

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

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Subject: Draft 2026 Senate Bill 1 Programs Guidelines Development Process Update

## **Summary:**

Over the past seven months, California Transportation Commission (Commission) staff have held 10 public workshops to inform the development of draft 2026 Senate Bill (SB) 1 Program Guidelines for the programs' fifth cycle. In alignment with the Commission's Strategic Plan, the Draft SB 1 Program Guidelines continue to include changes to create a cleaner, safer, healthier, and more equitable transportation system that supports the state's economic vitality, allows people to spend less time in congestion, and creates more mobility choices for all Californians, especially those from underserved communities, to thrive in all aspects of life.

On November 20, 2025, Commission staff held the 2026 SB 1 Competitive Programs Kick-off Workshop, followed by seven individual program guidelines development workshops, one all SB 1 Competitive Program workshop to consider integration of workforce development principles into existing economic impact evaluation criteria, and one all SB 1 Competitive Program workshop to consider strengthening the Commission's SB 1 Programs Transportation Equity Supplement and Community Engagement Evaluation Criteria. Each of the workshops covered specific proposed changes brought forward by Commission staff, members of the Interagency Equity Advisory Committee, other state agencies, Regional Transportation Planning Agency and local government partners, advocacy partners, and other external stakeholders. Each substantive change made in the resulting guidelines was developed through a collaboration with stakeholders and vetted through the Commission's public workshop process.

While each set of draft guidelines incorporates changes unique to each SB 1 program, there are several common themes of changes across the different program guidelines.

These common themes include:

### **Community Engagement and Equity**

Staff drafted updates to the community engagement evaluation criterion and SB 1 Programs Transportation Equity Supplement through several concurrent collaborative efforts with the Interagency Equity Advisory Committee, statewide advocates, and other program partners and interested parties.

A significant component of this effort involved extensive engagement with the Interagency Equity Advisory Committee. At the March 4, 2026 Interagency Equity Advisory Committee Business Meeting, staff provided the full committee with an overview of the SB 1 Programs Transportation Equity Supplement and the community engagement evaluation criteria, described the proposed update process, and invited committee members to provide suggested revisions as subject matter experts.

Four committee members participated in the review process as subject matter experts. Staff conducted two one-hour briefings that provided general information on the three competitive SB 1 programs, including key program objectives and policies, and an in-depth walkthrough of current equity and community engagement considerations. Following the briefings, the subject matter experts spent four weeks providing detailed feedback and recommendations on the community engagement evaluation criterion and SB 1 Programs Transportation Equity Supplement.

Additionally, staff facilitated a discussion on equity and community engagement considerations at the April 20, 2026 Community Engagement Policies and Practices Subcommittee. During this meeting, the Subcommittee provided recommendations on key areas where guidance and criteria could be expanded to better advance equitable projects.

Overall, feedback from the Interagency Equity Advisory Committee focused on several key themes, which were incorporated into updates as described below:

- Committee members stressed the importance of ensuring that engagement efforts are inclusive of a broad range of participants with varying accessibility needs. To address this input, staff drafted updates to the Equity Supplement to include additional guidance on inclusive and accessible engagement practices, including the location and timing of events and meetings, for example accessible formats for engagement materials, and additional supportive accommodations based on community needs. Additionally, staff added a new question to the community engagement evaluation criteria, asking applicants to describe how engagement efforts were made accessible to a broad range of participants.
- Committee members emphasized that meaningful engagement should focus on listening to and learning from communities, with greater attention given to building trust and understanding community-identified needs and priorities. As a result, staff drafted new language into the Equity Supplement on trust-building efforts, including ongoing engagement, storytelling opportunities, and the acknowledgment of past harms.
- Committee members highlighted the importance of continued community engagement throughout the project development and planning process. As a result, staff drafted a new question into the community engagement evaluation criteria, asking applicants to describe the stages at which community members were engaged.
- Committee members emphasized the importance of conducting thoughtful analyses to identify project impacts on communities. In response to this input, staff drafted new community engagement evaluation criteria questions focused on methods used to assess and identify potential disparate impacts and unintended consequences.
- Staff also drafted a new Tribal engagement resources section into the Equity Supplement, based on previous feedback from committee members regarding the need for more tools, resources, and best practices for engaging Native American Tribal Governments and other Tribal communities.

In addition to these efforts, staff hosted a public workshop on April 15, 2026, to present and discuss proposed edits to the community engagement evaluation criteria and Equity Supplement. Staff considered feedback from this workshop, along with input from the Interagency Equity Advisory Committee and statewide advocates, when developing the final proposed updates.

### **Workforce Development**

Staff drafted updates to each program's economic evaluation criteria to establish new Workforce Development and Outreach sub-criteria, and new Job Outcomes, Opportunity, and Community Impact sub-criteria. Initial language was discussed at an all-SB 1 Programs Guidelines Development Workshop on March 26, 2026, and then revisited during each program's final program-specific workshop.

The new criteria provide a clearer framework for project nominations to address how the project supports workforce development and reaches workers in the communities it serves, and how a given project's workforce investments will generate economic opportunity and lasting benefit for the communities it serves. This section now organizes workforce information into a two-part structure that distinguishes construction-phase positions from post-construction outcomes. The structure allows early-stage estimates and references to comparable project types, recognizing that detailed workforce data may not be available at the project nomination phase.

The new language does not duplicate labor compliance mechanisms administered through other state programs.

### **Climate Action Plan for Transportation Infrastructure 2.0**

In March 2025, the Commission adopted the updated Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) under [Resolution G-25-31](#) and directed staff to integrate the plan's strategies into its public guidelines development process.

Specifically, the CAPTI 2.0 called upon the Commission to lead three separate key actions, listed here:

- S2.3 - Update the Trade Corridor Enhancement Program guidelines to state that goods movement projects that mitigate their passenger vehicle miles traveled impacts are more competitive for funding.
- S2.4 - Update the Solutions for Congested Corridors Program guidelines to target a vehicle miles traveled neutral suite of investments, through continuing existing practice in guidelines to prioritize projects that reduce vehicle miles traveled.
- S3.1 - Continue strengthening existing SB 1 program guidelines to better account for environmental justice impacts of projects.

For the Trade Corridor Enhancement Program, Commission staff incorporated Strategy 2.3 into the draft guidelines to state that freight projects that mitigate their passenger vehicle miles traveled impacts will be better positioned for funding as they will likely be more competitive in the air quality and community impact evaluation criteria. This language reflects the Commission's continuing efforts to support investments that strengthen goods movement and California's freight competitiveness while reducing greenhouse gas emissions, supporting public health, and reducing freight-related impacts on communities.

For the Solutions for Congested Corridors Program, Commission staff incorporated Strategy 2.4 into draft guidelines to state that the program will target a vehicle miles traveled neutral suite of investments through continuing existing practice to prioritize projects that reduce vehicle miles traveled.

To incorporate Strategy 3.1, Commission staff drafted a new community engagement evaluation question in all SB 1 Programs that ask applicants to describe any efforts to identify and deliver targeted community benefits, including through the development of a community benefits agreement. Additionally, staff drafted new community engagement criteria questions asking applicants to describe collaboration with community-based organizations, groups, and leaders in the development of the project engagement strategy and the project application. Both added sections aim to better account for ways projects address negative impacts on surrounding communities.

### **Next Steps**

The Draft SB 1 Program Guidelines for each program will be presented individually in Reference Items 4.4, 4.5, 4.6, and 4.7. Prior to guidelines being brought for final adoption by the Commission at the August 20-21, 2026 Commission Meeting, Commission staff will hold an additional public workshop in July to discuss Alternate Delivery Methods and the SB 1 Program Guidelines parameters for considering different delivery methods of projects. Additionally, Commission staff will also hold a separate public workshop in July to discuss Land Use and Housing considerations in the Solutions for Congested Corridors Program and the Local Partnership Competitive Program. Notices and materials will be shared publicly soon.

Adoption of the guidelines at the August 20-21, 2026 Commission Meeting will establish the governing policies for the 2026 SB 1 Programs and will initiate a Call for Projects announcement for the SB 1 Competitive Programs. Project applications will be due on November 18, 2026, for the Local Partnership Competitive Program, on November 19, 2026 for the Solutions for Congested Corridors Program, and on November 20, 2026, for the Trade Corridor Enhancement Program. The upcoming cycle of SB 1 Competitive Programs will program approximately \$1.9 billion dollars across the three programs and will be proposed for adoption at the June 2027 Commission meeting. The upcoming Local Partnership Formulaic Program will have approximately \$216 million in available funding and will be proposed for initial adoption at the January 2027 Commission meeting.

### **Background:**

In 2017, the Legislature passed, and Governor Brown signed, SB 1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017. 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.

To date, 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.