

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 4-5, 2025

From: TANISHA TAYLOR, Executive Director

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Subject: Update on 2026 Senate Bill 1 Program Guidelines Development

## Summary:

On November 20, 2025, California Transportation Commission (Commission) staff held the 2026 Senate Bill (SB) 1 Competitive Programs Guidelines Development Kick-off Workshop. This workshop was an introduction to the fifth cycle of the SB 1 Competitive Program Guidelines development process for all competitive SB 1 programs and is being followed by a series of program-specific workshops over the next several months. The SB 1 Programs Guidelines development process will culminate with a presentation of draft guidelines at the June 2026 Commission Meeting, and a recommendation of final guidelines at the August 2026 Commission Meeting.

The ongoing series of SB 1 Competitive Program Workshops allows Commission staff to receive feedback from interested stakeholders and the public on proposed guidelines updates for discussion towards achieving consensus on respective changes to the guidelines. Commission staff will formulate discussion topics across several policy areas to address ideas from the first four program cycles of each program.

Commission staff have taken recent statewide initiatives, lessons learned from previous cycles, and stakeholder feedback to develop the following overarching topics for discussion in the upcoming program guidelines process; however, these concepts may evolve over time as Commission staff continue to receive and respond to stakeholder feedback. Below is an initial list of some of the concepts Commission staff plan to discuss during guidelines development workshops, which is not an exhaustive list of the areas Commission staff may address through the public guidelines development process.

## **Climate Action Plan for Transportation Infrastructure 2.0 (CAPTI 2.0)**

Pursuant to Commission Resolution G-25-31, approved at the Commission's March 2025 Meeting, Commission staff will work through the Commission's public guidelines development process to update appropriate program guidelines to address implementing relevant [CAPTI 2.0](#) strategies for the Commission's SB 1 Programs.

**Workforce Development**

Commission staff will work with the California Workforce Development Board and relevant program stakeholders to enhance the program guidelines' considerations for workforce development within project applications and the quality of jobs created through SB 1 funding investments.

**Equity and Community Engagement**

Commission staff will work the Interagency Equity Advisory Committee and program stakeholders to enhance the SB 1 Programs' Community Engagement Evaluation Criteria and the SB 1 Programs Transportation Equity Supplement.

**Land Use Efficiency and Prohousing**

Commission staff will work with the California Department of Housing and Community Development and program stakeholders to further improve the Land Use Efficiency Evaluation Criteria and accompanying Supplement in the Solutions for Congested Corridors Program and the Local Partnership Competitive Program.

**Medium and Heavy-Duty Zero Emission Vehicle Infrastructure**

Commission staff will work with program stakeholders to enhance the Trade Corridor Enhancement Program's consideration and evaluation of medium and heavy-duty zero emission vehicle infrastructure.

**Background:**

In 2017, the Legislature passed, and the Governor signed, Senate Bill 1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017. Senate Bill 1 (SB 1) provided the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature increased the Commission's role in a number of existing programs and created new programs for the Commission to oversee. Along with this increased role, the Commission was tasked with creating program policy for each of the newly created programs through a robust public guidelines development process. Each set of program guidelines would govern how the programs are implemented, facilitated, allocated, and reported on.

As stated in the Legislature's findings and declarations of SB 1, "this act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system." SB 1 further states that this comprehensive, reasonable transportation funding package will:

1. Ensure transportation needs are addressed,
2. Fairly distribute the economic impact of increased funding, and
3. Direct increased revenue to the state's highest transportation needs.

The Commission approved an initial SB 1 implementation plan at its May 2017 Commission meeting consistent with the declarations of SB 1. Following adoption of the implementation plan, the Commission began the guidelines development process for the new and existing programs under SB 1. Specifically, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program, as related to this item.

The development of guidelines included workshops open to state and federal agencies, tribal governments, regional and local agencies, as well as organizations representing environmental, social equity, land-use, business, and other interested stakeholder perspectives.

Currently, four cycles of guidelines and programs of projects have been adopted for the Local Partnership Program, the Trade Corridor Enhancement Program, and the Solutions for Congested Corridors Program. The Commission anticipates adopting guidelines and issuing a call for projects for the upcoming fifth cycle of these programs at the August 2026 Commission meeting.