

Solutions for Congested Corridors Program
Guideline Development Workshop
October 24, 2017, 1:00 pm
Discussion Items

Section 2 – Primary Objective

The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement 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.

Section 5 - Congested Corridor Plans

In subsequent programs, beginning with the 2020 Program, all projects nominated for the Congested Corridors Program must be included in a Comprehensive Corridor Plan. The Comprehensive Corridor Plan shall be designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. ~~address congestion through a process that provides for safe and effective integrated management and operation of the multimodal transportation system with a focus on transportation, environment and community considerations.~~ The Commission intends to provide further guidance on the development of Comprehensive Corridor Plans after the 2018 Program is adopted.

Section 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.

Section 11 - Eligible Component

The Commission will only program the construction component of a project in the Congested Corridors Program, except for those projects expected to be delivered using the design-build or Construction Management/General Contractor (CMGC) delivery methods, where a portion of the funds can be used for design ~~may be in design.~~

Section 12 Screening Criteria

- Project is included in an adopted regional transportation plan and, if applicable, within the boundaries of a Metropolitan Planning Organization, consistent with an approved Sustainable Communities Strategies determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- Project is included in a multimodal comprehensive corridor plan as specified in Section 5. ~~that has been prepared by either the county transportation commission, the regional transportation planning agency, or Caltrans.~~

The application must clearly identify ineligible elements of a project and certify (or confirm) that those ineligible elements will not be funded with Congested Corridors Program funds or be considered as match.

Section 13 Project Rating Process

~~The Commission may group projects for the purposes of comparing the ratings of like applications or for purposes of comparing similar projects within similar regions.~~

Section 14 Evaluation Criteria

Primary Evaluation Criteria and Secondary Evaluation Criteria

The primary evaluation criteria will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements ~~and is part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors and highly congested corridors through~~ performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits ~~by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.~~

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with identified policy objectives. Listed are the metrics to include in the application to help answer the criteria questions.

- Air Quality & Greenhouse Gases – How will the proposed project reduce greenhouse gas emissions and criteria pollutants, and advance the State's air quality and climate goals? The California Air Resources Board will be consulted on the air quality benefits of the projects proposed for funding
 - Changes in GHG, criteria pollutant emissions and toxics
 - Potential for reducing greenhouse gas emissions and improve air quality by reducing airborne particulate matter; ground level ozone, toxic air contaminants, and other pollutants in the corridor as well as the localized area most impacted by the project
 - Other environmental benefits of the project

Deliverability Criteria

Matching funds will only be considered in the construction component. Other than State Transportation Improvement Program (STIP) funds, matching funds will be limited to those funds not allocated by the Commission on a project basis.

Section 15 – Project Nominations

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. 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>. An applicant may also use a region specific definition of a disadvantaged community

Section 22 – Delivery Deadline Extension

The Commission may extend a deadline for allocation and ~~or~~ award upon the request of the implementing agency. The extension will not exceed 12 months. The extension will only be granted if it is for an extraordinary circumstance beyond the control of the implementing agency.

Section 23 – 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 prior to contract award. ~~Savings at contract award of 10% or less may remain committed to the project to fund future cost increases (in proportion to other funds)~~ All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Section 3 – Schedule

Guidelines submitted to the Joint Legislative Budget Committee and the Transportation policy committees in the Senate and Assembly	November 6, 2017
Guidelines Hearing, South	December 6, 2017
Adoption of the Guidelines	December 6, 2017
Applications due	February 16, 2018
Release staff recommendations	April 25, 2018
Program adoption	May 16, 2018

Other Sections or Topics