Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.10, Action

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Published Date: August 7, 2026

Subject: 2026 Local Partnership Competitive Program Guidelines Adoption,
Resolution G- 26- 64

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the proposed 2026 Local Partnership Competitive Program Guidelines, included as Attachment B. The adoption of the 2026 Local Partnership Competitive Program Guidelines will initiate the call for projects for the upcoming program cycle, with applications due November 18, 2026.

Issue:

The 2026 Local Partnership Competitive Program will provide two years of funding in Fiscal Years 2027-2028 and 2028-29, for a total of $151,298,000. This funding capacity accounts for an additional $1,455,000 in unprogrammed incentive funds from the 2024 Local Partnership Competitive Program, and an additional $5,843,000 from the redistribution of unused incentive funds from Fiscal Year 2025-26 (as proposed under Reference Number 4.9 of this agenda). The 2026 Local Partnership Competitive Program represents the fifth cycle of the program.

Commission staff developed the proposed Local Partnership Competitive Program Guidelines (Attachment B) in consultation with the Interagency Equity Advisory Committee, California Department of Transportation (Caltrans), California Department of Housing and Community Development, regional transportation planning agencies, local agencies, and other public stakeholders.

Following the initial Senate Bill 1 Programs kick-off workshop on November 20, 2025, the Commission hosted four additional public workshops through May 2026 to solicit stakeholder feedback to inform the draft guidelines. This included two program-specific workshops and two standalone workshops focused on workforce development considerations and advancing equity and community engagement across the Senate Bill 1 Programs. Workshop materials and recordings are posted on the Commission’s website. In addition, the Commission hosted 24 virtual office hour sessions from March 2026 to June 2026, where Commission staff provided technical assistance to applicants wanting to discuss their project nominations or funding eligibility for the 2026 Local Partnership Competitive Program.

The initial draft 2026 Local Partnership Competitive Program Guidelines were presented at the June 25-26, 2026, Commission meeting. Since then, Commission staff hosted two additional standalone workshops on July 15 which were focused on alternative delivery methods guidance included in all Senate Bill 1 Programs, and efficient land use and housing guidance included in the Local Partnership Competitive Program and the Solutions for Congested Corridors Program. The following updates were informed by public comment received at the July 2026 workshops and feedback from implementing agencies, and are each reflected as **bolded**, **red** font in Attachment B:

Delivery Methods and Project Segmenting
Part III, Sections 19 and 20

The Delivery Methods and Project Segmenting sections were updated to clarify how the Commission programs and allocates funds for projects using alternative delivery methods including design-build, progressive design-build, and Construction Manager/General Contractor, and to outline a consistent project segmentation standard across SB 1 Programs. The updates confirm that projects using alternative delivery methods follow the existing programming and allocation process and consolidate the segmentation requirements into a single four-part standard consistent with state and federal law. These changes support timely and flexible project delivery while ensuring responsible expenditure of program funds committed by the Commission.

Eligible Projects and Accessibility
Part II, Section 6 and Part IV, Section 14.1

Pursuant to Executive Order N-7-26 (Order #5), signed June 26, 2026, the Eligible Projects section was amended to emphasize the eligibility of transit priority infrastructure and first-and last-mile connectivity to transit infrastructure. Additionally, the Accessibility evaluation criterion was amended to emphasize the delivery of first- and last-mile connectivity to transit infrastructure.

Transportation, Land Use, and Housing Goals
Part IV, Section 14.9 and Appendix D

The Transportation, Land Use, and Housing Goals evaluation criterion was restructured to align with updates made to the Land Use Efficiency and Prohousing Supplement. The criterion continues to ask applicants to describe how projects support and advance transportation efficient land-use or Prohousing policies.

The Land Use Efficiency and Prohousing Supplement was updated in coordination with the California Department of Housing and Community Development. The supplement provides clearer indicators of efficient land use, current examples of transportation-focused Prohousing policies, and updated resources to support applicant responses to the criterion. The supplement structure serves both the Solutions for Congested Corridors Program and the Local Partnership Competitive Program.

Background:

Senate Bill 1 (Chapter 5, Beall, Statutes of 2017) created the Local Partnership Program and authorized $200 million annually to fund the Program. This legislation requires the Commission, in consultation with Caltrans, regional transportation planning agencies, local agencies and other transportation stakeholders, to develop guidelines. Assembly Bill 115 (Chapter 20, Committee on Budget, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees, tolls, or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding for the Local Partnership Program is divided into two programs: the Formulaic Program and the Competitive Program.

The 2026 Local Partnership Competitive Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Local Partnership Competitive Program. The guidelines address statutory requirements, incorporate partner feedback, and include Commission procedures for programming and project delivery.

Attachments:

- Attachment A: Resolution G-26-64
- Attachment B: 2026 Local Partnership Competitive Program Guidelines

Reference No.: 4.10
August 20-21, 2026
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2026 LOCAL PARTNERSHIP COMPETITIVE PROGRAM GUIDELINES

RESOLUTION G-26-64

1.1 **WHEREAS**, Streets and Highways Code Section 2033 requires the California Transportation Commission (Commission) to adopt guidelines for the Local Partnership Program; and

1.2 **WHEREAS**, the Local Partnership Program objective is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees, tolls, or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements; and

1.3 **WHEREAS**, the Commission held seven virtual public workshops and 24 virtual office hour sessions, and worked collaboratively with the Interagency Equity Advisory Committee, the Department of Housing and Community Development, the California Department of Transportation, and regional transportation planning agencies, local agencies, and other public stakeholders to develop the 2026 Local Partnership Competitive Program Guidelines; and

1.4 **WHEREAS,** Commission staff presented an initial draft of the 2026 Local Partnership Competitive Program Guidelines to the Commission at its June 25-26, 2026 meeting, and

1.5 **WHEREAS**, the Commission held one public hearing on August 20, 2026.

2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the Commission adopts the 2026 Local Partnership Competitive Program Guidelines; and

2.2 **BE IT FURTHER RESOLVED**, that the purpose of the guidelines is to identify the Commission’s policies, standards, criteria, and procedures for the development, adoption and management of the 2026 Local Partnership Competitive Program, and thus provide guidance to applicant taxing authorities, implementing agencies, and the California Department of Transportation; and

2.3 **BE IT FURTHER RESOLVED**, that staff is authorized to make minor technical changes as needed to the guidelines; and

2.4 **BE IT FURTHER RESOLVED**, that the guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation; and

2.5 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2026 Local Partnership Competitive Program Guidelines to the Commission’s website.

CALIFORNIA TRANSPORTATION COMMISSION

ATTACHMENT B
Ref. No. 4.10
August 20-21, 2026

PROPOSED
2026 LOCAL PARTNERSHIP COMPETITIVE PROGRAM GUIDELINES

ADOPTED
August 20, 2026

RESOLUTION
G-26-64

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I. INTRODUCTION

1. Authority and Purpose

The Road Repair and Accountability Act of 2017, (Senate Bill [SB] 1, Beall, Chapter 5, Statutes of 2017) created the Local Partnership Program and continuously appropriates two hundred million dollars ($200,000,000) each fiscal year to the Program from the Road Maintenance and Rehabilitation Account. The California Transportation Commission (Commission) allocates these funds to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The Local Partnership Program was subsequently amended by Assembly Bill (AB) 115 (Committee on Budget, Chapter 20, Statutes of 2017) and AB 135 (Committee on Budget, Chapter 255, Statutes of 2017).

The Local Partnership Program consists of a Formulaic Program and a Competitive Program. These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Local Partnership Program. The Commission may amend these guidelines after first giving notice of the proposed amendments and conducting at least one public hearing. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission to comply with the amended guidelines.

These guidelines were developed in consultation with the Interagency Equity Advisory Committee, California Department of Transportation (Caltrans), California Department of Housing and Community Development, transportation planning agencies, county transportation commissions, local agencies, advocacy groups, and other stakeholders, pursuant to Streets and Highways Code Section 2033.

2. Objectives

The primary objective of the Local Partnership Program is 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 (as defined by Government Code Section 8879.67[b]). Consistent with SB 1, 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 (SB 1 Section 1[l]).

3. Schedule

The following schedule lists the major milestones for the development and adoption of the Local Partnership Competitive Program:

MILESTONE	DATE
Draft guidelines presented to the Commission	June 25-26, 2026
Guidelines hearing	August 20-21,2026
Adoption of the guidelines and call for projects	August 20-21, 2026
Project nominations due	**November 18, 2026**
Release staff recommendations	June 4, 2027
Program adoption	June 24-25, 2027

II. ELIGIBILITY

4. Eligible Applicants

An eligible applicant under the Local Partnership Competitive Program is a local or regional transportation agency:

- that has sought and received voter approval of taxes, tolls, or fees which taxes, tolls, or fees are dedicated solely to transportation improvements and that agency administers those taxes, tolls, or fees; or
- that imposes fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which fees are dedicated solely to transportation improvements.

5. Eligibility Verification

Applicants that have previously established eligibility must submit the following documentation with the project nomination:

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) identifying the taxes, tolls or fees the applicant used to establish eligibility, and to affirm the taxes, tolls, or fees are currently in effect and are dedicated solely to transportation improvements.

Applicants that need to reestablish eligibility due to expired taxes, tolls, or fees must submit the relevant required documentation listed below.

Applicants that are listed in Appendix F must explain their eligibility in the project nomination.

5.1 Applicants with Voter-Approved Taxes, Tolls, or Fees

Applicants that are not listed in Appendix F, and that have sought and received voter approval of taxes, tolls, or fees, which are dedicated solely to transportation improvements must submit all required documentation listed below to establish Formulaic Program eligibility in advance of the 2026 Competitive Program project nomination submittal deadline.

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) to affirm the taxes, tolls, or fees are dedicated solely to transportation improvements.
- A copy of the ordinance or resolution seeking voter approval of the tax, toll, or fee.
- Ballot information.

- Election results (Official Statement of Votes Cast).
- For tolls, fees, or taxes other than sales taxes, a copy of the relevant section (with highlighted text) of the taxing authority's most recent audited financial statements indicating the revenue generated by the tax, toll, or fee, including posting location on the internet and information about how the revenues are reported to the State.

5.2 Applicants with Imposed Fees

Applicants that have imposed fees, including uniform developer fees, and have not received voter approval of taxes, tolls, or fees are only eligible for the Local Partnership Competitive Program funding.

Applicants with imposed fees, including uniform developer fees, must submit all required documentation listed below in advance of the 2026 Competitive Program project nomination submittal deadline:

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) to affirm the fees are imposed by the applicant and the fees are dedicated solely to transportation improvements.
- A copy of the ordinance or resolution seeking to impose the fee.
- A copy of the relevant section (with highlighted text) of the applicant's (or administering agency's) most recent audited financial statements indicating the revenue generated by the imposed fee, including posting location on the internet and information about how the revenues are reported to the state.

6. Eligible Projects

Eligible projects for the Local Partnership Program will be consistent with subdivisions (a) and (b) of Government Code Section 8879.70, and Streets and Highways Code Section 2032(a). The Commission encourages projects that align with the state's climate and equity goals as well as those that identify and incorporate the installation of conduit or fiber, where appropriate and feasible, along strategic corridors.

Eligible projects shall include all of the following:

A. Improvements to the state highway system including, but not limited to, all of the following:

- Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;

- New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
- Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.

B. Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, **promote transit priority service with transit signal priority or bus-only lanes or dedicated bus-on-shoulder facilities, provide first mile and last mile connectivity to public transit system,** or otherwise provide or facilitate a viable alternative to driving.

C. Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, vans, or other rolling stock including, where eligible, those necessary for the provision or maintenance of fixed route or demand responsive transit services including microtransit, paratransit, non-medical transportation and non-emergency medical transportation.

D. Capital projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage and wayfinding systems, real-time travel information devices, demand responsive technology necessary for the provision of microtransit, paratransit, non-medical transportation and non-emergency medical transportation, and efficient and intelligent parking infrastructure and systems.

- Identified system and device performance and optimization to support those investments are eligible if they are considered capital costs.

E. Improvements to the local road system, including, but not limited to, the following:

- Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
- New construction and facilities to increase capacity, improve mobility, or enhance safety; and
- Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.

F. Improvements to bicycle or pedestrian safety or mobility with an extended useful life.

G. Improvements to mitigate the environmental impact of new transportation infrastructure on a locality or region’s air quality or water quality, commonly known as “urban runoff,” including management practices for capturing or treating urban runoff.

H. For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project’s environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.

I. Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.

J. Road maintenance and rehabilitation.

K. Other transportation improvement projects.

As applicable by law, projects that propose to construct a toll transportation facility must obtain Commission approval to operate the toll facility in accordance with the Commission’s Toll Facility Application Guidelines prior to the project being programmed in the Local Partnership Competitive Program.

III. FUNDING

7. Funding and Programming Cycle

The Local Partnership Program receives $200 million annually from the Road Maintenance and Rehabilitation Account and each program cycle will include two years of funding. The **2026** Local Partnership Competitive Program will include Fiscal Years **2027- 28** and **2028-29**. New cycles will be programmed every two years.

The Formulaic Incentive Funding of $20 million will be set-aside each fiscal year from the Local Partnership Program leaving $180 million to be distributed annually, 60 percent via the Formulaic Program and 40 percent via the Competitive Program. The 40 percent allotted to the Competitive Program is $72 million annually.

The 2026 Local Partnership Competitive Program will provide a total of $151,298,000 in funding capacity for two years of funding in Fiscal Years 2027-2028 and 2028-29.

This funding capacity accounts for an additional $1,455,000 in unprogrammed incentive funds from the 2024 Local Partnership Competitive Program, and an additional $5,843,000 from the redistribution of unused incentive funds from Fiscal Year 2025-26. The 2026 Local Partnership Competitive Program represents the fifth cycle of the program.

The maximum award for the Local Partnership Competitive Program is $25 million per project.

8. Matching Requirements

Projects funded from the Local Partnership Competitive Program will require at least a one-to-one match of private, local, federal, or state funds with the following exceptions:

- Taxing authorities with voter-approved taxes, tolls, or fees, or applicants with an imposed fee, which generates less than $2 million annually are required to provide a match equal to 25 percent of the requested Local Partnership Competitive Program funds. This exception is based on the revenue generated by the nominating agency's (or administering agency's) generated revenue.

- For Soundwall only projects, the expenditure of local funds to complete the Project Approval and Environmental Document (PA&ED); Plans, Specifications, and Estimates (PS&E); and Right-of-Way phases may be used to meet the one-to-one match for the Construction phase.

For the purpose of calculating the required match, the Commission will, except for State Transportation Improvement Program (STIP) funding, only consider funds that are not allocated by the Commission on a project specific basis.

Local Streets and Roads Program funding may be used; however, apportionments must be received from the State Controller's Office and the project must be eligible as outlined in the Local Streets and Roads Program Guidelines.

Priority will be given to projects that have committed discretionary federal funds at time of project nomination. The commitment should be in the form of a letter or public announcement issued by the authorizing federal agency.

The matching funds must be expended concurrently and proportionally on the project phase programmed with Local Partnership Competitive Program funds, except as noted below. Costs incurred prior to allocation will not be counted towards the match.

The Commission may, at the time of programming or allocation, approve non-proportional spending. For projects receiving federal funds, the non-proportional spending must be approved by the Federal Highway Administration prior to allocation.

Adjustments will be made at the time of project closeout to ensure matching funds were spent proportionally to the Local Partnership Competitive Program funds.

The implementing agency must provide a project funding plan through construction that demonstrates the non-Competitive Program funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

9. Distribution

The Local Partnership Competitive Program will be divided in two parts: one for taxing authorities with voter-approved taxes, tolls, or fees; and the second for applicants with only imposed fees. In no case will the portion for applicants with only imposed fees be less than $5,000,000.

The Commission may identify a contingency list of projects to be amended in the Local Partnership Competitive Program in the event a redistribution of incentive funding occurs. The contingency list will be in effect only until the adoption of the next programming cycle.

10. Funding Restrictions

Applicants may only request funding for the Construction phase of a capital project.

A project will be considered for funding if, at time of adoption, the project has completed a project level environmental process, and/or completed the final draft of a project level environmental document, in accordance with the California Environmental Quality Act (CEQA) and, if the project is federalized, the National Environmental Policy Act (NEPA). Environmental clearance must be completed for CEQA and NEPA (if applicable) within 6 months of program adoption. If these requirements are not met, the project will be deleted from the program. For projects that will not meet the applicable environmental requirements by program adoption, applications must explain the status of the environmental phase and the plan for environmental requirements to be met within six months of program adoption.

Funds will not be allocated to any portion of a project until all project components have completed the environmental process.

Projects on the state highway system and projects implemented by Caltrans require a Caltrans approved Project Report prior to program adoption.

The Local Partnership Competitive Program funds shall not supplant other committed funds.

The Local Partnership Competitive Program will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. The implementing agency or agencies must provide evidence of their ability to absorb any cost overruns and deliver the project with no additional funding from the program.

For jointly nominated projects, the Commission expects the responsibility for payment of cost increases will be negotiated and agreed upon through a funding agreement between both nominating agencies.

The Local Partnership Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start Construction (contract award) by **December 30, 2027**.

11. Reimbursement

The Local Partnership Competitive Program is a reimbursement program for eligible costs incurred. The implementing agency may begin incurring eligible costs upon allocation; however, reimbursement is dependent upon entering into an agreement with Caltrans. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

IV. EVALUATION

12. Screening Criteria

Project nominations will receive an initial screening by the Commission for completeness and eligibility before proceeding to the evaluation process.

An applicant submitting multiple project nominations must clearly prioritize its project nominations.

Incomplete or ineligible project nominations will not be evaluated.

Project nominations will be screened for the following:

- The Local Partnership Competitive Program funding request does not exceed the maximum amount **($25 million) per project nomination**.
- Demonstrate the required funding match (as outlined in Section 8).
- Provide required documentation for eligibility verification (as outlined in Section 5).
- Demonstrates that negative environmental and community impacts will be avoided or mitigated.
- Demonstrates that all other funds for the proposed project (component) are committed.

13. Project Rating Process

All project nominations that meet the screening criteria will be evaluated and selected through a competitive process.

Each project nomination will be evaluated for compliance with the objectives of the program. Each project nomination will be rated using the evaluation criteria as specified in Section 14. Each evaluation criterion will be scored with a “High”, “Medium-High”, “Medium”, “Medium-Low”, or “Low”. The highest-ranking project nominations will be selected for funding.

The Commission may collaborate with the Interagency Equity Advisory Committee (to review the accessibility and community engagement benefits); the California Air Resources Board to review the air quality benefits; the California Department of Housing and Community Development to review the land use and housing benefits; and Caltrans to review the Life-Cycle Benefit/Cost Analysis benefits when evaluating project nominations.

To ensure a more equitable competition, the Commission will compare projects based on the population of jurisdiction(s) across which the tax or fee is applied. In most cases, this will be a county or city.

For voter-approved tolls, the population will be the sum of the population of the jurisdictions that voted on the toll. The following population categories will be used:

- Category I: ≥ 1,500,000
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,000
- Category IV: 100,000 to 299,999
- Category V: < 100,000

Please indicate in the application which population category the nominating agency is eligible for.

The maximum request for Local Partnership Competitive Program funds is **$25,000,000 per project.**

An applicant submitting multiple project nominations must clearly prioritize its projects. The Commission may elect to only evaluate the highest priority project nomination(s) submitted by each applicant. For applicants that submit more than one project nomination, the Commission will limit award to **$40,000,000 per applicant**.

In approving funding for inclusion in the program of projects, the Commission will give consideration to geographic balance over multiple programming cycles.

14. Evaluation Criteria

The project nomination(s) must include documentation regarding the quantitative and qualitative measures validating the project's consistency with the Local Partnership Competitive Program policy objectives and the identified benefits (outputs and outcomes) of the proposed project. Each evaluation criterion must be addressed and include relative data of the performance metrics. The Commission's SB 1 Technical Performance Measurement Methodology Guidebook provides instructions on how to complete required performance metrics.

For sound wall only projects, a project nomination must be for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.

For all other projects, the Commission will give higher priority, individually, to the following criteria:

14.1 Accessibility
The project nomination must address current accessibility issues and concerns in the project area and how the proposed project will improve accessibility and connectivity for residents and non-residents that travel or need to travel through the project area.

The project nomination should discuss access to multi-modal infrastructure for those with mobility devices, or the lack thereof, such as sidewalks, protected bus or bike lanes, lighting, ease of access to curb ramps, elevators at transit stations, etc.

- Will the project close an existing gap in transit or active transportation, **or promote first- and last-mile connectivity to transit infrastructure**?
- How will the project connect to jobs, major destinations, and residential areas, especially for disadvantaged or historically impacted and marginalized communities?
- If applicable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities.
- Describe how the project increases or creates accessibility to key destinations for disadvantaged or historically impacted and marginalized communities. This can be demonstrated by utilizing mapping tools that overlay the identified accessibility points with population distribution by various demographics. Applicants may refer to the *SB 1 Programs Transportation Equity Supplement* in Part VIII, Appendix C as a resource when responding to this criterion.

14.2 Air Quality and Greenhouse Gases
The project nomination should address how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance the State's air quality and climate goals. Identify and discuss other environmental benefits the project will provide.

14.3 Community Engagement
In alignment with the Commission's Racial Equity Statement, nominations will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.

Applicants may refer to the *Senate Bill 1 Programs Transportation Equity Supplement* included in Part VIII, Appendix C, and use the indicators and examples provided when responding to this criterion.

A. Identification:

i. Identify the disadvantaged or historically impacted and marginalized communities within the project study area.

ii. Provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.

B. Engagement:

i. Explain how communities in the project study area were engaged to identify their needs, how engagement opportunities were made accessible to a broad range of participants, and during which project development phase engagement was conducted.

ii. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them?

iii. How was community feedback incorporated into the project?

iv. How did the agency inform the community about whether their feedback was incorporated into the project?

v. Describe any collaboration with community-based leaders, groups, or organizations that informed and shaped the project's engagement strategy, including how their input influenced engagement approaches and priorities. These leaders, groups, or organizations can include, but are not limited to, environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups.

vi. Describe any efforts to identify and deliver targeted community benefits. This could include, but is not limited to:

1. The implementation of a Community Benefits Agreement
2. Collaboration with community-based organizations
3. The creation of a community advisory committee

4. Community listening sessions targeted at disadvantaged or historically impacted and marginalized communities that shaped project development.

C. Outcomes:

i. Describe how the project scope and this nomination were developed with community feedback, including through collaboration with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. .

ii. Was the alternatives analysis developed to include community feedback?

iii. Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities?

iv. Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.

v. Describe how the project will deliver equitable outcomes for disadvantaged or historically impacted and marginalized communities.

D. Impacts:

i. How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? Describe any tools, analysis, or engagement methods used to evaluate impacts.

ii. If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

iii. Did the agency evaluate potential unintended consequences of delivering the project, such as displacement or other community impacts that may disproportionately affect disadvantaged or historically impacted and marginalized communities?

Pre-existing community engagement plans and activities developed and implemented in the project study area in the recent past (at most five years before program guidelines adoption) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plans and activities are still applicable and why developing new community engagement plans and activities was either not feasible or not necessary. Provide the month and year the existing community engagement plans and activities were finalized and implemented. Include information about any community engagement plans and activities that are under development or planned for the near-term future (within two years) specifically for the nominated project.

14.4 Economic Development, Job Creation and Retention, and Cost Effectiveness

The project should provide positive benefits in relationship to the construction costs. In addition, the nomination must address how the proposed project stimulates local economic activity, supports economic development, and creates, increases, or retains access to employment by responding to each prompt provided below.

A. Cost Effectiveness

The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.

B. Workforce Development and Outreach

Describe how the project supports workforce development and reaches workers in the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions based on available or comparable data for similar project types are acceptable.

i. Describe the jobs this project is expected to generate, by type:

   a. Construction-phase positions, by trade or classification (where known), including first period apprenticeship positions

   b. Long-term operational positions.

   c. Indirect positions (supply chain, vendors, materials providers)

ii. Describe the wage context for construction-phase positions. Where prevailing wage applies, note the applicable determination. Where apprenticeship wage schedules apply, describe the entry-level to journey-level wage progression.

iii. Identify the communities where project-generated jobs are primarily located. Indicate whether any portion of the project area falls within an economically distressed area, a disadvantaged community, or a region with unemployment significantly above the state average. Designation information is publicly available via CalEnviroScreen (disadvantaged communities) and the Employment Development Department's Local Workforce Development Areas data.

iv. List any regional or local workforce development boards, pre-apprenticeship programs, apprenticeship programs, community colleges, or community-based organizations with which the nominating agency coordinates or has an existing or planned partnership for this project. Pre-apprenticeship programs include those designed to connect workers from underserved communities to registered apprenticeships, as well as trade-specific pre-apprenticeship classifications.

v. Indicate whether this project includes outreach or hiring practices designed to reach workers facing structural economic barriers. Check all that apply:

Residents of low-income or economically distressed communities

☐ Formerly incarcerated or justice-involved individuals

☐ **Individuals with disabilities**

☐ Young workers (ages 16–24) without a four-year degree

☐ Women seeking entry into construction trades

☐ Veterans

☐ Other (describe)

☐ No targeted outreach at this time

C. Job Outcomes, Opportunity, and Community Impact

Describe how this project's workforce investments will generate economic opportunity and lasting benefit for the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions of expected outcomes based on available or comparable data for similar project types are acceptable.

i. Describe whether project-generated jobs offer pathways to advancement. For example, progression from pre-apprenticeship to journey-level status, or from entry-level to supervisory roles.

ii. Describe the broader economic impact on the surrounding community, including the long-term operational workforce the project sustains, local hiring and spending patterns, supply chain relationships, and other economic benefits the project is expected to generate.

iii. Describe how this project's workforce impacts will reach people with limited access to stable, long-term employment, including the populations identified in 14.4(B)(v).

iv. Describe the workforce development landscape in your region and how this project connects to and advances the regional workforce development partnerships identified in 14.4(B)(iv).

14.5 Deliverability

Priority will be given to projects that are ready to start construction and have completed the project design and rights of way components. If the project will be delivered using the design-build method or Construction Manager/General Contractor method, the start of construction will be the basis for project evaluation.

14.6 Leveraged Funds

Projects that leverage funds above the required matching funds amount, in the Construction phase. (Refer to Part III, Section 8 for additional guidance).

14.7 Safety

The project nomination should address safety issues and concerns, including actual reported property, injury, and fatality collisions for the last 5 full years. Demonstrate how the proposed project increases safety for motorized and non-motorized users. Identify and discuss other safety measures the project will address, including health impacts.

14.8 System Preservation

The project nomination should demonstrate how the project will improve the current conditions. Identify and discuss other performance measures the project will address such as the Pavement Condition Index or the project's impact to the overall transit/transportation system

14.9 Transportation, Land Use, and Housing Goals

The nomination must address how the proposed project will support and advance transportation, land-use, and housing goals **or** Prohousing principles **in the project area and within the region. City and county governments with jurisdiction over land-use and housing policy are encouraged to apply for the California Department of Housing and Community Development's Prohousing Designation Program, however it is not required to address this criterion. Applicants may demonstrate that a project supports local land-use and housing policies by discussing the items below and considering resources listed in Appendix D.**

- **For a Regional Agency** – The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the Regional Transportation Plan, Sustainable

Communities Strategy (where applicable), **or** Regional Housing Needs Allocation. This may also **be demonstrated by describing** how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.

- **For a Local Agency -** The project nomination should **demonstrate, at the time of project nomination,** how the project will advance local transportation, land use, and housing goals. This may include:

    1. The local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or

    2. The local jurisdiction **has received, or** applied to, the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.

  The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Partnership Competitive Program funding.

The **Efficient Land-Use and Housing** Supplement developed in partnership with the California Department of Housing and Community Development is available in **Appendix D and is provided as a reference for addressing this criterion.**

If housing is not an issue for the local jurisdiction, provide a detailed explanation, including an accounting of the jurisdiction's assigned local share of the Regional Housing Needs Allocation and the jurisdiction's progress toward meeting those needs documented in the jurisdiction's Housing Element annual progress report for the current and prior years.

14.10 Vehicle-Miles Traveled

The project nomination should demonstrate how the project will minimize vehicle miles traveled while maximizing person throughput.

V. PROGRAMMING

15. Programming Funds

The Local Partnership Competitive Program of projects for each fiscal year will include, for each project, the amount to be funded from the Local Partnership Competitive Program, and the estimated total cost of the project. Project costs in the Local Partnership Competitive Program will include the construction phase only.

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Local Partnership Competitive Program funds and other committed funds and uncommitted funds.

For Caltrans implemented projects, the cost of Construction Support will be programmed separately from the Construction capital cost.

A project nomination may identify an implementing agency other than the applicant. The implementing agency assumes responsibility and accountability for the use, expenditure, and reporting of program funds.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The Commission expects collaboration and cooperation between the applicant, implementing agency, and Caltrans for all projects on the state highway system.

16. Committed and Uncommitted Funds

The Commission will regard funds as committed when they are programmed by the Commission or when the applicant with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation Program, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by Federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs:

- Solutions for Congested Corridors Program;
- Trade Corridor Enhancement Program; or
- A federal discretionary grant program.

The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. **If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed.**

Projects programmed by the Commission in the Local Partnership Competitive Program will not be given priority in other programs under the Commission's purview.

17. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice to advance a project programmed in the Local Partnership Competitive Program. Approval of the Letter of No Prejudice will allow the implementing agency to begin work and incur eligible expenses prior to allocation. The Letter of No Prejudice Guidelines are available on the Commission's website.

18. Title VI Requirements

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. ("Title VI") prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.

Projects programmed for Local Partnership Competitive Program funds must comply with Title VI requirements:
The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Nominating agencies and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all federal and state statutes and implementing regulations relating to nondiscrimination.

A current list of Title VI nondiscrimination and related authorities is available on the Commission's website at:
https://catc.ca.gov/programs/equity-and-public-engagement/title-vi-information.

VI. DELIVERY

19. Delivery Methods

The Commission supports and encourages innovative delivery methods. Projects **may** use alternative delivery methods such as design-build **(DB)**, progressive design-build **(PDB)**, or Construction Manager/General Contractor (CMGC) **in accordance with the statutory authority applicable to the implementing agency and/or mode being delivered. P**rojects using **these** methods **do** not follow the same procedures as projects **using** design-bid-build delivery. Flexibility may be requested and approved consistent with programming and allocation capacity, program guidelines, and state and federal law.

Programming and Allocating Projects Using Alternative Delivery Methods

- **If an implementing agency changes the delivery method of a programmed project, the implementing agency shall notify Commission staff as soon as the change is identified. The change will be processed through the project amendment process as specified in Part III, Section 24, and does not extend timely use of funds deadlines.**

- **Projects using any alternative delivery method remain subject to the existing programming process as specified in Part II, Section 15, and allocation process as specified in Part III, Section 22. Construction phase allocation requests shall be based on the final engineer's estimate, as specified in Part VI, Section 22.**
  - For project**s using the** design-build **and progressive design-build** delivery methods, the Commission will program the Local Partnership Competitive Program funds in the construction component of the project. **However,** the allocation may be a combined amount to include design, right of way, and construction.
  - **Construction allocations for progressive design-build projects may fund costs associated with both design and construction, or construction only, depending on how the contracts are structured.**
  - **Allocations for projects will not be approved before environmental clearance is achieved for the entire project, as specified in Part III, Section 22.2.**

- **Progressive design-build and Construction Manager/General Contractor projects may be divided into segments or work packages to facilitate project delivery.**
  A segment is a portion of a project that has independent utility, as provided in Part III, Section 20. A work package is a contracting and delivery bundle within a project or segment, such as grading, demolition, utility relocation, or long-lead procurement. A work package is not required to have independent utility.

- **If progressive design-build or Construction Manager/General Contractor projects are divided into separate work packages for the construction phase, then:**
    - **Work packages will be programmed in the Local Partnership Competitive Program by the Commission through an amendment after receiving a request from the implementing agency, as specified in Part III, Section 24.**
    - **Allocations for a work package will be approved only if the work package is part of a project or segment that is fully funded (i.e., the current cost estimate for the entire project is within the project's committed funding).**
    - **A list of the anticipated work packages with their delivery years and scopes of work must accompany the allocation request for the initial work package, and subsequent work package allocation requests must provide an updated list of the remaining anticipated work packages.**
    - **Work packages shall be for severable portions of work, such that:**
        - **The implementing agency is not obligated to have the contractor construct any other portion of the work.**
        - **The magnitude of the remaining work packages maintains the contractor's engagement for the remainder of the project.**
        - **The work package does not conflict with work to be performed under subsequent work packages.**
    - **Implementing agencies must engage with Commission staff and Caltrans when considering work packages.**

20. Project Segmenting

Larger projects may require segmenting because of size, funding, or delivery schedule. The nomination should address the total project area and the reasons for segment**ing the project**.

An implementing agency may request to segment a project for delivery purposes consistent with the project segmentation standards provided here. Segmenting does not alter the implementing agency's obligation to deliver the full project funded by the Commission consistent with the scope, schedule, cost, and anticipated benefits as committed in the project Baseline Agreement.

Consistent with state and federal law, a project may be segmented only if each segment meets all of the following requirements:

a) **The segment is consistent with the project's purpose and need.**

b) **The segment has independent utility, meaning it is usable with standalone benefits and constitutes a reasonable expenditure of program funds even if no additional transportation improvements are made in the project area.**

c) **The segment connects logical termini, meaning its end points are rational end points for project improvement and for evaluation of segment benefits.**

d) **The segment does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.**

Project**s are** evaluated based on the segment**(s)** proposed for funding. Therefore, the nomination **must:**

- **Demonstrate that each segment meets the requirements provided above.**
- Identify the benefits (outputs and outcomes) for **each** segment proposed for funding.
- Provide a full funding plan **for each** segment.
- **Describe the delivery method for each segment**.
- Include an estimated timeline **to complete the** overall project **and each** segment in the project area.

21. Multimodal Projects and Contracts

Project nominations may include multiple modes to be delivered in separate contracts (i.e., roadwork, rail work, bike lanes) referred to as project modes. The applicant must clearly identify the scope of work for each project mode.

The benefits (outputs and outcomes) that will be achieved may be described for all project modes combined in the project nomination.

If the scope of a project mode includes multiple contracts to achieve the benefits as proposed (i.e., rail project mode may include tracks, vehicle purchases, station improvements), the project nomination must identify the scope, funding plan and schedule for each contract (each contract must have an electronic Project Programming Request form), including any contracts not requesting Local Partnership Competitive Program funds, but completing the balance of the project scope.

The project nomination should explain the strategy for project delivery. If after program adoption, the project is divided into more than one contract, it should be reported as soon as possible. In this case, a project amendment must be approved by the Commission prior to allocation.

22. Allocations

When an agency is ready to implement a project, the agency will submit an allocation request to Caltrans. After receipt of the request, the typical time required to complete Caltrans review and recommendation, and Commission allocation is 60 days.

If the project will be implemented by an agency other than the applicant, the allocation request must be signed by the implementing agency and include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

22.1 Review Process

- Caltrans will review the request and provide a recommendation to the Commission for action.
- The recommendation from Caltrans will include:
  - Determination of project readiness,
  - Availability of appropriated funding,
  - Availability of all identified and committed supplementary and matching funds,
  - Consistency with the executed Baseline Agreement, if applicable,
  - Certification from Caltrans verifying that a project's Plans, Specifications, and Estimate are complete, environmental and Right-of-Way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans considers these projects Ready to List (RTL).
- Commission staff may request additional information as part of the Commission's review.

22.2 Allocation Requirements

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for Plans, Specifications, and Estimate (design), Right-of-Way, or Construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, Right-of-Way, or Construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA).

- The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the **Commission website**[1].

The Commission will approve an allocation in whole thousands of dollars. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

22.3 Construction Phase and Construction Support Phase Allocations:

- A project will only be placed on the Commission's agenda for an allocation of Construction and Construction support funds if the project is ready to advertise.
- When Caltrans is the implementing agency, Construction Support costs must be allocated separately from Construction capital costs.
- The implementing agency must not award the Construction contract for a project until the Commission has approved allocation of the Local Partnership Competitive Program funds for the project.
- The implementing agency should not request an allocation of construction funds unless it is prepared to award contract(s) related to the allocation within six months of allocation approval.
- If an agency has Commission approval to use more than one contract to deliver the programmed project scope, then it must request separate allocations for each contract.
- If the project will be implemented by an agency other than the taxing authority, the allocation request must be signed by the implementing agency and include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant (taxing authority) and implementing agency.

If a project or project phase is ready for implementation earlier than the fiscal year that it is programmed in the Local Partnership Competitive Program, the implementing agency may request an allocation in advance of the programmed year. The Commission may approve an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

23. Timely Use of Funds

The Commission expects certain deadlines to be met as programmed projects are implemented. If the expected deadlines are not met and a time extension is not approved

[1] https://catc.ca.gov/programs/environmental

before the expiration of a deadline, the project will be deleted from the Local Partnership Competitive Program.

23.1 Deadlines

- **Allocation** – Allocation for a programmed project phase must be requested in the fiscal year in which the funds are programmed. ***Funds programmed to a project expire on June 30 of the fiscal year in which the funds are programmed***. The implementing agency must submit an allocation request to Caltrans to be placed on a Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed for its project(s). If programmed funds are not allocated within the fiscal year programmed, or within the time allowed by an approved extension, the project will be deleted from the Local Partnership Competitive Program.

- **Contract Award** – Construction phase contracts must be ***awarded within six months of an approved allocation***.

  Implementing agencies must not award the contract for a project until the Commission has allocated Local Partnership Competitive Program funds previously programmed to the project.

- **Project Completion** - After award of the construction phase contract(s), the implementing agency has up to ***36 months to complete (accept) the contract(s).*** The implementing agency must invoice Caltrans for these costs no later than 180 days after the completion deadline.

23.2 Extensions

The Commission will consider extending the deadlines listed above under the following conditions:

- An unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the extension.
- Extension requests should describe the specific unforeseen and extraordinary circumstance and identify the delay directly attributable to the circumstance.
- No deadline will be extended more than once.
- Each deadline extension request will be considered separately for each programmed project or project phase.
- The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.

- The extension request cannot exceed the maximum period of delay identified in this section.

- The implementing agency must submit a time extension request to Caltrans at least 60 days prior to the Commission meeting where the extension needs to be approved.
    - An allocation extension request must be approved by the Commission before June 30 of the fiscal year the funds are programmed.
    - All time extension requests must be received by Caltrans in time for an action by the Commission before the dates indicated under the Deadlines subsection.

- Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.

- The Commission will consider a time extension request when Caltrans provides the request and a recommendation on how to proceed.

- If a time extension is not approved prior to the expiration of a deadline, the project will be deleted from the Local Partnership Competitive Program.

The following types of extensions may be requested in the Local Partnership Competitive Program:

A. **Allocation (12 months maximum)** – May be requested if a project phase cannot be allocated before June 30 in the fiscal year it is programmed.

B. **Contract Award (12 months maximum)** – May be requested if the Construction contract(s) cannot be awarded within six months of the approved allocation of funds.

C. **Project Completion (20 months maximum)** – May be requested if, after allocation, the implementing agency finds that project completion will not occur within 36 months of the construction contract award.

24. Amendments

Project amendments will be considered for the Local Partnership Competitive Program as follows:

- **Scope Changes** – The Commission will not consider changes to the scope of the project unless the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project. The Commission should be notified as soon as a change in project scope has been identified. In the case where scope changes are significant, and the project benefits are less, the Commission will evaluate the proposed changes and make a determination to continue funding the project or deleting the project from the program through a formal amendment.

- **Cost Changes** – The Local Partnership Competitive Program will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. If a change in the cost estimate is identified, the Commission should be notified right away in writing, explaining the change and the plan to cover the increase. A revised electronic Project Programming Request form identifying the source of funding must also be included. If the fund source(s) is not identified to cover the cost increase, the project will be deleted from the Local Partnership Competitive Program.

- **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 23. For projects programmed in the last year of the Local Partnership Competitive Program, the implementing agency may request by December 1, 2022, to reprogram the project only once with justification. In addition to the written notification, the request must include: a cover letter from all the partners that nominated the project; a clear and concise explanation for the request; the extraordinary circumstances that led to the request; consequences if the request is not approved; and an updated electronic Project Programming Request form.

The Commission may approve an amendment request only if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the amendment at the time the **2026** Program is adopted.

Amendment requests must be submitted as soon as the implementing agency has identified a need for one and must include documentation that supports the requested change and its impact on the scope, cost, schedule, and benefits (outputs and outcomes).

24.1 General Instructions for All Amendments:

- Implementing agencies must notify Caltrans of proposed project amendments.

- Caltrans shall coordinate all amendment requests and utilize the electronic Project Programming Request form to help document the change.

- Amendment requests must be documented in writing and include the following:
  - Detailed explanation of the proposed change.
  - Reason for the proposed change. Provide documentation as applicable.
  - Impacts to the project benefits (outputs and outcomes).
  - Comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase,

decrease, or no change and an explanation of the methodology used to develop the comparison.

- Revised electronic Project Programming Request form documenting the proposed changes and the amendment request.

Caltrans will review the proposed amendment and present the agency's proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's approval.

Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.

25. 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 before contract award.

Savings at project completion must be returned proportionally except when an agency has, after project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming.

Any additional savings must be returned proportionally to the Local Partnership Program, through a Commission action, and will be made available for programming in subsequent programming cycles.

When used in reference to project cost savings the word "proportionally" means that savings will be returned to each funding source based on the percentage contributed from the respective source.

VII. REPORTING

26. Project Reporting

SB 1 places responsibility on the Commission to track the performance of and report to the public how well funding recipients are delivering projects receiving Local Partnership Program funds. The reporting requirements are outlined in the Commission's SB1 Accountability and Transparency Guidelines[2].

27. Project Tracking Database

Caltrans is responsible for developing, upgrading, and maintaining an electronic database record of the adopted Local Partnership Competitive Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, expected benefits, and progress of the project and a map. The project information from the database will be accessible at www.build.ca.gov/[3].

28. Project Auditing

The audit requirements are outlined in the Commission's SB 1 Accountability and Transparency Guidelines[4].

29. Workforce Development Requirements

Implementing agencies may track and report any information about how they participate in, invest in, or partner with, new or existing State of California approved pre-apprenticeship training programs following the requirements specified in Part IV, Section 14.5.

30. Project Signage

An implementing agency must include construction signage stating that the project was made possible by SB 1 - The Road Repair and Accountability Act of 2017 (or Rebuilding California Funds) and include the Commission's official logo which can be requested from the Clerk of the Commission. The signage should comply with applicable federal and state laws, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. Reference Caltrans' Construction Project Funding Identification Sign webpage for additional details and requirements about project construction signage.

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[2] https://catc.ca.gov/programs/sb1/accountability-and-reform-measures
[3] https://www.build.ca.gov/
[4] https://catc.ca.gov/programs/sb1/accountability-and-reform-measures

VIII. APPENDICES

APPENDIX A
PROJECT NOMINATIONS

Project Nomination Deadline

Project nominations and supporting documentation must be submitted to the Commission by **November 18, 2026**.

A. General Project Nomination Submittal Instructions

- All project nominations must be submitted via email to LPP@catc.ca.gov at or before 11:59 pm on **November 18, 2026**. If electronic files are too large to send via a single email, please break up the files and send via multiple emails.

- Project nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

- Project nomination packages, including all attachments and appendices, must be submitted as remediated PDFs that are compliant with the Americans with Disabilities Act (ADA). Documents must be fully accessible to users of assistive technology, including screen readers. Remediation meets the Section 508 Standards and includes, at minimum: tagged document structure, logical reading order, alternative text for images and figures, accessible tables, color contrast, descriptive hyperlinks, and machine-readable text rather than scanned images. Nominations that are not submitted in an accessible format will be returned to the applicant for remediation and resubmission. Failure to remedy accessibility issues by the deadline established by Commission staff may result in the nomination being deemed incomplete.

  Applicants seeking technical assistance on document accessibility may reference the Web Content Accessibility Guidelines (WCAG) 2.2, Level AA Guidelines and Success Criteria, linked within the CA Web Standards webpage on website accessibility. For additional technical assistance on document accessibility, applicants may reference the federal Section 508 program's PDF accessibility resources.

- Project nominations must include a hyperlinked table of contents, listing all sections using the lettering convention outlined below. The table of contents should list and hyperlink all corresponding subsections and appendices separately for clarity, as applicable.

- Each project nomination should be limited to 35 pages, excluding information requested in appendices.

B. Cover Letter

The cover letter must include a brief non-technical description of the project scope, cost, schedule, benefits (outputs and outcomes), and requested funding amount. If the project includes multiple project modes, each project mode must be described. Specifically include a "project purpose and need" section to describe how the project meets the primary purpose of the Local Partnership Competitive Program as specified in Part I, Section 1 of the Local Partnership Competitive Program Guidelines. If multiple nominations are submitted, identify each nominated project and its priority.

- If proposing a segment of a corridor, the applicant should discuss the entire corridor and why the project is being segmented. The project must demonstrate the segment proposed for funding has independent utility and include a narrative of the plan to complete the remaining improvements of the corridor.
- If proposing the last segment of the corridor, the nomination should discuss the benefits that have been achieved through the completion of all other segments and the overall benefits of completing the corridor. The cover letter should address the impacts of not completing the segment(s). The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.

The cover letter must be addressed to the California Transportation Commission's Executive Director and identify the nominating agency or agencies on a formal letterhead. Nominations from regional agencies must include the signature of the Chief Executive Officer or another authorized officer of the agency. Nominations from Caltrans must include the signature of the Director of Transportation, or a person authorized by the Director to submit the nomination. Jointly nominated projects must have the duly authorized signatures of both agencies.

If a project will be implemented by an agency or multiple agencies other than the nominating agency, the nomination must also include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies, and documentation of the agreement between the project nominator and implementing agency.

C. Fact Sheet

A one or two-page fact sheet describing the project scope, cost, schedule, and benefits (outputs and outcomes), which also includes a brief narrative of how the project would impact greenhouse gas emissions, how the project considers transportation equity, and how the project mitigated or avoided negative community impacts to result in better outcomes. The fact sheet should be written in "plain language" so a non-technical audience can understand it. It also must include a high-quality project picture or rendering of at least 300 Dots Per Inch (DPI), as well as a nominating agency logo. The fact sheet will be posted on the Commission's website and therefore must meet the latest state and federal web accessibility laws. Information about California website accessibility laws is available on the State's website[5].

D. General Information

Overview: Include a brief, one to three paragraph, non-technical description of the project, total project cost and requested amount. If the project includes multiple project modes, each project mode must be described.

Map: A map (or maps) that clearly show the project location(s). Provide a brief description of the project location(s) including city and county boundaries.

Photos: A high-quality project picture or rendering of at least 300 Dots Per Inch (DPI) as well as a high-quality picture or rendering of the nominating agency's logo. If there are multiple nominating agencies, each agency's logo must be included.

Priority: Project priority (if the applicant (nominating agency) is submitting multiple project nominations).

Scope: A clear, concise (no more than two paragraphs), publicly understandable description of the project scope. Include a list of outputs for the project. Make sure the outputs listed here are consistent with the outputs submitted in the electronic Project Programming Request form.

Independent Utility: Explain (no more than two paragraphs) why the project is being segmented and demonstrate that the segment(s) proposed for funding has independent utility.

Nominating Agency and Implementing Agency Agreement: Where the project is to be implemented by an agency other than the nominating agency, documentation of the agreement between the project nominating agency and the implementing agency must be submitted with the project nomination.

Reversible Lanes: A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

E. Screening Criteria

1. Explain (no more than one or two paragraphs) how the project is eligible based on the categories outlined in the guidelines, Section 6.

[5] https://webstandards.ca.gov/accessibility/

2. The electronic Project Programming Request form must list all funding match sources (federal, state, local, and private) and other committed funds and cannot request more than the maximum of $25 million Local Partnership Competitive Program contribution.
3. Include the required documentation for eligibility verification as outlined in Section 5.
4. A description of any negative impacts to a disadvantaged community and low-income community, in terms of displacement or other negative impacts, and any related mitigations.

F. Project Delivery

Delivery Method: If a delivery method other than design-bid-build is used for the project, identify the delivery method used. If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known. This can be a one sentence statement, but no more than one paragraph. Please note the additional guidance in Part VI, Section 19 of the 2026 Local Partnership Competitive Program guidelines.

Contracts: If more than one contract is needed for the Construction phase and separate allocations are needed, explain in this section.

Schedule Risks: In narrative or table format, list any potential schedule risks and proposed mitigation strategies to keep the project on schedule. Examples of schedule risks include geotechnical analysis needs or concerns, complicated utility relocations, or land acquisition needs.

If the project requests allocation in the last fiscal year of the program, explain why the project will be ready for allocation on time.

Other Potential Risks: A description of other potential risks considered including, but not limited to, risks associated with deliverability and engineering issues, and funding commitments.

Rail Company Coordination: Include a timeline for any necessary coordination with rail companies such as the Union Pacific Railroad or the Burlington Northern Santa Fe railroad. Below are examples of rail company involvement.

- A construction maintenance agreement.
- Permission from a rail company is required to use, make changes to, acquire, or work on their land.
- A rail company must review and approve the project design.
- Any other kind of significant involvement.
- If the project requires coordination with a rail company, include a timeline with the following information:

- When the project team will begin, and end, engagement with the rail company.
- Average review and approval timeframes for the rail company.
- Dates when the project team will secure any necessary approvals.
- Any other major milestones.

G. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Status

Include a one to two paragraph description of where the applicant is at in the process of securing approval for CEQA and if necessary NEPA.

If the CEQA documents are not complete, in a one or two paragraph description, explain how the applicant will ensure the completion of required environmental documentation within six months of program adoption as required in the guidelines (as outlined in Section 10). This should include:

- A one to two paragraph description of the environmental and community impacts as identified in the environmental document and if applicable the proposed mitigations. This can also be presented in a table format.
- A link to the final environmental document(s), or the draft environmental document(s), must be included for all project segments.

H. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build environmental alternative.

Performance Measures: The project nomination(s) must include documentation regarding the quantitative and qualitative measures validating the project's consistency with the Local Partnership Competitive Program policy objectives and the identified benefits (outputs and outcomes) of the proposed project. Each evaluation criterion must be addressed and include relative data of the performance metrics.

The required Performance Measures form (see Appendix B) must be submitted as part of the electronic Project Programming Request form. For evaluation criteria that are also performance measures, quantitative information must be included on the Performance Measures form. Qualitative descriptions in the narrative should be consistent with the information provided in the Performance Measures form. Instructions for calculating the performance measures can be found in the Commission's [SB 1 Technical Performance Measurement Methodology Guidebook](https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2022/sb-1/performance-measurement-guidebook-final-draft.pdf).[6]

Required Criteria: Each criterion identified in Part IV, Section 14, of the guidelines must be addressed. If a criterion is not addressed, the project may not be funded in the Local Partnership Competitive Program. Include at least one separate paragraph addressing each criterion outlined in Section 14. The required criteria are described below for reference.

- **Sound wall only project nominations** – For sound wall only projects, a project nomination must be for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes, if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years. Please include a noise barrier scope summary report that has been completed within the last 20 years.

- **Accessibility** – The project nomination must address current accessibility issues and concerns in the project area and how the proposed project will improve accessibility and connectivity for residents and non-residents that travel or need to travel through the project area.

  The project nomination should discuss access to multi-modal infrastructure for those with mobility devices, or the lack thereof, such as sidewalks, protected bus or bike lanes, lighting, ease of access to curb ramps, elevators at transit stations, etc.

    - Will the project close an existing gap in transit or active transportation, **or promote first- and last-mile connectivity to transit infrastructure**?
    - How will the project connect to jobs, major destinations, and residential areas, especially for disadvantaged or historically impacted and marginalized communities?
    - If applicable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities.
    - Describe how the project increases or creates accessibility to key destinations for disadvantaged or historically impacted and marginalized communities. This can be demonstrated by utilizing mapping tools that overlay the identified accessibility points with population distribution by various demographics. Applicants may refer to the *SB 1 Programs*

[6] https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2022/sb-1/performance-measurement-guidebook-final-draft.pdf

Transportation Equity Supplement in Part VIII, Appendix C as a resource when responding to this criterion.

- **Air Quality and Greenhouse Gases** – Address how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance the State's air quality and climate goals. Identify and discuss other environmental benefits the project will provide.

- **Community Engagement** – In alignment with the Commission's Racial Equity Statement, nominations will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects will demonstrate meaningful and effective public participation in decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.

  Refer to the *SB 1 Programs Transportation Equity Supplement* included in Part VIII, Appendix C, and use the indicators and examples provided to respond to this criterion.

  A. *Identification:*

     a. *Identify* the disadvantaged or historically impacted and marginalized communities within the project study area.

     b. *Provide* a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.

  B. *Engagement*

     - Explain how communities in the project study area were engaged to identify their needs, how engagement opportunities were made accessible to a broad range of participants, and during which project development phase engagement was conducted.
     - If there are disadvantaged or historically impacted and marginalized communities within the project study area, how did the agency directly engage them?
     - How was community feedback incorporated into the project?
     - How did the agency inform the community about whether their feedback was incorporated into the project?
     - Describe any collaboration with community-based organizations that informed and shaped the project's engagement strategy, including how their input influenced engagement approaches and priorities.

- Describe any efforts to identify and deliver targeted community benefits. This could include, but is not limited to:
  - The development of a Community Benefits Agreement
  - Collaboration with community-based organizations
  - The creation of a community advisory committee
  - Community listening sessions targeted at disadvantaged or historically impacted and marginalized communities

C. *Outcomes*

- Describe how the project scope and this nomination was developed with community feedback, including through collaboration with community-based groups and organizations.
- Was the alternatives analysis developed to include community feedback?
- Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities?
- Identify any strategies included in the project scope that avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- Describe how the project will deliver equitable outcomes for disadvantaged or historically impacted and marginalized communities.

D. *Impacts*

- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? Describe any tools, analyses, or engagement methods used to evaluate impacts.
- Did the agency evaluate potential unintended consequences of delivering the project, such as displacement or other community impacts that may disproportionately affect disadvantaged or historically impacted and marginalized communities?
- If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans and activities developed and implemented in the project study area in the recent past (at most five years before program guidelines adoption) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plans and activities are still applicable and why developing new community engagement plans and activities was either not feasible or not necessary. Provide the month and year the existing community engagement plans and activities were finalized and implemented. Include information about any community engagement plans and activities that are under development or planned for the near-term future (within two years) specifically for the nominated project.

- **Economic Development, Job Creation, and Cost Effectiveness** – The project should provide positive benefits in relationship to the construction costs. In addition, the nomination must address how the proposed project stimulates local economic activity, supports economic development, and creates, increases, or retains access to employment by responding to each prompts provided below.

  A. *Cost Effectiveness*

     The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.

  B. *Workforce Development and Outreach*

     Describe how the project supports workforce development and reaches workers in the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions based on available or comparable data for similar project types are acceptable.

     i. Describe the jobs this project is expected to generate by type:

        a. Construction-phase positions, by trade or classification (where known), including first period apprenticeship positions

        b. Long-term operational positions

        c. Indirect positions (supply chain, vendors, materials providers)

     ii. Describe the wage context for construction-phase positions. Where prevailing wage applies, note the applicable determination. Where apprenticeship wage schedules apply, describe the entry-level to journey-level wage progression.

     iii. Identify the communities where project-generated jobs are primarily located. Indicate whether any portion of the project area falls within an economically distressed area, a disadvantaged community, or a region with unemployment significantly above the state average.

Designation information is publicly available via CalEnviroScreen (disadvantaged communities) and the Employment Development Department's Local Workforce Development Areas data.

iv. List any regional or local workforce development boards, pre-apprenticeship programs, apprenticeship programs, community colleges, or community-based organizations with which the nominating agency coordinates or has an existing or planned partnership for this project. Pre-apprenticeship programs include those designed to connect workers from underserved communities to registered apprenticeships, as well as trade-specific pre-apprenticeship classifications.

v. Indicate whether this project includes outreach or hiring practices designed to reach workers facing structural economic barriers. Check all that apply:

- ☐ Residents of low-income or economically distressed communities
- ☐ Formerly incarcerated or justice-involved individuals
- ☐ Young workers (ages 16–24) without a four-year degree
- ☐ Women seeking entry into construction trades
- ☐ Veterans
- ☐ Other (describe)
- ☐ No targeted outreach at this time

C. Job Outcomes, Opportunity, and Community Impact

Describe how this project's workforce investments will generate economic opportunity and lasting benefit for the communities it serves. Respond to each prompt to the extent information is available. Early-stage estimates and descriptions of expected outcomes based on available or comparable data for similar project types are acceptable.

i. Describe whether project-generated jobs offer pathways to advancement. For example, progression from pre-apprenticeship to journey-level status, or from entry-level to supervisory roles.

ii. Describe the broader economic impact on the surrounding community, including the long-term operational workforce the project sustains, local hiring and spending patterns, supply chain relationships, and other economic benefits the project is expected to generate.

iii. Describe how this project's workforce impacts will reach people with limited access to stable, long-term employment, including the populations identified in 14.4(B)(v).

iv. Describe the workforce development landscape in your region and how this project connects to and advances the regional workforce development partnerships identified in 14.4(B)(iv).

- **Deliverability** – Priority will be given to projects that are ready to start construction and have completed the project design and rights of way components. If the project will be delivered using the design-build method or Construction Manager/General Contractor method, the start of construction will be the basis for project evaluation.

- **Leveraged Funds** - Projects that leverage funds above the required matching funds amount, in the Construction phase. (Refer to Part III, Section 8 for additional guidance).

- **Safety** – The project nomination should address safety issues and concerns, including actual reported property, injury, and fatality collisions for the last 5 full years. Demonstrate how the proposed project increases safety for motorized and non-motorized users. Identify and discuss other safety measures the project will address, including health impacts.

- **System Preservation** – The project nomination should demonstrate how the project will improve the current conditions. Identify and discuss other performance measures that the project will address, such as the Pavement Condition Index or the project's impact to the overall transit/transportation system.

- **Transportation, Land Use, and Housing Goals**
  The nomination must address how the proposed project will support and advance transportation, land-use, and housing goals **or** Prohousing principles **in the project area and within the region. City and county governments with jurisdiction over land-use and housing policy are encouraged to apply for the California Department of Housing and Community Development's Prohousing Designation Program, however it is not required to address this criterion. Applicants may demonstrate that a project supports local land-use and housing policies by discussing the items below and considering resources listed in Appendix D.**

  - **For a Regional Agency** – The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the Regional Transportation Plan, Sustainable Communities Strategy (where applicable), **or** Regional Housing Needs Allocation. This may also **be demonstrated by describing** how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.

- **For a Local Agency -** The project nomination should **demonstrate, at the time of project nomination,** how the project will advance local transportation, land use, and housing goals. This may include:

  1. The local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or

  2. The local jurisdiction **has received, or** applied to, the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.

  The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Partnership Competitive Program funding.

The **Efficient Land-Use and Housing** Supplement developed in partnership with the California Department of Housing and Community Development is available in **Appendix D and is provided as a reference for addressing this criterion.**

If housing is not an issue for the local jurisdiction, provide a detailed explanation, including an accounting of the jurisdiction's assigned local share of the Regional Housing Needs Allocation and the jurisdiction's progress toward meeting those needs documented in the jurisdiction's Housing Element annual progress report for the current and prior years.

- **Vehicle-Miles Traveled** – The project nomination should demonstrate how the project will minimize vehicle miles traveled while maximizing person throughput.

I. Other Project Information Areas

Please provide information for the following areas:

Climate Change Resilience and Adaptation – Identify and include project features or strategies to mitigate the impacts of climate change.

Protection of Natural and Working Lands, and Enhancement of the Built Environment – Does the project minimize the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporate natural and green infrastructure?

Public Health – Project reduces exposure to criteria air pollutants and supports active modes of travel such as walking and bicycling.

If an area above is not relevant to a project, write "Not Applicable" in the project nomination.

Refer to Appendix E, *Instructions and References for Project Nomination Section I – Other Project Information Areas,* which provides detailed information to complete this section, including instructions, tools, and resources.

J. Funding

Funding Table – Provide the table below for all project phases. This table should be consistent with the electronic Project Programming Request form submitted with the project nomination.

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted

Cost estimates - A project cost estimate which includes the amount and sources of all funds committed to the project and the basis for concluding that the funding is expected to be available. Costs should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.

- **Required Match:** Project funding must include the required funding match (as outlined in Section 8) in the Construction phase.
- **Total Project Cost:** Include the total project cost. Include the total costs at the bottom of the table. Make sure it matches the electronic Project Programming Request form.
- **Uncommitted Funds:** May only be from those programs identified in Section 16. If uncommitted funding is proposed, the project nomination must address the plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding.
- **Cost Overruns:** A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.

- **Contracts:** If more than one contract is needed for the Construction phase, then each contract requires a separate allocation. Explain the need for more than one contract in this section.
- **Federal Discretionary Grant Funds:** Identify any discretionary federal grant funds that have been committed as of the project nomination due date, or those discretionary federal grant funds that have been applied for and not yet committed. Proof of the commitment should be provided in the form of a letter or public announcement issued by the authorizing federal agency.

K. Electronic Project Programming Request (ePPR)

Each application must include an electronic Project Programming Request (ePPR) form. The electronic Project Programming Request must list federal, state, local, and private funding sources and amounts by project component, phase, and fiscal year.

If the proposed project includes multiple project modes to be delivered under separate contracts, each project mode must have its own electronic Project Programming Request form.

The scope, benefits, schedule, and funding plan on the electronic Project Programming Request form must be consistent with the information provided in the nomination narrative.

Visit the Caltrans Office of Capital Improvement Programming (OCIP) for more information about electronic Project Programming Requests, including a User's Guide.

L. Other

Interagency Cooperation - For projects on the state highway system, evidence must be provided of cooperation between the nominating agency and Caltrans with the State Highway System Project Impact Assessment (Form CTC-0002).

- Applicant must complete ALL fields in Sections I and II. Write N/A if not applicable.
- Applicant must also provide the Attachments requested in Section IV.
- Assessment Form and all attachments must be submitted to Caltrans District Contacts (contact link in Section III) no later than four (4) weeks prior to Application Due Date. Late or incomplete submissions of this form and attachments may delay applications.

APPENDIX B
PERFORMANCE MEASURES

Refer to the SB 1 Technical Performance Measurement Methodology Guidebook for guidance and resources to complete this table. All entries must be consistent with the project's electronic Project Programming Request form. Commission staff may contact applicants for clarification.

Existing Average Annual Vehicle Volume on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All				
	Person Hours of Travel Time Saved					
Throughput	(Optional) Bicyclist and Pedestrian Screen Line Counts	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
System Reliability	Peak Period Travel Time Reliability Index	Highway				
	Level of Transit Delay	Transit				
Safety	Number of Fatalities	All				
	Number of Serious Injuries					
	Number of Fatalities					
	Rate of Serious Injuries					
Economic Development	Jobs Created	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Air Quality	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO_2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SO_X)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NO_X)					
Accessibility	Number of Jobs Accessible by Mode	All				
	Access to Key Destinations by Mode	All				
	Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	All				
Cost Effectiveness	Cost-Benefit Ratio	All				
System Preservation *(Pavement and Bridge Rehabilitation only)*	Pavement Condition Index	Local Road, Highway				
	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Local Road, Highway				
Noise Level *Sound walls only* (For reporting only)	Number of Receptors	Sound walls				
	Properties Directly Benefited	Sound walls				
	Number of Decibels	Sound walls				

APPENDIX C
SB1 PROGRAMS TRANSPORTATION EQUITY SUPPLEMENT

I. BACKGROUND

A. Racial Equity Statement

On January 27, 2021, the California Transportation Commission (Commission) adopted its Racial Equity Statement, which states:

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.

The Commission vows to create mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life. The Commission will:

- Work to build and strengthen relationships with community-based organizations, non-profits, advocacy organizations, and other equity experts and practitioners;

- Empower the Commission’s Equity Advisory Roundtable and future related efforts to help inform transportation decision making;
- Strengthen understanding of community transportation needs and challenges through the forthcoming Community Listening Sessions;
- Ensure equity, public health, and robust public engagement via our planning and programming guidelines;
- Provide expanded opportunities for Commissioner and staff training related to diversity, equity, and inclusion; and
- Feature equity topics and elevate diverse perspectives in public meetings of the Commission.

We uphold our dedication to serve and improve the quality of life for all Californians by continuing to prioritize transportation equity issues and ensuring all experience safe, affordable, and efficient transportation. The Commission developed this supplement in collaboration with members from the Interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program).

B. Supplement Purpose

The Commission developed this supplement in collaboration with members from the Interagency Equity Advisory Committee and other interested parties as a resource for applicant agencies preparing project nominations for Senate Bill 1 Programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program). The Commission endeavors to ensure program policies progress by embedding equity considerations in the project development, nomination, and selection process.

This supplement provides information on key statistics, benefits, and communication strategies that may be used during project development to yield more equitable outcomes. An applicant agency may use the information and strategies presented here to explain how a project advances transportation equity from identification and inclusion to impacts and outcomes:

- How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, Native American Tribal Governments and other Tribal communities, displaced or unhoused persons, individuals with disabilities, seniors and elders, and low-income individuals or communities? How was community feedback incorporated into the project? How did the agency inform communities about whether their feedback was incorporated into the project?

- How did the agency develop the project scope? Was the alternatives analysis developed to include community and Tribal feedback, where applicable? Can the agency demonstrate its partnership and collaboration with the disadvantaged or historically impacted and marginalized communities in the project study area?

- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, disability status, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Equitable practices should be considered through a project's lifecycle (planning, development, and delivery). This can include structural and procedural equity strategies like the examples provided in this supplement. Structural strategies reform planning practices to create inclusive, affordable, and resource-efficient transportation infrastructure, whereas procedural strategies provide special benefits to disadvantaged groups to create fairness in process. Mindful and meaningful inclusion and engagement are critical to successfully advance equity in transportation planning as well as project development and delivery.

Agencies may use this supplement to incorporate equitable corridor improvement strategies and advance projects with more equitable outcomes in their comprehensive multimodal corridor plans, as required in some SB 1 programs.

Agencies may also consult the California Strategic Growth Council's Racial Equity Resource Hub to learn more about racial equity best practices (key focus hubs to consider: Creating Your Roadmap, Growing Awareness, Taking Action). The California Strategic Growth Council represents seven state member agencies, including the California State Transportation Agency, and created the Racial Equity Resource Hub to consolidate, streamline, and promote racial equity resources and tools for state agencies' implementation.

II. RESOURCES AND EXAMPLES

A. Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups

Pursuant to California Health and Safety Code Section 39711, disadvantaged communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria. Disadvantaged communities may include either of the following:

(1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

(2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Recognizing localized differences helps to identify disadvantaged or historically impacted and marginalized groups. Some example indicators are included for reference below.

1. **Median Household Income:** Census tracts where the median household income is less than 80 percent of the statewide median based on the most current Census Tract (ID 140) level data. Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau website.
2. **California Communities Environmental Health Screening Tool (CalEnviroScreen):** CalEnviroScreen is a mapping tool developed by the California Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency that uses environmental, health, and socioeconomic information to produce scores for every census tract in the state, which can be accessed on the California Office of Environmental Health Hazard Assessment's website.
    - Senate Bill 535 (De León, Chapter 830, Statutes of 2012) established initial requirements for minimum funding levels to "Disadvantaged Communities" for specified programs and required the California Environmental Protection Agency to identify those communities. The Senate Bill 535 Designation of Disadvantaged Communities identifies four types of geographic areas as disadvantaged, including census tracts that receive the highest 25 percent of overall scores in the most recent version of CalEnviroScreen.
3. **Healthy Places Index:** The Healthy Place Index was developed by the Public Health Alliance of Southern California, and includes a composite score for each census

tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the state. Within the Healthy Places Index, a census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and direct data can be accessed on the California Healthy Places Index website.

- **Extreme Heat Edition** – Developed by the Public Health Alliance in partnership with the UCLA Luskin Center for Innovation, the Healthy Places Index Extreme Heat Edition provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of resources and funding opportunities that can be used to address extreme heat. More information about the tool and a live map can both be found on the UCLA Luskin Center for Innovation website. This tool complements the California Heat Assessment Tool funded by the California Natural Resources Agency as part of the state's Fourth Climate Change Assessment.

4. **Native American Tribal Governments:** Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or projects that provide benefits to California Native American Tribes.

5. **Regional Definition**: Such as "environmental justice communities," "equity priority communities," or "communities of concern." The regional definition must be developed through a robust public outreach process that includes community members' input and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a regional transportation plan (RTP) or sustainable communities strategy (SCS) by a metropolitan planning organization or regional transportation planning agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region's broader planning purposes rather than only to apply for Senate Bill 1 Program funding.

6. **California Department of Transportation's Transportation Equity Index (EQI):** A mapping tool developed by the California Department of Transportation (Caltrans) to identify areas with the greatest need for improved transportation access and safety. It incorporates multiple indicators, including underserved communities (based on Census blocks aligned with Senate Bill 535 and Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016)), traffic exposure (such as proximity to high-volume corridors), access to destinations (measuring multimodal access to essential services), and transportation-based priority populations (considering

demographic factors and the intersection of transportation benefits and burdens). Together, these components provide a comprehensive, data-driven view of transportation equity conditions at a granular level. The live map and detailed use instructions can be accessed on the California Department of Transportation's website.

- **Underserved Communities** – Underserved Communities: Caltrans defines underserved communities using a combination of socioeconomic and geographic criteria captured in the EQI. This includes low-income communities as well as Tribal lands. These definitions align with state guidance (i.e., Senate Bill 960 (Wiener, Chapter 630, Statutes of 2024)) and are intended to ensure consistency in identifying communities most affected by transportation inequities, therefore supporting more equitable planning, investment, and decision-making. For additional details, users can refer to the EQI User Guide and the Senate Bill 960 Underserved Communities Guidance available on the EQI website.

7. **Other**– If an applicant agency cannot utilize the aforementioned indicators, it may submit other documentation to demonstrate the project benefits a disadvantaged or historically impacted and marginalized community. Suggested alternatives include:
   - Census data that represents an assessment of the project study area. The agency must submit a quantitative assessment (e.g., a survey) to demonstrate that the population contained within the project study area boundary includes:
     - A median household income that is at or below 80 percent of the state median household income.
     - A significant number of households at risk of displacement due to cost-of-living burden or project siting.
     - A significant number of households receiving food stamps or public assistance.
     - A significant population of seniors and elderly residents.
     - A significant population of individuals with disabilities or mobility-impaired residents.
     - A significant population of single-parent households.
     - A significant population of immigrant or foreign-born households.
     - A significant population of veterans.
     - A significant number of car-less households.

    - A significant number of public transit users (including mobility-impaired users who rely on public transit).

- Unemployment measurements.
- Nearby amenities, including shopping centers, health centers, schools, social services, and employment sites, or lack thereof.
- Traffic safety indicators, including collisions and injuries sustained.
- Community-derived safety information and indicators such as high-risk zones for pedestrians and cyclists, illegal dumping hot-spots, or school-safety priority zones.
- Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tools provided here.

B. Example Equity Outcomes

Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:

1. Increase access to educational, economic, social, and cultural opportunities and amenities, including shopping centers, health centers, schools, community organizations, museums, social services, transit centers, employment sites, parks, and open space.
2. Reduce travel times and congestion, especially in the long term.
3. Reduce pollution.
4. Improve access to active transportation and provide alternatives to automotive options.
5. Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
6. Enhance opportunities to increase physical activity by encouraging use of active transportation.
7. Enhance opportunities to encourage use of zero-emission modes of travel.
8. Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users and seniors and elders.
9. Incorporate community or Tribal art into the design of project elements

C. Example Inclusion and Engagement Strategies

Meaningful inclusion and engagement require sustained interactions and consistent, transparent communications to build trust through every step of the project planning process—from first thought to last action. This is especially important in disadvantaged or historically impacted and marginalized communities.

Community inclusion and engagement may be pursued during each stage in the project development and delivery process. An applicant agency should demonstrate how its inclusion and engagement strategies align with the types of strategies included as examples below, describe how recently that engagement has occurred, and how it is actively implemented.

While there are many types of engagement strategies to utilize, applying multifaceted approaches may provide the best opportunity to effectively engage with and learn from the communities and populations in question. For example, direct engagement strategies, such as meeting with community leaders to develop relationships, can be combined with indirect strategies, such as surveys and polls to understand community needs, in which case both the communities and the applicant agencies benefit from building trust and gaining new insights through collaboration.

While effective engagement strategies are important, building trust with disadvantaged or historically impacted and marginalized communities is also critical. Meaningful engagement often depends on establishing and maintaining trusted relationships through consistent follow-up, transparency, and culturally competent communication, and the acknowledgement of past harms that contribute to community distrust and shape community perspectives.

Potential engagement strategies include:

1. Identify, contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include a mix of traditional and digital communication strategies to reach a broad range of community members:
    - Traditional engagement methods may include phone calls, mailers, flyers, and in-person events, as disadvantaged and historically impacted and marginalized groups may lack access to computers and the Internet.
    - Digital engagement methods may include virtual meetings, online surveys, social media, infographics, and other accessible online content, to broaden participation and reach community members through multiple formats.
    - In-person engagement activities should be conducted at community-relevant locations such as schools, community centers, senior centers, food distribution locations, parks, transit stops, community events, and other commonly visited public spaces, and at times that are convenient for community members.

- Agencies should endeavor to make in-person engagement activities as accessible and inclusive as possible by selecting locations that are accessible by public transit, and considering supportive accommodations, such as food and childcare, where allowable by law.
- Engagement resources should be provided in multiple languages for non-native English speakers, and in accessible formats based on community needs, including braille, accessible digital formats, human readers, captioning, interpretation, and other accommodations for persons with visual, auditory, or other accessibility needs.

2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, senior centers, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face barriers, including formerly incarcerated persons; undocumented persons; individuals with disabilities; displaced and unhoused persons; and lesbian, gay, transgender, and queer communities. When engaging with individuals with disabilities, applicants should consider coordination with organizations such as California Independent Living Centers, centers for the blind, and other organizations and advocates that serve individuals with disabilities.
3. Collaborate with community-based groups and organizations to establish a local or regional project study area organization or committee (e.g., planning, oversight, advisory, steering, etc.) with decision-making authority to empower community leaders and solicit quality community input and feedback through the project planning process.
4. Develop a community benefits agreement with a project study area community to strengthen incentives for good-faith community engagement and deliver targeted, meaningful benefits to the community.
5. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
6. Survey and collect information on non-motorized travel demands and the unmet mobility needs of disadvantaged and historically impacted and marginalized groups identified in the project study area. Use this information to develop transportation improvements to address these needs.
7. Incorporate opportunities for community members to share personal and community experiences, histories, challenges, and perspectives as part of the engagement process.

8. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning and delivery process.
9. Collaborate, fund, or contract with local organizations to support community engagement efforts in the project planning and delivery process.
10. Prioritize community-identified high-need areas, such as those identified through robust community engagement.
11. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized groups such as the communities identified in this supplement.
12. Ensure stability in neighborhoods and communities through the successful implementation of short-term and long-term anti-displacement strategies and policies consistent with federal and state law.

D. Example Anti-Displacement Resources

Anti-displacement strategies help ensure that transportation investments benefit existing residents and businesses rather than contributing to involuntary displacement, loss of community ties, reduced access to jobs and services, or exclusion from future opportunities. These strategies can help protect housing stability, preserve community cultural identity, and promote more equitable outcomes for disadvantaged and historically impacted or marginalized groups.

Definitions

- Anti-displacement refers to various strategies, programs, and laws that intend to counteract the displacement pressures felt by individuals. Some examples include, but are not limited to, rent assistance, subsidized housing, tenant protections, legal assistance to at-risk renters, rent stabilization, foreclosure prevention programs, and eviction prevention programs.
- Displacement refers to a situation in which households or businesses are involuntarily forced to relocate. Displacement effects can include homelessness, loss of community, loss of access to jobs and services, and loss of economic opportunity, and disproportionately affects historically marginalized groups.
    - Direct displacement may occur due to economic (foreclosure, rent increases, eviction, etc.) or physical reasons (environmental catastrophe, demolition of existing housing, etc.).
    - Indirect or “exclusionary” displacement prevents people or businesses from moving into a neighborhood (i.e., excluded) because of high rents or other conditions they are unable to control or prevent, such as policies that prohibit

overnight parking, which may affect unhoused individuals who sleep in their vehicle.

Resources

1. California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice – Report detailing impediments to fair housing and recommendations for anti-displacement strategies.
2. Urban Displacement Project – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities.
3. Framework for Evaluating Anti-Displacement Policies – Criteria that can be utilized to better understand the ways that certain policy tools can be used to address the needs of vulnerable groups impacted by displacement.
4. Greening Without Gentrification – Ongoing study that identifies and classifies parks-related anti-displacement strategies.
5. Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive – Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community.

E. Tribal Coordination and Consultation Resources

Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) requires public agencies to consult with California Native American Tribes (federally and non-federally recognized) during the California Environmental Quality Act process for projects that may affect Tribal cultural resources.

California embraces meaningful consultation and collaboration with Tribal Nations. Agencies are encouraged to develop relationships and conduct meaningful engagement with Tribal Governments and incorporate their feedback into project planning and implementation.

Resources:

1. The Governor's Office of Tribal Affairs: Website that includes training, reports, and other resources related to Tribal engagement, Tribal cultures, California Native American Tribe history, and more.
2. California Governor's Office of Land Use and Climate Innovation (LCI) Tribal Cultural Resources (Assembly Bill 52): Includes additional information to assist with the implementation of Assembly Bill 52 regarding the analysis of tribal cultural resource impacts and tribal consultation requirements.
3. Caltrans Tribal Relations: Caltrans resource that includes links to Native American land maps and contact lists.

APPENDIX D
LAND USE EFFICIENCY AND PROHOUSING SUPPLEMENT

I. INTRODUCTION

Background and Purpose

The Commission developed this supplement in collaboration with the California Department of Housing and Community Development (HCD) as a resource for applicants preparing project nominations for the Solutions for Congested Corridors Program and the Local Partnership Competitive Program.

This supplement describes land use policies and programs that may demonstrate the efficient land use co-benefit identified in program guidelines, provided there is a nexus to the project area. It also identifies additional resources available to local and regional jurisdictions to support transportation-efficient land use and housing.

Applicants may demonstrate that a project supports and advances efficient land use and housing through at least one of the following pathways:

- Prohousing Designation
- Transportation-Focused Prohousing Policies
- Indicators of Efficient Land Use
- Ongoing Investment in Transportation-Efficient Land Use and Housing
- Partnership in Facilitating Transportation-Efficient Land Use and Housing

Please note that all pathways are equally considered during the evaluation process and no single pathway will be considered more competitive than any other. Applicants may address one or more pathways. Where a single policy or program could be described under more than one pathway, applicants should describe it under the most relevant pathway and cross-reference the others, rather than repeating it across pathways.

II. PATHWAYS AND EXAMPLES

A. Prohousing Designation

The Prohousing Designation Program (PDP), administered by the California Department of Housing and Community Development, recognizes cities and counties that adopt policies exceeding state housing law to accelerate housing production.

Applicant agencies in jurisdictions that have received or applied for a Prohousing Designation should state the designation status. The California Department of Housing and Community Development will confirm designations during application review. Applicants may also provide confirmation from the city or county that a Prohousing Designation application is planned or in progress. The California Department of Housing and Community Development provides technical assistance to cities, counties, and other public agencies working with them, including transportation authorities, transit agencies, and regional agencies. For more information, including a list of Prohousing-designated jurisdictions, visit the California Department of Housing and Community Development's Prohousing Designation Program website or contact its Prohousing team at ProhousingPolicies@hcd.ca.gov.

B. Transportation -Focused Prohousing Policies

If a project area's jurisdiction has not received or applied for Prohousing Designation, applicants may describe existing or proposed transportation-focused Prohousing policies. Applicants should explain how these policies accelerate or conserve housing in a manner that benefits the project area. Policies may be project or location specific and directly benefit the project area or be jurisdiction-wide and indirectly benefit the project area.

Examples of policies include:

- Substantial rezoning, recent or planned, to higher densities, or other policies to encourage higher-density housing.
- Density bonus programs that exceed statutory requirements of Government Code Section 65915.
- Increasing allowable density in low-density, single-family residential areas beyond Accessory Dwelling Unit (ADU) law requirements (e.g., permitting more than one Accessory Dwelling Unit or Junior Accessory Dwelling Unit per single-family lot).
- Reduced or eliminated parking requirements for residential development.
- Zoning that allows residential or mixed uses in one or more non-residential zones.
- Modification of development standards and other applicable zoning provisions to promote greater development intensity.
- Streamlined, program-level California Environmental Quality Act (CEQA) analysis and certification of general plans, community plans, specific plans, and accompanying Environmental Impact Reports (EIR); regular use or application of CEQA documents at the project level, including by-right approval processes or use of statutory and categorical exemptions (e.g., Public Resources Code Sections 21155.1, 21155.2, 21155.4, 21159.24, 21159.25, 21159.28, 21094.5, 21099, Government Code Section 65457; California Code of Regulations, Title 14, Sections 15303, 15332).

- Priority permit processing or reduced plan check times for Accessory Dwelling Units, multifamily housing, or homes affordable to lower- or moderate-income households.
- Measures that reduce transportation-related infrastructure costs or encourage active modes of transportation and alternatives to automobiles (e.g., publicly funded sidewalk expansions, protected bike and micro-mobility lanes, on-street bike parking, transit improvements, or car-sharing programs).
- Ministerial, pre-approved, or prototype plans or measures to encourage higher-density (e.g., multifamily) or missing middle housing (e.g., duplexes, triplexes, fourplexes).
- Inclusionary policies or programs requiring new developments to include housing affordable to and reserved for low- and very low-income households, consistent with Assembly Bill 1505 (Chapter 376, Statutes of 2017) or other measures that promote affordability incentives.
- Replacement of subjective development and design standards with objective standards.
- Waiver, reduction, or deferral of development impact fees for residential development, especially for units affordable to lower- and moderate-income households.
- Establishment or regular use of a housing fund, or prioritization of funding towards affordable housing.
- Programs complying with the Surplus Land Act (Government Code Section 54220 et seq.) that make publicly owned land available for affordable or multifamily housing, including through land donations, sales at significant write-downs, or below-market leases. Public land is not limited to local agencies.
- Project location near a housing development eligible under Senate Bill 79 (Chapter 512, Statutes of 2025) the Abundant and Affordable Homes Near Transit Act, which establishes state zoning standards allowing higher-density housing within one-half mile of major transit stops (Government Code Sections 65912.155 through 65912.162).

C. Indicators of Efficient Land Use

If a project area does not benefit from a Prohousing Designation or transportation-focused Prohousing policies, applicants may describe other indicators of efficient land use that exist, are occurring, or are planned for the project area. These activities may be carried out at local, regional, and state levels and should have a nexus to the project area. Indicators fall into the following three categories:

- Zoning and Land Use
- Streamlining Approvals
- Reducing Development Costs

1) Zoning and Land Use

Zoning and land use activities influence the physical and social development of an area. Examples include general plans, specific plans, zoning codes, strategic plans, visioning documents, and Sustainable Communities Strategies (SCS) or similar regional plans. Applicants should identify the area of benefit, either through the planning and land use documents themselves or through the project's location within an area of benefit.

Examples of areas of benefit include:

- Proximity to major transit stops or high-quality transit corridors, as defined in Public Resources Code Sections 21064.3 and 21155. Proximity to transit is one of the strongest indicators of location efficiency.
- Infill locations, as defined under Government Code Section 65041.1 and related provisions, are areas previously developed or substantially surrounded by qualified urban uses. Transportation investments in infill areas can facilitate future infill development.
- Low per capita vehicle miles traveled (VMT) areas, such as those 15 percent below the regional or city average, are a good indicator of location efficiency.
- Project areas that an adopted Sustainable Communities Strategy (SCS) or similar regional planning strategy, identifies for growth, infill, or location-efficient development. Under Senate Bill 375, each Metropolitan Planning Organization develops a Sustainable Communities Strategy as part of its regional transportation plan, to coordinate land use, transportation, and greenhouse gas reduction. More information is available on the California Air Resources Board's Sustainable Communities and Climate Protection Act website.
- Areas with future location efficiency potential, such as planned higher-density development, compact or high-intensity mix of uses, or planned density near key destinations. For information on density bonus programs, parking requirements under State Density Bonus Law, and related affordability eligibility criteria, see Government Code Section 65915 and the California Department of Housing and Community Development's State Density Bonus Law fact sheet.

To assess these areas, applicants may use the State's Site Check ✓ tool, developed by the Governor's Office of Land Use and Climate Innovation in collaboration with the California Department of Housing and Community Development. This is a free, public mapping tool that maps major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled.

2) Streamlining

Streamlining approvals reduces the time and discretion involved in approving housing projects. Streamlining may apply within the proposed project area or to processes encouraged in the project area, and may occur at the administrative, plan, or environmental review stages.

Examples of streamlined approval mechanisms include:

- By-right (ministerial) approval processes, which remove discretionary review in zones permitting multifamily and mixed-use residential development. Applicants may describe their own decision-making processes or describe jurisdictional policies that establish or are developing a by-right path.
- Program-level CEQA documents, such as general plans, specific plans, or master environmental impact reports that allow project-level tiering and reduce the need for new environmental analysis. Specific Plans with certified Program EIRs may exempt consistent residential and mixed-use projects from further CEQA review pursuant to Government Code Section 65457.
- Statutory and categorical CEQA exemptions applied at the project level, including those identified in CEQA Guidelines Sections 15168, 15303, and 15332, and related provisions.
- Priority permit processing or reduced plan check times for residential development, particularly for affordable housing, multifamily housing, or Accessory Dwelling Units.

For additional guidance on CEQA streamlining, refer to the Governor's Office of Land Use and Climate Innovation's CEQA Review of Housing Projects Technical Advisory website.

3) Reducing Development Costs

Reducing development costs can accelerate housing and community development in the project area. Cost reductions may be undertaken by the applicant, agencies with jurisdictional land use authority in the project area, or by other project partners and may target land, construction, or financing costs.

Examples include:

- Land acquisition and land write-down programs, including disposition of public land at federal, state, local, or special district levels.
- Alternative building materials and methods, such as factory-built or modular housing.
- Adaptive reuse of existing buildings for mixed-use development, including residential.

- Reductions, waivers, or deferrals of planning and impact fees, particularly for affordable or workforce housing.
- Site preparation and enabling infrastructure, including remediation, demolition, and other improvements necessary to unlock housing production in infill or underutilized areas.

D. Sample Practices of Efficient Land Use

The following practices illustrate how California jurisdictions have applied one or more of the categories above. Applicants are not expected to replicate any specific practices; these are only examples.

- **City of Campbell:** The City prepared a program-level Environmental Impact Report for its General Plan and Housing Element. Most housing development projects are deemed categorically exempt from further CEQA review, with exceptions for projects larger than five acres or with unusual site conditions. The City has prepared application checklists, including one for Assembly Bill 2011 projects, that have streamlined intake for affordable housing developments near transit. More information is available on the City of Campbell website.

- **City of Fresno:** The City uses a coordinated set of adopted plans and financing tools to direct housing growth, affordability, and revitalization to its Downtown. These include the Downtown Specific Plan, Fulton Corridor Specific Plan, Downtown Neighborhoods Community Plans, and Downtown Development Code, paired with an Enhanced Infrastructure Financing District and the Inner-City Fee Program. The City complements these with place-based revitalization in the project area, including urban greening and pedestrian, bicycle, and streetscape improvements. More information is available on the City of Fresno website.

- **City of Hanford:** The City is partnering with the State to anchor land use planning around a future high-speed rail station through Hanford Connected, a framework that lays the foundation for over 9,000 housing units near the station while complementing the Cross Valley Corridor Rail Service planning project. The framework includes an infrastructure financing plan integrating housing, transportation, and open space, with an emphasis on multimodal mobility, economic development, and benefits to disadvantaged and low-income communities. More information is available on the City of Hanford website.

- **City of Los Angeles:** The Citywide Housing Incentive Program (CHIP), adopted in February 2025, consolidates three programs into a single density bonus framework: the State Density Bonus Program, the Mixed Income Incentive Program, and the Affordable

Housing Incentive Program. CHIP directs housing growth through three place-based tools: Opportunity Corridors along major commercial streets, Corridor Transitions for missing-middle housing on adjacent residential blocks, and Transit Oriented Incentive Areas near public transit citywide. More information is available on the Citywide Housing Incentive Program website.

- **City of Redlands:** The City prepared the Transit Villages Specific Plan with support from HCD Senate Bill 2 Planning Grants and California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants. The Plan establishes a form-based code paired with CEQA streamlining and adds residential capacity for approximately 2,400 housing units across three new train station areas. More information is available on the City of Redlands website.
- **City of Sacramento:** The City uses its 2040 General Plan Master Environmental Impact Report to tier from and streamline CEQA review for subsequent public and private projects, pursuant to CEQA Guidelines Sections 15177, 15178, and 15183. Since first using a Master EIR in 2009, the City has applied this approach to a comprehensive zoning code update, parking code updates, and other implementing ordinances. The current list of subsequent projects is in Appendix E of the Master EIR. More information is available on the City of Sacramento website.
- **City of San Diego:** The City has aligned recent community plan updates with regional transit investments through its Blueprint SD framework and Village Climate Goal Propensity Map. The Hillcrest Focused Plan Amendment (2024) creates capacity for approximately 17,200 new homes in a walkable, transit-served neighborhood. The University Community Plan update (2024) creates capacity for approximately 30,000 new homes along the Mid-Coast Trolley extension. More information is available on the City of San Diego website.
- **City of Santa Barbara:** The City's Average Unit Size Density Program incentivizes smaller multi-unit residential development near transit and within walking and biking distance of commercial services. Increased densities and development standard incentives apply across most multi-family and commercial zones. More information is available on the City of Santa Barbara website.
- **City of Santa Cruz:** Since 2017, the City of Santa Cruz and the Coastal Commission have approved two substantial updates to the Santa Cruz Downtown Specific Plan that have facilitated and expanded housing production and planned for increased bicycle and pedestrian facilities on city streets and atop the San Lorenzo River levee. The City used Infill and Infrastructure Grants to facilitate affordable housing developments and non-motorized infrastructure and established an Enhanced Infrastructure Financing

District to support public infrastructure. More information is available on the City of Santa Cruz website for both the Downtown Plan Expansion and Significant Projects Planning.

- **Humboldt County Association of Governments:** The Humboldt County Association of Governments and community partners are implementing a development strategy in McKinleyville, an unincorporated community thirty minutes north of Eureka and the County's largest and fastest-growing unincorporated area. The effort funds predevelopment for a community-based infill initiative led by We Are Up, a local non-profit organization developing inclusive, affordable, intergenerational housing for adults with, and without, intellectual and developmental disabilities, seniors, and full-time students. More information is available on the Humboldt County Association of Governments website.
- **Metropolitan Transportation Commission:** The One Bay Area Grant (OBAG) program, established in 2012, ties transportation funding to local jurisdiction progress on housing. Allocation factors include recent housing production, Regional Housing Needs Allocations (with additional weight for affordable housing), and state certification of Housing Elements. The current cycle, OBAG 4, implements Plan Bay Area 2050+, the region's combined Regional Transportation Plan and Sustainable Communities Strategy. More information is available on the Metropolitan Transportation Commission website.
- **Motherlode Accessory Dwelling Unit (ADU):** The Counties of Amador, Calaveras, Mariposa, and Nevada partnered to develop Mother Lode ADU, a free public resource that guides homeowners through the Accessory Dwelling Unit process. The site provides information on rules, design, approval, construction, and occupancy.
- **Wiyot Tribe:** The Wiyot Tribe is using Regional Early Action Planning Grants of 2021 (REAP 2.0) funding to prepare predevelopment activities for mixed-use, midrise affordable housing on Ancestral territory near Wigi (Humboldt Bay). The sites are infill, located near transit and services, with ground-floor commercial space and three to five stories of affordable multifamily housing above. Proximity to Tuluwat Island and other ceremonial sites supports cultural access while reducing vehicle miles traveled. More information is available on the Wiyot Tribe website.

E. Ongoing Investment in Transportation-Efficient Land Use and Housing

Applicants may demonstrate ongoing and planned investments in the project area that facilitate efficient land use and housing. Investments may be part of the project nomination, prior awards, or activities of government, community-based organizations, for-profit, and nonprofit entities. This pathway also encompasses activities that Affirmatively Further Fair

Housing pursuant to Assembly Bill 686 (Chapter 958, Statutes of 2018), as activities that directly or indirectly benefit the project area.

Examples include:

- Recurring or planned use of funding for infrastructure, active transportation, and neighborhood improvements such as housing conditions, sidewalks, streetscapes, parks, and community amenities.
- Prioritization of capital improvement programs in or benefitting the project area.
- Place-based strategies for community revitalization, particularly in lower-income areas that advance Affirmatively Furthering Fair Housing.
- Infrastructure investments that support higher-density and climate-friendly housing development in infill and transit-served areas.
- Transportation and mobility improvements that reduce vehicle miles traveled, including transit access, pedestrian and bicycle infrastructure, first- and last-mile connectivity.
- Climate resilience and sustainability investments, including green infrastructure, urban greening, stormwater capture, heat mitigation, and energy infrastructure that supports electrification.
- Public realm and neighborhood infrastructure that supports housing growth, including utilities, water and wastewater systems, broadband infrastructure, parks and open space, and community facilities.

Affirmatively Furthering Fair Housing (AFFH)

Government Code Section 8899.50 requires all public agencies, including cities, counties, and housing authorities, to ensure that their housing and community development programs and activities collectively, affirmatively further fair housing. Meaningful actions generally address:

- Disparities in housing needs and access to opportunity - including incentivizing below-market rate housing, conserving existing affordable housing, and supporting housing mobility and displacement mitigation.
- Replacement of segregated living patterns with integrated and balanced patterns, including community benefits agreements, inclusionary zoning, and zoning for a variety of housing types such as multifamily, supportive, and accessible units.
- Transformation of racially and ethnically concentrated areas of poverty (R/ECAP) into areas of opportunity, including community-led place-based revitalization, preservation of naturally occurring affordable housing, and mixed-income development paired with strong anti-displacement protections.
- Compliance with civil rights and fair housing laws, including the California Fair

Employment and Housing Act (FEHA), Government Code Sections 65008, 65583, and 11135, and the Unruh Civil Rights Act. More information is available on the California Civil Rights Department website.

More information about Affirmatively Furthering Fair Housing, including a Guidance Memo and the Data Viewer, is available on the California Department of Housing and Community Development website.

F. Partnership in Facilitating Transportation-Efficient Land Use and Housing

Applicants may demonstrate coordination and partnership with entities that influence efficient land use and housing in the project area. Partners may include cities, counties, federal, state and regional governments, community-based organizations, academic institutions, tribes, and other entities. Coordination activities can be past, current, or planned and should have a relationship to the project area.

Examples include:

- Regular meetings to support existing measures or develop future ones.
- Technical assistance, staff time, or capacity-building support for partners.
- Coordination on community engagement and outreach.
- Assistance with funding applications, including letters of support or other backing for land use changes that benefit the project area.

Applications should describe partners, the relationship to the project area, the regularity and history of coordination, and commitments and timelines for future coordination.

III. ADDITIONAL RESOURCES

This section identifies state and federal resources that may support the development or implementation of activities aligned with the pathways described above. Resources include funding programs, statutory frameworks, and data tools available to local and regional agencies.

- **Caltrans Sustainable Transportation Planning Grants:** These grants comprise four categories: Sustainable Communities Competitive, Sustainable Communities Formula, Strategic Partnerships, and Strategic Partnerships Transit. Together, the categories award approximately $34.5 million in state and federal funding annually to local and regional planning agencies, cities, counties, transit agencies, and Native American Tribal Governments. More information is available on the Caltrans website.
- **Statewide Vehicle Miles Traveled Mitigation Bank:** Established by Assembly Bill 130

(Chapter 140, Statutes of 2025), the Statewide Vehicle Miles Traveled Mitigation Bank provides applicants and lead agencies with a streamlined option to mitigate impacts from vehicle miles traveled under CEQA. Projects may mitigate impacts by contributing to the Transit-Oriented Development Implementation Fund, administered by the California Department of Housing and Community Development. The California Department of Housing and Community Development aggregates and allocates these funds to support the development of location-efficient affordable housing and related infrastructure projects. More information is available on the California Department of Housing and Community Development Transit-Oriented Development Implementation Program website and the Governor's Office of Land Use and Climate Innovation website.

- **Senate Bill 79 Transit-Oriented Development:** Effective July 1, 2026, Senate Bill 79 (Chapter 343, Statutes of 2025) makes qualifying transit-oriented housing developments an allowed use on sites zoned for residential, mixed, or commercial development located near specified transit stops in urban transit counties. The California Department of Housing and Community Development reviews local Senate Bill 79 ordinances and Transit-Oriented Development alternative plans for substantial compliance and is required to establish standards for inclusion of Senate Bill 79 sites in the housing element sites inventory. Each metropolitan planning organization must produce a tiered map of Transit-Oriented Development stops and zones within its region. More information is available on the California Department of Housing and Community Development website.

- **Housing Element:** Since 1969, the California Housing Element Law has required all local governments to adopt housing plans as part of their general plan. A general plan serves as a local government's blueprint for growth and development and includes eight elements: land use, transportation, conservation, noise, open space, safety, environmental justice, and housing. Applicants may review local housing elements to identify initiatives and programs that demonstrate alignment with the land use efficiency and Prohousing categories described in this supplement. More information is available on the California Department of Housing and Community Development website.

- **Streamlined Ministerial Approval Process:** The California Streamline Approval Open Data Map, also known as the Interactive Senate Bill 35 Determination and Housing Element Open Data Map, identifies local jurisdictions subject to a streamlined approval process for residential developments. Hosted by the California Department of Housing and Community Development, this resource may be used to identify jurisdictions with adopted or proposed by-right (non-discretionary) approval processes relevant to the Streamlining Approvals category described in this supplement. More information is available at:

  - Streamline Approval Open Data Map
  - Mapping Webinar

- **Local Zoning Codes:** For more information about a local jurisdiction's zoning policies, municipal codes, and zoning codes, Municode provides a searchable repository that may assist applicants in identifying zoning and land use information relevant to the project area.

APPENDIX E
INSTRUCTIONS AND REFERENCES FOR PROJECT NOMINATION SECTION I – PROJECT INFORMATION AREAS

A. Climate Change Resilience and Adaptation

Climate change resilience refers to the capacity of any entity, such as a transportation agency, to prepare for weather-related disruptions, to recover from shocks and stressors, and to adapt and grow from a disruptive experience. Climate change impacts – including increased wildfires, droughts, landslides, rising sea levels, floods, severe storms, heat waves, and impacts to wildlife – are occurring and will only become more frequent and severe. Climate change poses many threats to our communities' health, well-being, environment, and property, and to the resilience of the State's transportation system upon which we all rely.

Climate resilience and adaptation are often discussed together; however, adaptation is typically an action or set of actions, while resilience describes the desired outcome. Resilience is achieved through a series of adaptation steps that aim to make adjustments in natural or human systems in response to actual or expected impacts from climate change and extreme weather events.

Incorporating adaptation elements into transportation projects will enhance the resiliency of California's transportation system to protect the infrastructure itself as well as Californians from climate impacts. Preparing for the impacts of climate-related disasters will also support preparedness for other potential disasters, such as earthquakes. These measures are critical to ensure the safety of Californians, the health of the State's economy, and they will extend the lifespan of our infrastructure.

Project Benefits: Climate Resilience and Adaptation
To communicate a project's benefits related to advancing climate change resilience, an applicant should identify both the climate change impact(s) that are occurring or anticipated, and the adaptive strategies. Identifying which climate change impacts will be felt, as well as the level of risk they pose, to a transportation asset is a key step in identifying the appropriate adaptation strategies.

Climate change impacts include:
- Changes in temperature, including more frequent and severe extreme heat events
- Changes in precipitation, including extreme rainfall and drought
- Wildfire
- Sea level rise and storm surge

Secondary climate change impacts include, but are not limited to the following

- Flooding
- Severe Storms
- Landslides
- Cliff retreat

It is recommended that the applicant evaluate multiple adaptation strategies during the development of the project and provide sufficient evidence for choosing certain strategies over others.

Examples of climate change adaptation strategies:

- Including roadway warning systems for extreme weather events.
- Realigning or relocating transportation infrastructure that is impacted by sea level rise.
- Incorporating nature-based solutions, such as wetlands restoration, along transportation corridors to protect infrastructure from flooding and storm impacts.
- Including transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases.
- Replacing wooden infrastructure with fire-resistant infrastructure in areas vulnerable to wildfire.
- Including energy storage solutions to both safeguard against loss of power and to support electric vehicles in case of climate-related grid disruptions (which can include public power safety shut-offs (PSPS)).
- Including a wildlife crossing element for species that are intended to shift migratory patterns due to climate change.
- Incorporating ‘Complete Street’ elements, such as street trees, to provide cooling and shade for pedestrians and bicyclists in locations expected to see temperature increases.
- Providing evacuation planning and infrastructure to deploy expanded throughput or transportation options and temporary increases in person throughput (such as through reversable lanes) in corridors that have been identified to support emergency evacuation.

Resources

The resources below are included to assist applicants with measuring and communicating the potential climate change impacts to projects and adaptive strategies that can be pursued. These resources are not intended to be an exhaustive list, and applicants are encouraged to also refer to local resources (climate action plans or climate adaptation plans for instance) and expert testimony.

State Resources to Identify Climate Change Impacts:
These resources were created by the State to both identify climate impacts in California as well as provide guidance on adaptation and resilience planning.

- **Cal-Adapt:** Cal-Adapt provides State-endorsed climate change projections for the primary climate impacts listed above through various tools and datasets, providing climate information specific to California. http://cal-adapt.org/

- **California Heat Assessment Tool***:* This tool allows applicants to understand and identify how extreme heat from climate change will impact specific communities across the state. It is available here: https://www.cal-heat.org/explore.

- **California Ocean Protection Council's Sea Level Rise Policy Guidance:** For sea level rise specifically, applicants should consult the OPC's sea level rise guidance for additional information on evaluating and planning for sea level rise risk that is not captured on Cal-Adapt. https://opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf

- **Caltrans Vulnerability Assessments:** To ensure the resiliency of the State Highway System, Caltrans conducted vulnerability assessments statewide to identify vulnerable segments to climate change and extreme weather events. These reports can be used to see vulnerability of the State Highway System to various climate impacts in Caltrans Districts. https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/caltrans-climate-change-vulnerability-assessment-statewide-summary-feb2021-a11y.pdf

- **Fire Hazard Severity Zones Map:** While most of California is subject to some degree of fire hazard, there are specific features that make some areas more hazardous. This mapping utility may help applicants identify areas based on the severity of fire hazard that is expected to prevail there, considering factors such as fuel, slope, and fire weather. The map is intended to be used for implementing wildland-urban interface building standards for new construction and property development standards such as road widths. This resource is available here: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9

- **State Guidance on Resilience Planning:** The Adaptation Planning Guide: This resource, which is accessible in an interactive format as well as for download on the State's Adaptation Clearinghouse, was created by the State in 2020 to provide guidance to local governments on local adaptation and resilience planning. It contains a step-by-step process that communities can use to plan for climate change (including identifying climate impacts), and it was designed to be flexible and responsive to community needs. It also contains a summary of statewide guidance, resources, and tools, as well as best practices, best available science, and the latest updates to state plans, policies, programs and regulations. Importantly, equity and community engagement considerations are integrated throughout all planning phases. https://resilientca.org/apg/

- **Strategic Fire Plan for California:** CalFire's Plan provides objectives to achieve a vision for infrastructure that are more fire resistant and a natural environment that is more fire resilient. Applicants may review Unit Strategic Fire Plans to explore county-specific fire management strategies and tactics that should be considered when designing projects. This resource can be found here: https://www.fire.ca.gov/about/cal-fire-strategic-plan-2024.

- **Defining Vulnerable Communities in the Context of Climate Adaptation:** This resource guide includes information on publicly available tools and resources that may be used to define vulnerable communities in an adaptation context. While definition of "vulnerable communities" provides clarity on the underlying factors of community vulnerability, and how these are exacerbated by climate impacts, a definition alone may not provide the level of detail needed to take actionable steps within the context of climate adaptation plans and implementation actions. The California Governor's Office of Planning and Research, with input from the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council, developed this resource guide as a starting point for practitioners to use when first considering how to define vulnerable communities in an adaptation context. https://www.opr.ca.gov/climate/docs/20200720-Vulnerable_Communities.pdf.

- **California's Fourth Climate Assessment:** California's Climate Change Assessments contribute to the scientific foundation for understanding climate-related vulnerability and informing resilience actions. There were some studies performed on transportation in the Fourth Climate Change Assessment, which can be found under "Technical Reports". The Statewide Summary Report also offers a statewide view of climate impacts to various sectors. https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf.

Identifying Adaptation Strategies

- **Caltrans Adaptation Strategy Report:** This report was released in 2020 to provide information and recommendations to Caltrans on integrating adaptation into project planning and implementation. Appendix A, which starts on page 100, provides detailed information on the representative types of projects that Caltrans will likely be implementing more regularly in the future due to climate change and associated changing weather patterns. This information may also be useful for applicants in considering various adaptation strategies to climate impacts. The 2024 Progress Report can be found here: https://climateresilience.ca.gov/

- **California Adaptation Clearinghouse:** The Adaptation Clearinghouse is the State of California's consolidated searchable database of resources for local, regional, and statewide climate adaptation planning and decision-making. These resources include examples of adaptation strategies for transportation projects. Also as mentioned above, the Adaptation Planning Guide, housed on the site, can offer guidance on adaptation strategies as well. https://resilientca.org/

- **Sacramento Area Council of Governments (SACOG) Project-Level Adaptation Strategies Guidance Document:** This report provides guidance for transportation practitioners for addressing climate change risk at the project-level in the Sacramento Region, but practitioners working in other regions may also find it useful. https://www.sacog.org/planning/major-initiatives/climate-adaptation-planning

- **California Coastal Commission Sea Level Rise Policy Guidance**: This guide provides an overview of the science on sea level rise for California as well as adaptation strategies. https://www.coastal.ca.gov/climate/slrguidance.html

B. Protection of Natural and Working Lands, and Enhancement of the Built Environment

Natural and working lands have the potential to sequester carbon, reduce greenhouse gas emissions, and increase the capacity for California to withstand climate impacts.[7] In addition, projects can increase carbon sequestration in the natural and built environments through natural and green infrastructure. Executive Order B-30-15 directs state entities to give priority to natural and green infrastructure in their plans and investments.

This project information area looks at whether the project employs land conservation measures and integrates natural or green infrastructure.

Employ Land Conservation Measures

Projects should aim to protect natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and aligns with conservation priorities to reduce

[7] CalEPA, et. al., January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan, April 2019 , available at: https://ww2.arb.ca.gov/resources/documents/nwl-implementation-draft.

transportation's impact on the natural environment. Examples of land conservation measures include:

- Prioritizing large habitat preservation, particularly in any environmentally sensitive areas, and locating construction along existing transportation corridors.
- Avoiding habitat and population fragmentation and invasive species expansion.
- Design and incorporate wildlife crossing or passage structures to allow movement of plants and animals between different habitats.
- Design structures that reduce stressors (e.g., erosion and sedimentation) impacting water bodies.
- Implement species and habitat mitigation measures, such as restoration activities or establishing permanent conservation easements.

Natural or Green Infrastructure Solutions

Projects should evaluate whether natural or green infrastructure solutions are available to integrate into design. These are natural and ecological processes and features that are engineered to supplement traditional built infrastructure, which can provide benefits such as water catchment, infiltration, and surface cooling. Examples of this hybrid use of natural infrastructure include:

- Planting trees along streets and walkways, and
- Creating urban greenspaces, such as public parks or gardens.

Resources

The resources below are included to assist applicants with considering strategies that can be pursued to protect natural and working lands. These resources were created to both identify impacts on natural and working lands in California as well as provide guidance on conservation, restoration, and management activities. These resources are not intended to be an exhaustive list, and applicants are encouraged to also refer to local resources.

- **Areas of Conservation Emphasis:** The Areas of Conservation Emphasis is an effort from the California Department of Fish and Wildlife to gather spatial data on wildlife, vegetation, and habitats from across the state, and then synthesize this information into thematic maps to determine locations to prioritize biodiversity conservation, habitat connectivity, and climate change resiliency. The maps may help applicants to obtain a coarse level view of information for conservation planning purposes. Resource available here: https://wildlife.ca.gov/Data/Analysis/Ace

- **California 2030 Natural and Working Lands Climate Change Implementation Plan:** The natural and working lands implementation plan aims to coordinate all natural and working lands programs under a united approach that will move the State towards the combined goal of maintaining a resilient carbon sink and improved air and water quality, water quantity, wildlife habitat, recreation, and other benefits. Applicants may use this resource to explore mitigation strategies when siting projects in or near existing natural and working lands. Resource available here: https://ww2.arb.ca.gov/resources/documents/nwl-implementation-draft

- **California Biodiversity Collaborative:** Established by Executive Order N-82-20, the collaborative brings together state agencies, other governmental partners, California Native American tribes, experts, business and community leaders and other stakeholders from across California to protect and restore the State's biodiversity. Applicants may engage with the collaborative during the planning process to help advise on potential project impacts and mitigation strategies. Resource available here: https://www.gov.ca.gov/wp-content/uploads/2020/10/10.07.2020-EO-N-82-20-.pdf

- **Natural Community Conservation Plans:** Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of a Natural Community Conservation Plan. The plans help applicants identify strategies that support the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Resource available here: https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans

- **State Wildlife Action Plan 2015 Transportation Companion Plan:** The California State Wildlife Action Plan 2015 Update provides a vision and a framework to sustainably manage ecosystems across the state in balance with human uses of natural resources. The transportation companion plan provides guidance on methods to incorporate natural and wildlife resource conservation in transportation project planning and can help applicants identify adaptation strategies. Resource available here: https://wildlife.ca.gov/SWAP

- **TerraCount:** This tool models the greenhouse gas and natural resource implications of different development patterns and management activities. TerraCount can allow applicants to evaluate the application of management activities including restoration activities, such as riparian restoration, and avoided conversion, such as avoided conversion of agricultural land to development. Resource available here: https://maps.conservation.ca.gov/terracount/

C. Public Health

Public health has many aspects and can be described in both quantitative and qualitative terms. The facets most easily connected to transportation planning include the categories of physical activity and mental health; traffic safety; environmental quality and pollution exposure; and accessibility to health-promoting goods and services.

These guidelines collect information about public health in the following performance metrics, which are also part of the evaluation criteria: safety, air quality, and accessibility. In addition, the community engagement evaluation criterion requires applicants to consider health impacts to communities disproportionately burdened by air pollution.

In addition to these measures, project designs that remove or alleviate conflicts between vehicles and other travel modes are encouraged. The inclusion, for example, of protected intersection designs or signal phasing in locations with existing vehicle and active transportation conflicts would improve safety and support physical activity.

Project evaluators will take into consideration the need to reduce toxic air pollutants in the most polluted and vulnerable communities. This will be reflected in the evaluation of the air quality evaluation criterion and the community engagement evaluation criterion.

APPENDIX F

ELIGIBLE TAXING AUTHORITIES RECEIVING FORMULAIC FUNDING

(UPDATED August 20, 2026)

ADMINISTERING AGENCY	BALLOT DESIGNATION	EXPIRATION DATE	ADDED TO LPP-F
Alameda County Transportation Commission	Measure BB	March 31, 2045	**2017**
	Measure F-VRF	None	
Alameda-Contra Costa Transit District	Measure C1/VV	June 30, 2039	**2017**
Albany, City of	Measure C	June 30, 2035	**2025**
	Measure F	None	
Amador, City of	Measure K	June 30, 2034	**2025**
Bay Area Rapid Transit District	Measure RR	None	**2017**
Bay Area Toll Authority	Regional Measure 1	None	**2017**
	Regional Measure 2	None	
	Regional Measure 3	None	
Caltrain	Measure RR	June 30, 2051	**2021**
Clearlake, City of	Measure V	March 31, 2037	**2017**
Contra Costa Transportation Authority	Measure J	March 31, 2034	**2017**
Council of San Benito County Governments	Measure G	March 31, 2049	**2019**
El Cerrito, City of	Measure A	None	**2017**
Fort Bragg, City of	Measure J	None	**2017**
Imperial County Local Transportation Authority	Measure D	March 31, 2050	**2017**
Los Angeles County Metropolitan Transportation Authority	Proposition A	None	**2017**
	Proposition C	None	
	Measure M	None	
	Measure R	June 30, 2039	
Madera County Transportation Authority	Measure T	March 31, 2027	**2017**
Martinez, City of	Measure D	March 31, 2032	**2017**
Merced County Transportation Authority	Measure V	March 31, 2047	**2017**
Monterey-Salinas Transit District	Measure Q	March 31, 2030	**2017**
Napa Valley Transportation Authority	Measure T	June 30, 2043	**2017**
Orange County Transportation Authority	Measure M	March 31, 2041	**2017**
Orinda, City of	Measure L	September 15, 2038	**2017**
Point Arena, City of	Measure C	None	**2017**
Riverside County Transportation Commission	Measure A	June 30, 2039	**2017**
Sacramento Transportation Authority	Measure A	March 31, 2039	**2017**
San Bernardino County Transportation Authority	Measure I	March 31, 2040	**2017**

ADMINISTERING AGENCY	BALLOT DESIGNATION	EXPIRATION DATE	LPP-F ADDED
San Diego Regional Transportation Commission	Proposition A	March 31, 2048	**2017**
San Francisco, City and County of	Proposition D	November 5, 2045	**2020**
San Francisco County Transportation Authority	Proposition AA	None	**2017**
	Proposition L	March 31, 2053	
San Joaquin County Transportation Authority	Measure K	March 31, 2041	**2017**
San Mateo, City/County Association of Governments of	Measure M	May 1, 2036	**2020**
San Mateo County Transit District	Proposition A	None	**2017**
	Measure W	June 30, 2049	
San Mateo County Transportation Authority	Measure A	December 31, 2034	**2017**
Santa Barbara County Local Transportation Authority	Measure A	March 31, 2040	**2017**
Santa Clara Valley Transportation Authority	Measure A 1976	None	**2017**
	2000	March 31, 2036	
	Measure B 2008	June 30, 2042	
	2010	None	
	2016	March 31, 2047	
Santa Cruz County Regional Transportation Commission	Measure D	March 31, 2047	**2017**
Santa Cruz Metropolitan Transit District	Measure G	None	**2017**
Sonoma County Transportation Authority	Measure M	March 31, 2025	**2017**
	Measure DD - *renewal (operative April 1, 2025)*	March 31, 2045	
Sonoma Marin Area Rail Transit District	Measure Q	March 31, 2029	**2017**
Stanislaus County Transportation Authority	Measure L	March 31, 2042	**2017**
Transportation Agency for Monterey County	Measure X	March 31, 2047	**2017**
Transportation Authority of Marin County	Measure AA	March 31, 2049	**2017**
	Measure B	None	
Truckee, City of	Measure R	September 30, 2024	**2017**
	Measure U -*renewal (operative October 1, 2024)*	None	
	Measure V	December 31, 2028	
Tulare County Transportation Authority	Measure R	March 31, 2037	**2017**
Ukiah, City of	Measure Y	None	**2022**
	Measure Z		
Willits, City of	Measure A	None	**2017**
Yuba County	Measure D	None	**2017**

CALIFORNIA TRANSPORTATION COMMISSION

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