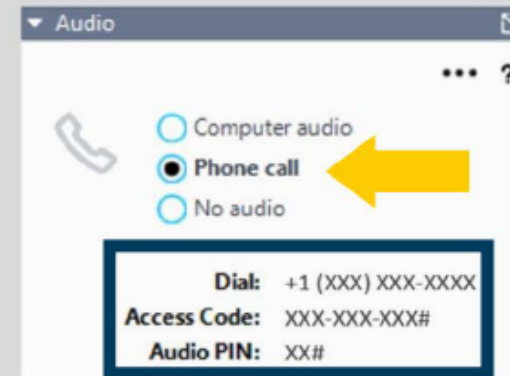
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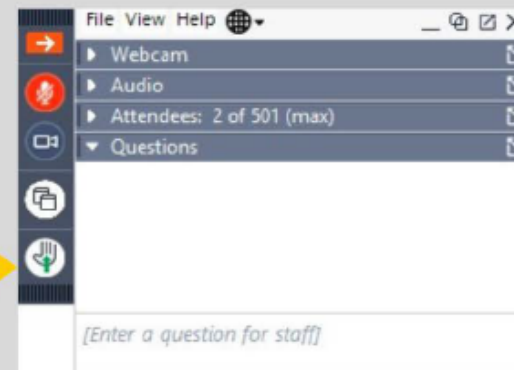


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HOW TO PARTICIPATE

Send comments through the "Questions" tab for Commission Staff to read on your behalf **OR** by selecting the "Hand" icon to alert the Staff to unmute you.

Please state your name and agency prior to voicing your remarks through the "Questions" tab or "Hand" icon.



Images shown above are for attendees using a web browser. The Webinar App layout will vary depending on the device.

Discussion Workshop Format



- Agendas may be posted up to 10 calendar days before each workshop.
- Presentations and recordings will be posted after each workshop.
- Staff will email key decisions made during a workshop to attendees following that workshop.
- Staff will make recommendations based on the consensus reached over the course of roughly two workshops.
- Additional time on any one topic may be limited to ensure all scheduled topics are covered during a given workshop.
- Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.



Workshop Recap

NAVEEN HABIB

Associate Deputy Director | SCCP

Workshop Recap - CAPTI Strategy 1.2



S1.2 - Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring CMCPs

- Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines.

Workshop Recap - CAPTI Strategy 1.2



Guidelines Revision (SCCP Guidelines, Section 5 Comprehensive Multimodal Corridor Plans):

All projects nominated for the Congested Corridors Program must be included in a multimodal corridor plan. All multimodal corridor plans are to be prepared in accordance with the Comprehensive Multimodal Corridor Plan (Corridor Plan) Guidelines adopted by the Commission in December 2018.

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

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

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

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

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

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

Agenda Review



- Climate Action Plan for Transportation Infrastructure (CAPTI) Strategy 1.1
- Funding Restrictions (SCCP Guidelines, section 7, pg. 3)
- Eligibility Criteria (SCCP Guidelines, sections 9 & 10, pg. 4)
- Cycle 3 & Funding
- Key Topic for Subsequent Workshops



Workshop Focus

MATTHEW YOSGOTT

Deputy Director | SB 1 Programming

CAPTI Strategy 1.1



S1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion

Through its public guidelines development process, the CTC will work towards updating the SCCP Guidelines and scoring criteria to better prioritize projects that provide travelers with options to opt out of congestion. These innovative sustainable transportation solutions should focus on reducing vehicle miles traveled (VMT) and could include investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) or generate revenue for VMT reducing projects through employing vehicle demand management strategies.

CAPTI

Implementation Strategies & Actions
Page 22

CAPTI Strategy 1.1- Discussion Option A



16.1 Primary Evaluation Criteria (Page 9 of Current SCCP Guidelines)

The primary evaluation will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

- The project shall identify the extent of congestion in the corridor, including the congestion of all modes. The nomination should address current community and environmental impacts with existing condition. The nomination should discuss how much worse will the problem get under the no-build environment. Identify if other improvements have been done in the corridor and the impacts of not completing the corridor. Identify and discuss other issues the corridor faces.
- Discuss the proposed solution in the corridor. How will the proposed improvements relieve congestion? Does the project incorporate multiple modes? How will the project **reduce or** minimize vehicle miles traveled while maximizing person throughput in the corridor? How is the solution balancing transportation, environment and community? Why is this solution the most beneficial improvement in the corridor? What improvements to other modes were considered and why were they not chosen? For highway and local road projects, will the project induce demand?
 - **Solutions that include the following will be better prioritized for funding: investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects through employing vehicle demand management strategies.**

CAPTI Strategy 1.1- Discussion Option B



16.1 Primary Evaluation Criteria (Page 9 of Current SCCP Guidelines)

The primary evaluation will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

- The project shall identify the extent of congestion in the corridor, including the congestion of all modes. The nomination should address current community and environmental impacts with existing condition. The nomination should discuss how much worse will the problem get under the no-build environment. Identify if other improvements have been done in the corridor and the impacts of not completing the corridor. Identify and discuss other issues the corridor faces.
- Discuss the proposed solution in the corridor. How will the proposed improvements relieve congestion? Does the project incorporate multiple modes? How will the project **reduce or** minimize vehicle miles traveled while maximizing person throughput in the corridor? 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? **Projects that provide travelers with options to opt out of congestion, such as those that reduce or minimize vehicle miles traveled, will be better prioritized for funding.**

CAPTI Strategy 1.1- Discussion Option C



16.1 Primary Evaluation Criteria (Page 9 of Current SCCP Guidelines)

- The project shall identify the extent of congestion in the corridor, including the congestion of all modes. The nomination should address current community and environmental impacts with existing condition. The nomination should discuss how much worse will the problem get under the no-build environment. Identify if other improvements have been done in the corridor and the impacts of not completing the corridor. Identify and discuss other issues the corridor faces.
- Discuss the proposed solution in the corridor. How will the proposed improvements relieve congestion? Does the project incorporate multiple modes? How will the project **reduce or** minimize vehicle miles traveled while maximizing person throughput in the corridor? 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?
- **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 policies, or other local land use policies, maximize the project's potential to reduce congestion? If the project's potential to reduce congestion is based on anticipated residential development in key areas, the nomination may also demonstrate housing-supportive policies by showing the local jurisdiction has received a Prohousing Designation from the Department of Housing and Community Development's Prohousing Designation Program.**

CAPTI Strategy 1.1- Discussion Options



- A. "...Solutions that include the following will be better prioritized for funding: investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects through employing vehicle demand management strategies."
- B. "...Projects that provide travelers with options to opt out of congestion, such as those that reduce or minimize vehicle miles traveled, will be better prioritized for funding."
- C. "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 policies, or other local land use policies, maximize the project's potential to reduce congestion? If the project's potential to reduce congestion is based on anticipated residential development in key areas, the nomination may also demonstrate housing-supportive policies by showing the local jurisdiction has received a Prohousing Designation from the Department of Housing and Community Development's Prohousing Designation Program."

Thoughts or suggestions for additional options to consider?

Funding Restrictions



Congested Corridors Program funds will only fund the construction component of a capital project. A project will be considered for funding if at time of adoption, the project has completed a project level environmental process in accordance with California Environmental Quality Act (CEQA) and, if the project is federalized, the National Environmental Policy Act (NEPA). A project may also be considered for funding if at time of adoption it has completed the final draft of a project level environmental document in accordance with CEQA and, if applicable, NEPA. Environmental clearance must be completed within 6 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.

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

Consistent with Sections 15 and 16, it is the Commission's intent to fund multiple projects throughout the state, with at least one project in a county with a population of 500,000 or less.

Congested Corridors Program funds shall not supplant other committed funds.

The Congested Corridors Program will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. The implementing agency or agencies must provide evidence of their ability to absorb any cost overruns and deliver the project with no additional funding from the program. For projects jointly nominated by Caltrans and a local agency, the Commission expects the responsibility for payment of cost increases will be negotiated and agreed upon through a funding agreement between both agencies prior to nomination.

2020 SCCP Guidelines

Section 7

Page 3

Eligible Applicants



9. Eligible Applicants

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

The Commission encourages the regional agencies and Caltrans to work collaboratively to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available resources and overall transportation system performance. In an effort to encourage collaboration, priority will be given to those projects that are jointly nominated by multiple eligible applicants. For jointly nominated projects, the implementing agency or agencies assume the responsibility and accountability for the project as well as the use and expenditure of program funds.

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

SCCP Guidelines

Section 9

Page 4

Eligible Projects



10. Eligible Projects

The Commission intends to fund transformative projects that make specific improvements designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

The Commission encourages projects that align with the state's climate goals and that manage congestion through innovative strategies and encourage multimodal solutions.

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

SCCP Guidelines

Section 10

Pages 4 - 6

Project Eligibility Criteria Overview



- Addition of high-occupancy vehicle lanes and managed lanes.
- 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.
- Projects that employ advanced and innovative technology, like Intelligent Transportation Systems (ITS).
- Pedestrian facilities, and safety and operational improvements.

Proposed Change



- Offer more consideration of technology-based and/or technology-inclusive projects to future-proof SCCP-funded projects and project segments.
- Clarify existing language to factor in performance optimization measures of SCCP-funded equipment without requiring additional justification. The optimization phase may be part of a singular, or separate, contract from design and build for post-implementation optimization. This critical period helps to ensure the installed equipment is functioning as intended and to make any necessary adjustments.

Proposed Language



CURRENT: Projects that employ advanced and innovative technology, like Intelligent Transportation Systems (ITS).

PROPOSED: Projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage/wayfinding systems, real-time travel information devices, and identified ongoing performance and optimization to support those investments.

Previous SCCP Cycles & Funding



Cycle 1 - 2018 Program (\$1 billion over 4 years)

Fiscal Year	2017-18	2018-19	2019-20	2020-21
Funding Total	\$250 million	\$250 million	\$250 million	\$250 million

Cycle 2 - 2020 Program (\$500 million over 2 years)

Fiscal Year	2021-22	2022-23
Funding Total	\$250 million	\$250 million

Proposed 2022 Program Schedule



2-Year (Proposed) FYs 2023-24 through 2024-25	3-Year FYs 2023-24 through 2025-26	4-Year FYs 2023-24 through 2026-27
\$500 million	\$750 million	\$1 billion

Draft Guidelines	Adopt Guidelines & Call for Projects	Applications Due	Program Adoption
Summer 2022	Summer / Fall 2022	Winter 2022	Summer 2023

Key Topics for Subsequent Workshops



- CAPTI Continued
- CEQA/NEPA
- Evaluating CMCPs
- Integration of Equity
- Performance Metrics Guidebook
- Prohousing/Efficient Land Use
- Project Nominations
- Timely Use of Funds



Closing & Next Steps

NAVEEN HABIB

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Upcoming 2021 SCCP Workshops



- Thursday, November 18 from 1:00 - 4:00 PM
- Thursday, December 16 from 1:00 - 4:00 PM

Questions or Comments?



Email CTC@catc.ca.gov.

For latest updates, visit the Commission's website at www.catc.ca.gov and follow the Commission on [Twitter](#) and [Facebook](#).

Contact Us



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Thank You!