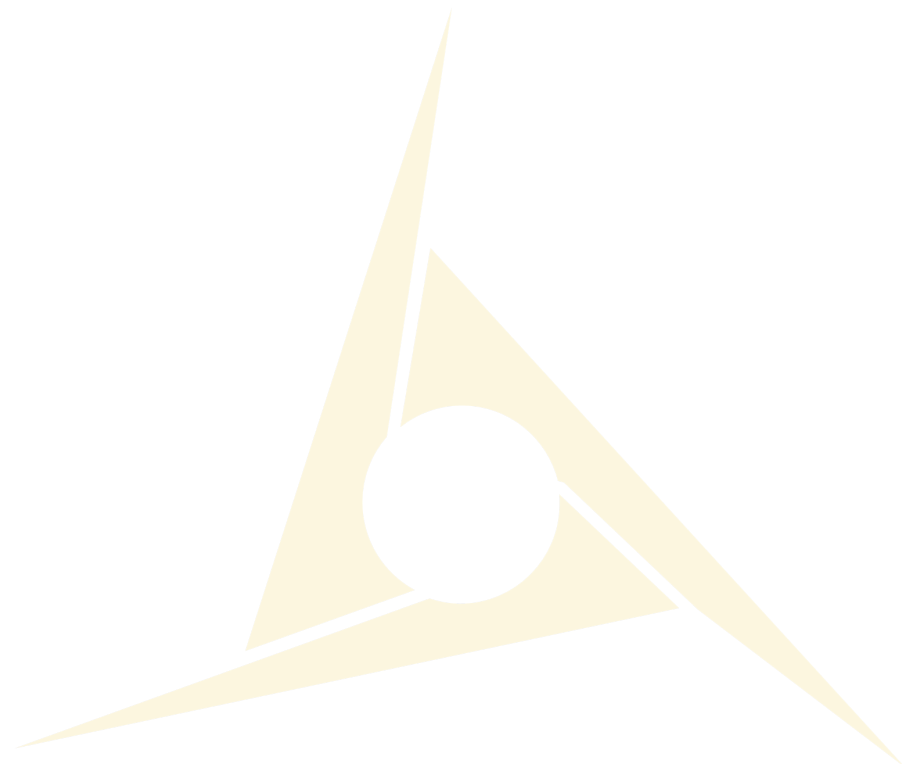


2024 ALL SENATE BILL 1 PROGRAMS GUIDELINES DEVELOPMENT KICKOFF WORKSHOP



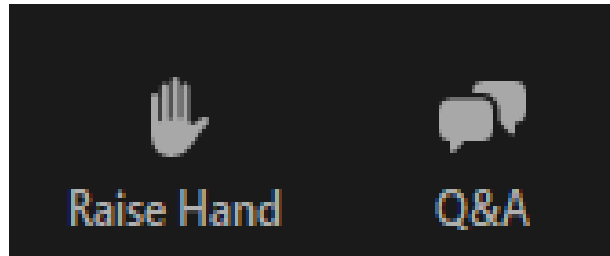
WELCOME



MATTHEW YOSGOTT

Deputy Director | SB 1 Programming

MEETING LOGISTICS



- Comments and questions are welcome as a part of each item at this workshop.
- Please use the raise-hand feature as early into the item as you can to give the system time to acknowledge you.
- Alternately, you may use the Q&A feature to submit your comment or question. Please specify the item or topic you are commenting on. Commission staff will read the comment on your behalf.
- Clearly state your name and organization at the start of your comment.
- Each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants, as they are registered to a specific attendee and can create confusion for Commission staff when providing comments.



OPENING REMARKS



TANISHA TAYLOR

Executive Director | CTC

WORKSHOP OVERVIEW



California Transportation Commission

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 make recommendations based on discussion and feedback.



Previously covered topics may not be readdressed at subsequent workshops unless determined necessary.

SENATE BILL (SB) 1 PROGRAM TEAM



NAVEEN HABIB

Associate Deputy Director
Solutions for Congested Corridors Program



MATTHEW YOSGOTT

Deputy Director
SB 1 Programming



KAYLA GIESE

Program Coordinator
Trade Corridor Enhancement Program



LEISHARA WARD

Associate Deputy Director
Local Partnership Program

SB 1 OVERVIEW

- SB 1 provides the statutory foundation for the Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and the Trade Corridors Enhancement Program (TCEP).
- SB 1 requires the Commission to develop program policy for each of the programs through a public guidelines development process.
- Each set of program guidelines govern how the programs are developed, implemented, and facilitated, including how funds are distributed to reimburse agencies for expenditures.
- Now in the fourth grant cycle, Commission staff are planning public workshops for each program to update guidelines. Proposed guidelines adoption is anticipated in Summer 2024.
- The adopted guidelines will govern project selection and program implementation for the fourth program cycle.

SB 1 HIGHLIGHTS – CYCLE 3

- SB 1 Competitive Programs Transportation Equity Supplement
- [Technical Performance Measurement Methodology Guidebook](#)
- Commitment to Commission Resolution G-21-60 (August 2021) on Climate Action Plan for Transportation Infrastructure (CAPTI)
- Successful programming of \$1.7 billion in SB 1 funding in [June 2023](#)



KEY FOCUS AREAS

- Program & Cycle Overviews
- Equity & Community Engagement
- Office Hours Sessions

LOCAL PARTNERSHIP PROGRAM (LPP)

- **Objective:** To provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.
- **Funding:** Total annual funding is \$200 million from the Road Maintenance and Rehabilitation Account:
 - \$20 million is set aside annually for incentive funding awards
 - \$180 million is distributed annually; 40 percent via the competitive program and 60 percent via the formulaic program.
 - Each program cycle combines funds for multiple years. Incentive funding rewards new and renewed voter-approved measures dedicated solely to transportation improvements. To date, the Commission has awarded \$33 million incentive funding to seven taxing authorities.

LOCAL PARTNERSHIP PROGRAM (LPP)

Eligible Agencies:

Competitive Program (LPP-C)

Taxing authorities eligible for the Formulaic Program, or applicants with imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Formulaic Program (LPP-F)

Taxing authorities that have sought and received voter approval of taxes, tolls, or fees which are dedicated solely to transportation improvements. The agency must also administer those taxes, tolls, or fees.

Eligibility Criteria (Cycle 3 & 4):

Competitive Program (LPP-C)

The Competitive Program screens for eligibility and completeness and then uses the following evaluation criteria to inform project selection: accessibility, deliverability, projects that leverage funds above the required match, safety, air quality and greenhouse gases, vehicle miles traveled, community engagement, system preservation, and land use and housing goals.

Formulaic Program (LPP-F)

The Formulaic Program screens for eligibility and completeness.

2022 LPP-C (CYCLE 3) AND LPP-F (CYCLE 4) HIGHLIGHTS

Project Awards

Competitive Program (LPP-C)

- 11 Projects
- \$142,453,000 LPP-C Awarded
- \$610,257,000 total project costs leveraged



[2022 LPP-C Adopted Program of Projects](#)

Formulaic Program (LPP-F)

- 46 Eligible Agencies
- \$233,014,000 LPP-F Program Capacity
- Nearly \$5 billion in total project costs leveraged

Construction Phase Outputs*

- 70 miles of local road rehabilitation
- 26 intersection/signal improvements
- 65 new crosswalks and crossing islands
- 4 new/improved transit stations
- 30 miles of bikeways and walkways
- 16.8 miles of managed lane improvements
- 98 upgraded curb ramps

*List does not include all output types

Competitive Program Guidelines Highlights

- Elevated Community Engagement as an evaluation criterion to determine project selection.
- Incorporated the Prohousing Designation Program as an option to meet the existing Efficient Land Use evaluation criterion.
- Included Accessibility as an evaluated criteria

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- **Objective:** Fund transformative projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation, community impacts, and provide environmental benefits.
- **Funding:** \$250 million per year
- **Eligible Agencies:** Regional transportation planning agencies, county transportation commissions, and the California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be included in a [comprehensive multimodal corridor plan \(CMCP\)](#) and a regional transportation plan (RTP). If the project is within the boundaries of a Metropolitan Planning Organization (MPO), projects should be consistent with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** Projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, advance transportation equity, and improve clean transportation. These improvements may be on the state highway system; local streets and roads; rail, public transit, bicycle and pedestrian facilities; and restoration or preservation work that protects critical local habitat or open space. General purpose lanes are not eligible.

SCCP OVERVIEW



26 PROJECTS PROGRAMMED
FOR \$2 BILLION
IN SCCP FUNDS SINCE CYCLE 1



\$1.3 BILLION ALLOCATED
AS OF FISCAL YEAR 2022-23



TOTAL PROJECT COSTS VALUED
AT OVER \$9.3 BILLION

2022 SCCP (CYCLE 3) HIGHLIGHTS

Key Policy Improvements

- Required submission of new or updated comprehensive multimodal corridor plans (CMCP).
- Elevated Community Engagement as an evaluation criterion to determine project selection.
- Expanded consideration of climate impacts to incorporate Climate Action Plan for Transportation Infrastructure (CAPTI) strategies.
- Incorporated the Prohousing Designation Program as an option to meet the existing Efficient Land Use evaluation criterion.
- Applicants had the option to address Climate Change Adaptation and Natural and Working Lands in applications.

Project Selection

- 24 project nominations totaling \$1.5 billion in funding requests.
- 10 projects programmed for \$532,812,000 in SCCP funds.



9 projects incorporate transit and rail elements



6 projects incorporate active transportation elements



One managed lanes project which also included multi-modal improvements



[2022 SCCP Adopted Program of Projects](#)

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Program Objective:

- Fund public infrastructure projects that have a high volume of freight movement
- Support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles of the California Sustainable Freight Action Plan

Funding: Approx. \$400 million per year (state/federal)

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Eligible Agencies: Cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans.

Eligibility Criteria: Projects must be in a Regional Transportation Plan and if within the boundaries of an MPO, consistent with an approved Sustainable Communities Strategies.

Eligible Types of Projects: Projects that enhance the freight system's economic activity or vitality, relieve congestion on the freight system, improve safety and resilience of the freight system, improve freight system infrastructure, implement technology or innovation to improve the freight system or reduce or avoid its negative impacts, or reduce or avoid adverse community and/or environmental impacts of the freight system.

TCEP CYCLE 3 HIGHLIGHTS

- Fiscal Years 2023-24 and 2024-25
- \$1,081,066,000 Programmed for 26 projects



[2022 TCEP Adopted Program of Projects](#)

Types of Projects Funded:

- Border and Commercial Vehicle Enforcement Facility Improvements
- Zero-emission freight infrastructure
- Rail Improvements
- Highway Improvements

Policy Changes to Guidelines in 2022:

- CAPTI and Zero-Emission Infrastructure
- Updated Regional Corridor Funding
- Removed PA&ED phase eligibility
- NEPA completion deadline change
- Technical Performance Measurement Methodology Guidebook
- Public Health Subsection
- Workforce Certification and ZE Infrastructure
- Federal Funds Language



LOOKING FORWARD TO CYCLE 4

- Two-year program periods (Fiscal Years 2025-2026 and 2026-2027)
- Additional changes to promote community engagement and equitable outcomes
- Greater consideration on workforce development
- Continue inclusion of medium-term CAPTI strategies for SB 1 Programs
- Reinforce statutory and program requirements

EQUITY & COMMUNITY ENGAGEMENT

- Commission staff developed the Community Engagement evaluation criterion and the SB 1 Competitive Programs Transportation Equity Supplement in collaboration with the Commission's Equity Advisory Roundtable and stakeholders.
- The Community Engagement evaluation criterion requires project applicants to demonstrate:
 - How they engaged project area communities to identify their needs, especially disadvantaged or historically impacted and marginalized communities.
 - How that feedback was incorporated into the project.
 - How they developed the project scope through collaboration with disadvantaged or historically impacted and marginalized communities.

COMMUNITY ENGAGEMENT CRITERION & EQUITY SUPPLEMENT

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.

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.

Excerpts from 2022 Solutions for Congested Corridors Guidelines (p. 13 & 38)

ADVANCING EQUITY & COMMUNITY ENGAGEMENT



Including the Community Engagement evaluation criterion and the Equity Supplement in the third grant cycle of SB 1 Competitive Programs ensured that projects with more equitable outcomes could better compete for funding.



Advancing equity in transportation is an evolving process. Therefore, in collaboration with the Commission's Equity Advisory Committee and stakeholders, Commission staff will update the criterion and the supplement to ensure equity is considered throughout the project development, nomination, and selection process.



Commission staff will host standalone, All SB 1 Programs workshops to discuss potential updates.

OFFICE HOURS

SB 1 Programs' office hours will begin March 2024 and conclude May 2024

- Scheduled 30-minute appointments
- Commission staff will provide available times in advance
- Appointments will be reserved on a first-come-first-served basis
- Closed virtual sessions
- 1-on-1 time with Commission staff to answer questions about specific projects or the application process
- Sessions will **not** be used to discuss guidelines development





| PROGRAM | NEXT WORKSHOP DATES & TIMES | |
|----------------|----------------------------------------|---------------------|
| LPP | Tuesday, January 30 | 1:00 pm - 3:00 pm |
| TCEP | Wednesday, January 31 | 10:00 am - 12:00 pm |
| SCCP | Friday, February 2 | 10:00 am - 12:00 pm |

CLOSING



ACTION ITEMS




CYCLE 4 TIMING AND
NEXT STEPS



QUESTIONS /
COMMENTS

CONTACT INFORMATION

| | | | |
|-----------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------|-----------------------------|
|  <u>SB 1 PROGRAMS</u> | Matthew Yosgott | Deputy Director | Matthew.Yosgott@catc.ca.gov |
|  <u>LPP</u> | Leishara Ward | Associate Deputy Director | Leishara.Ward@catc.ca.gov |
|  <u>SCCP</u> | Naveen Habib | Associate Deputy Director | Naveen.Habib@catc.ca.gov |
|  <u>TCEP</u> | Kayla Giese | Program Coordinator | Kayla.Giese@catc.ca.gov |



THANK YOU

