Tab 6

Update on SB1 Transportation Funding Programs

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Deputy Director | SB 1 Programming

SB 1 PROGRAMS COVERED

- Local Partnership Program

- Solutions for Congested Corridors Program

- Trade Corridors Enhancement Program

LOCAL PARTNERSHIP PROGRAM

Program Objective:

- Provide funding to counties, cities, districts, and regional transportation agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation improvements, or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

Funding: $200 million per year (60% Formulaic and 40% Competitive)

LOCAL PARTNERSHIP PROGRAM

- **Eligible Applicants:**
  - Cities, counties, or transportation districts with taxes, tolls, or fees dedicated solely to transportation improvements

- **Eligible Types of Projects:**
  - Improvements to the state highway system, transit facilities, the local road system, bicycle and pedestrian facilities
  - The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment
  - Road maintenance and rehabilitation
  - Other transportation improvement projects

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

Objective: Fund 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

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

Eligible Agencies: Regional transportation planning agencies, county transportation commissions, and Caltrans.

Eligibility Criteria: Projects must be included in a comprehensive corridor plan and a regional transportation plan. If the project is within the boundaries of a Metropolitan Planning Organization (MPO), projects should be consistent with approved Sustainable Communities Strategies.

Eligible Types of Projects: Transformative 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. **General purpose lanes are not eligible.**

Map
California Metropolitan Planning Organizations (*MPOs*) and Regional Transportation Planning Agencies (*RTPAs*)

TRADE CORRIDOR ENHANCEMENT PROGRAM

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

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.

SB 1 Program – Guidelines Development

- Senate Bill 1 provides the statutory foundation for each program

- SB 1 also tasks the Commission with developing program policy for each of the programs through a public guidelines development process

- Each set of program guidelines governs how the programs are implemented, facilitated, and reported on, as well as how funds are distributed to reimburse agencies for expenditures

SB 1 Program – Guidelines Development

- Now in each program's third cycle, Commission staff are holding roughly 7-8 public workshops, per program, to update guidelines with proposed changes prior to summer 2022

- The adopted guidelines will govern project selection and program implementation for the upcoming program cycles

Proposals for Upcoming Cycle

- Update the appropriate program guidelines to address implementing relevant Commission-led CAPTI strategies

- Integration of transportation equity and how it will factor into project selection

- Availability of the Performance Metrics Guidebook, which is an instructional guide for how applicants may calculate each of the required project performance metrics

Proposals for Upcoming Cycle

- In addition to the Guidebook, program guidelines will also outline additional project information areas such as climate change resiliency and adaptation, accessibility, public health, and equity

- Additional program-specific proposals as raised through the guidelines development process

Roundtable Member Involvement

- **Commission staff seeking interested Roundtable members to help:**
  - Brainstorm guidelines recommendations
  - Provide input on proposed revisions to the Commission's programming guidelines
  - Support efforts to improve equitable outcomes through guidelines development

- **Longer-term commitment**
  - Ideally, Roundtable members will be able to support efforts over a longer time period
  - Guidelines development will continue after Roundtable convenings have ended

Questions or Comments?

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