



EQUITY ADVISORY COMMITTEE
MAY 2025

Community Engagement Program

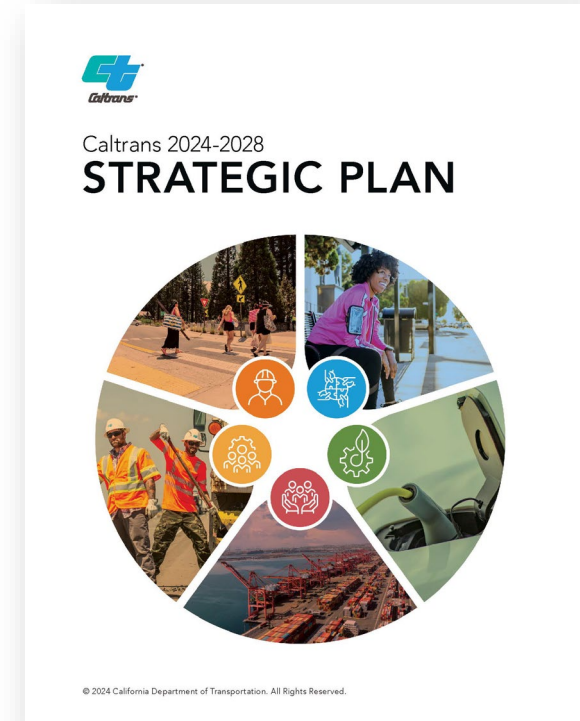
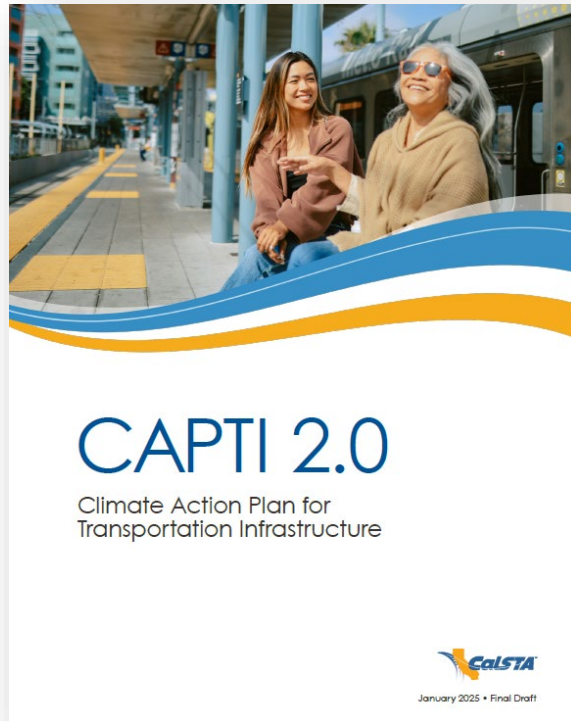


Agenda

- Community Engagement Program Background
- Processes & Resources
 - Public Engagement Plan
 - Caltrans Engagement Portal
 - Statewide Community Engagement Playbook
 - Director's Policy for External Engagement
- Feedback Requested



Background: Guiding Documents



Background: SB-960 Transportation: Planning: Complete Streets Transit Priority Facilities.

- State Highway Operation and Protection Program (SHOPP) projects with complete streets elements must consult
 - Public Agencies
 - Bike/Ped Groups
 - Transit Advisory Committees
 - Community Based Organizations (CBOs)
 - Under Resourced Communities
 - Impacted Stakeholders



Background

EARLY & CONTINUOUS ENGAGEMENT: THROUGH THE PROJECT'S LIFECYCLE

Flexible

Some Flexibility

Fixed

Plans

Project
Initiation
Document
(PID)

Project
Approval &
Environmental
Document

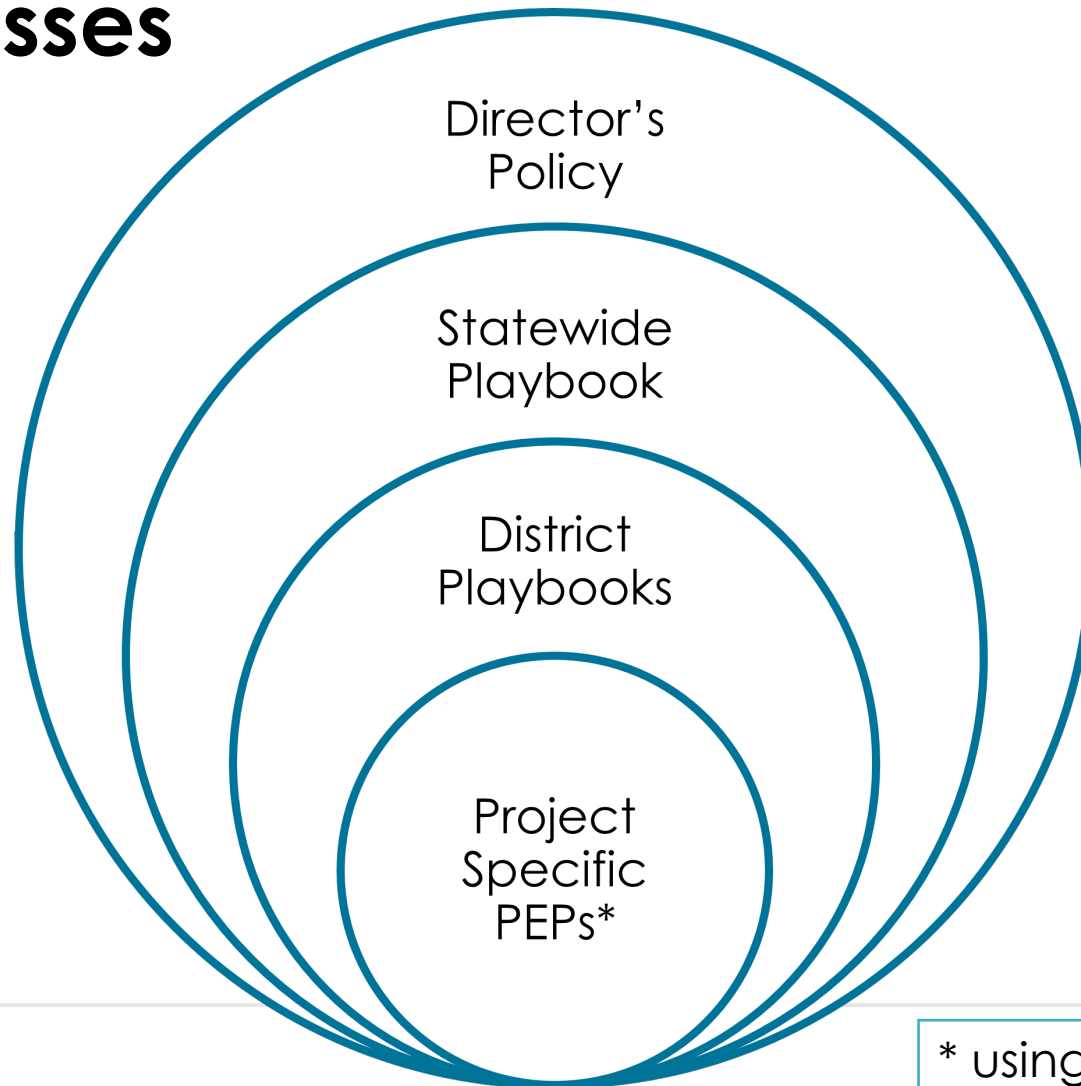
Plans,
Specifications,
and Estimates

Right of Way

Construction



Engagement Processes and Resources



* using the Caltrans
Engagement Portal

Public Engagement Plan (PEP) Overview

ESSENTIAL QUESTIONS:

1. Is there opportunity to benefit or to learn by public/partner input? What are the stakeholder involvement goals?
 2. What parts of our program, plan, or project are open to change? Which elements are flexible and can be influenced by public input?
 3. Whom do we need to reach? (Key emphasis on under-represented groups)
 4. What tools, methods, and activities should we use?
 5. What is the best timing for conducting these activities?
 6. Assign team roles & responsibilities
-

Community Engagement Coordinator (CEC)

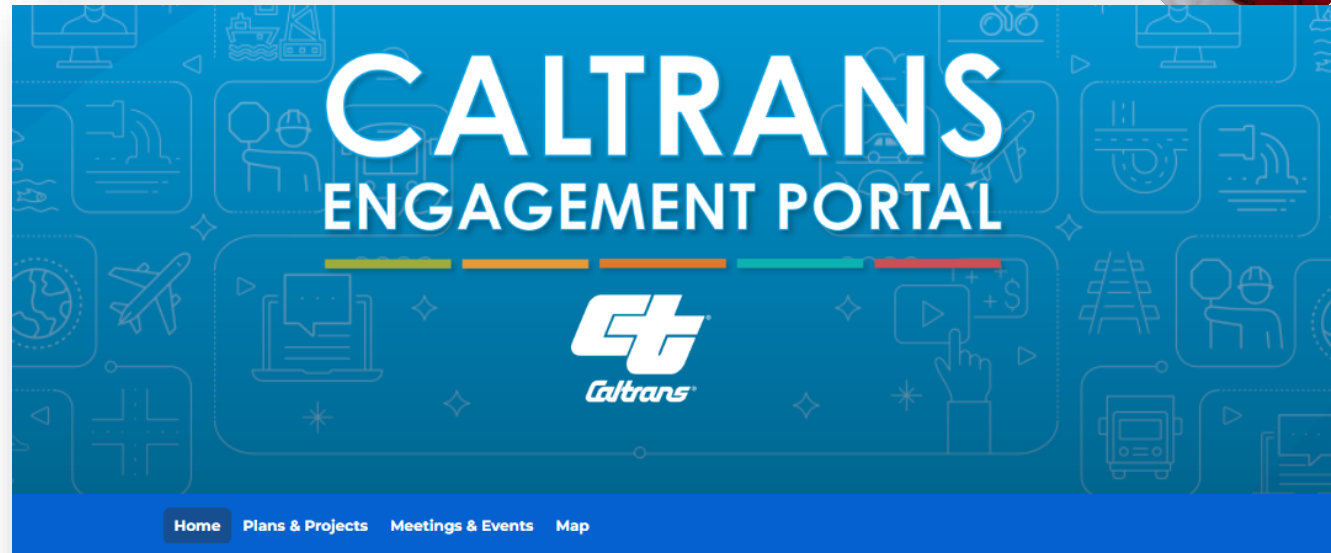
HERE TO **INTERNALLY ORGANIZE THE PROCESS**

Community Engagement Coordinator (CEC)
Role:

- Has an internal coordination focus to accomplish result
- Supports PEP development and activities
- Engagement SME: not doing engagement
- Works across functional areas to help transform district engagement programs for consistency



Caltrans Engagement Portal



Sign up for Caltrans Engagement Portal

The Caltrans Engagement Portal offers a new way to engage with us. Here, you can get information, find out about upcoming meetings and events, and give your input. At this time, only a select few plans and projects are listed in this Portal. More plans and projects will get included over time. Creating a profile is not a requirement to participate.

[Find Plans or Projects Near Me](#)

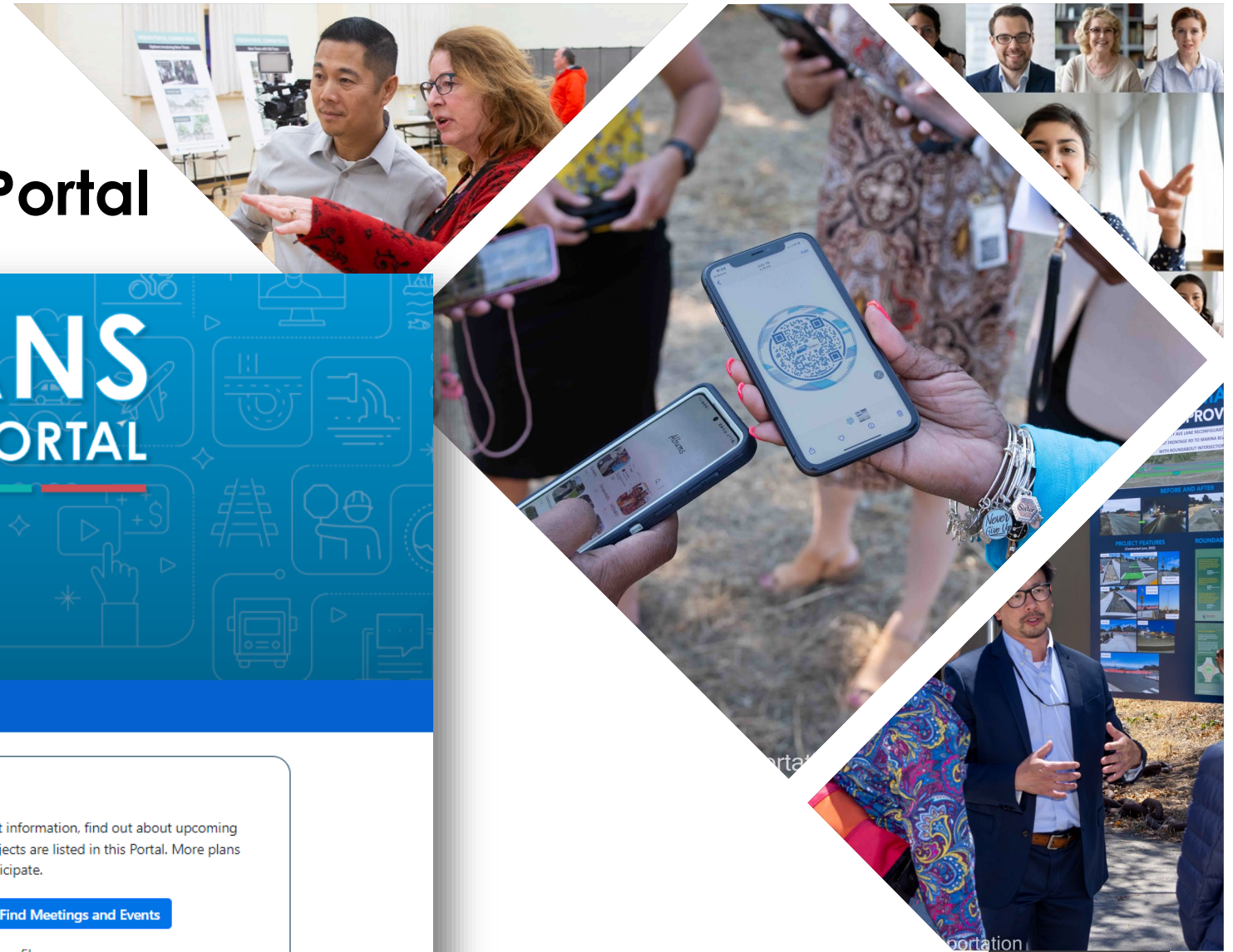
[Search for Plans or Projects](#)

[Find Meetings and Events](#)

Create your profile to participate and customize your notification preferences on your profile page.

[Sign up](#)

Already have an account? [Sign in here.](#)



Caltrans Engagement Portal

A web-based community engagement platform to manage and measure public input on Caltrans plans and projects



Efficiency in collecting and analyzing public comments received



Continuity of public input throughout the life of the project from pre-planning to construction



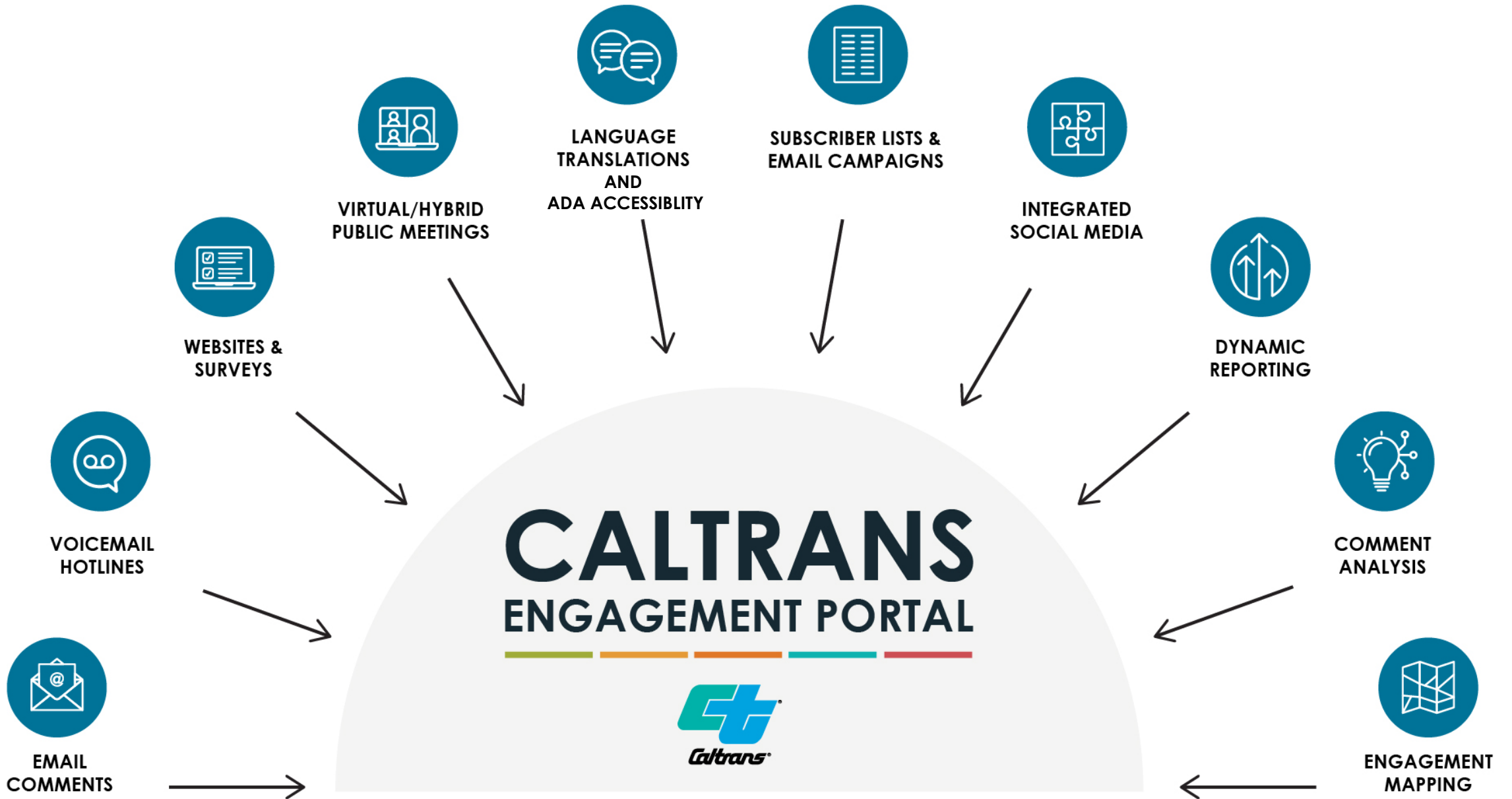
Consistency in engagement methods and metrics statewide



Transparency between Caltrans and the public




Equity to ensure direct and meaningful engagement is conducted in under resourced communities



engage.dot.ca.gov

CALTRANS

ENGAGEMENT PORTAL



[Home](#) [Plans & Projects](#) [Meetings & Events](#) [Map](#)

Category

FEATURED PLANS & PROJECTS




State Route 155 Roundabout

The project will construct a roundabout on State Route 155 (Garces Highway) in the City of Delano at the intersection of Fremont Street and Garces Highway.

...
Kern KER-155 Project


[Participate](#)



Translate

[Welcome](#) [About You](#) [Project Survey](#) [Meetings & Events](#) [Contact Us](#)

[Route 371 Complete Streets - Riverside County](#) [Route 371 Complete Streets - Engagement Phase](#)



Route 371 Complete Streets - Engagement Phase

State Route 371 (Cahuilla Road) Bicycle and Pedestrian Infrastructure Improvements Project from Lakeshore Blvd/Bradford Road to Hill Street (postmile 62.68 to postmile 71.81).

Click on the *Project Survey* tab to take the survey and leave comments.

[Chinese \(Simplified\) / 简体中文](#) | [Korean / 한국어](#) | [Spanish / Español](#) | [Vietnamese / Tiếng Việt](#)

Project Description

This project proposes to study multimodal transportation improvements, including but not limited to; a Class I two-way shared use path exclusively for bicyclists and pedestrians adjacent to SR-371 but separated from the roadway (including culvert repairs / extensions as needed); Class II bike lanes with painted buffer; sidewalks through the town of Anza; high visibility crosswalks where appropriate; and shoulder widening where needed to accommodate bike lanes. An existing marked crosswalk at Contreras Road will be upgraded for higher visibility, along with upgrading existing curb ramps to Americans with Disabilities Act (ADA) standards. Additional improvements are proposed at existing bus stop locations as Caltrans intends to engage with partners to evaluate the viability of transit services to destinations along the route.

To receive project updates and more opportunities to provide input, subscribe here:

Email [SUBSCRIBE](#)

Caltrans makes every attempt to ensure our documents are accessible. Due to variances

Caltrans Engagement Portal Timeline

Set-Up

November 2023-April 2024

- Consulted with various Divisions/Districts/Programs

Pilot

May 2024-April 2025

- Selected 18 pilot projects to use the Portal for engagement during the pilot phase

Prep

May 2025-June 2025

- Developing internal resources and training
- Minor system updates based on pilot feedback

Soft Launch

July 2025 – December 2025

- Transition to incorporating new plans and projects into the Portal

Deploy

January 2026 and on

- Portal Marketing
- Established standard Portal use throughout Caltrans

Planning & Project Development Process

Project Scope

Flexible

Some Flexibility

Fixed

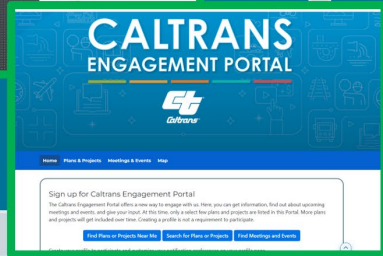
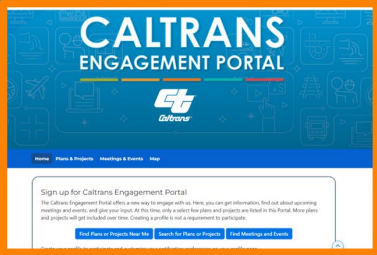
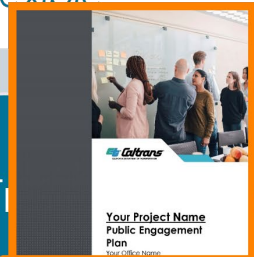
Timeline

Low

Medium

High

External Interest



Project Approval & Environmental Document (PA&ED)

Plans, Specifications, and Estimates (PS&E)

Right of Way

Construction



Statewide Community Engagement Playbook

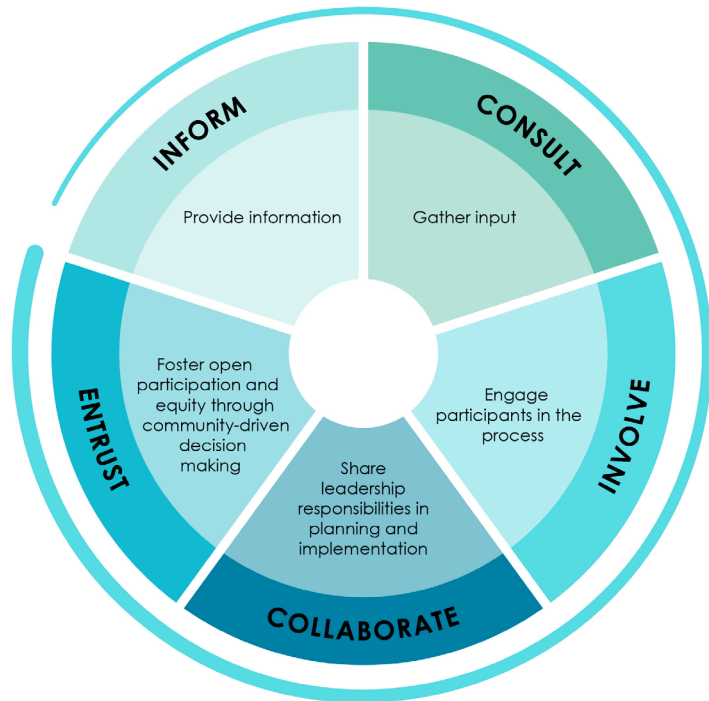
A GUIDE FOR DISTRICT PLAYBOOKS

- Effort led by HQ
- Provides general roles and responsibilities
- Shares best practices for engagement continuity from Planning through project development
- Highlights
 - Tools
 - Methods & Platforms
 - Considerations
 - Building working relationships



Right-Sizing Engagement for Each Project

SPECTRUM OF ENGAGEMENT AND PUBLIC ENGAGEMENT PLAN



Level of impact, influence, and involvement

Low

High

This graphic was adapted from the International Association for Public Participation (IAP2) and MIG, Inc.

Project complexity
Location/Main Street
Potential Impacts
Flexibility for Change
Impacted Communities
And more

Coming Soon!

DISTRICT COMMUNITY ENGAGEMENT PLAYBOOK

- A tool for Customization
- Effort led by District CEC
- Defines how roles work together
- Focuses on engagement continuity for District Plans and Projects
- Describes District-specific engagement “plays”
 - WBS, PEP, Engagement Portal



Community Engagement Playbook Timeline

Activity	Date
Internal Advisory Committee: Brainstorm, Outline, Content Drafting	April 2023 - August 2024
District Listening Sessions	April 2024 – June 2024
Caltrans Statewide Review	November 2025 – January 2025
Interim Document & Districts Begin Internal workgroups for District Playbooks	August 2025
EAC Input	June 2025 – September 2025
Legislative Committee Presentation	August 2025
External Survey	September 2025
Published Statewide Playbook	January 2026



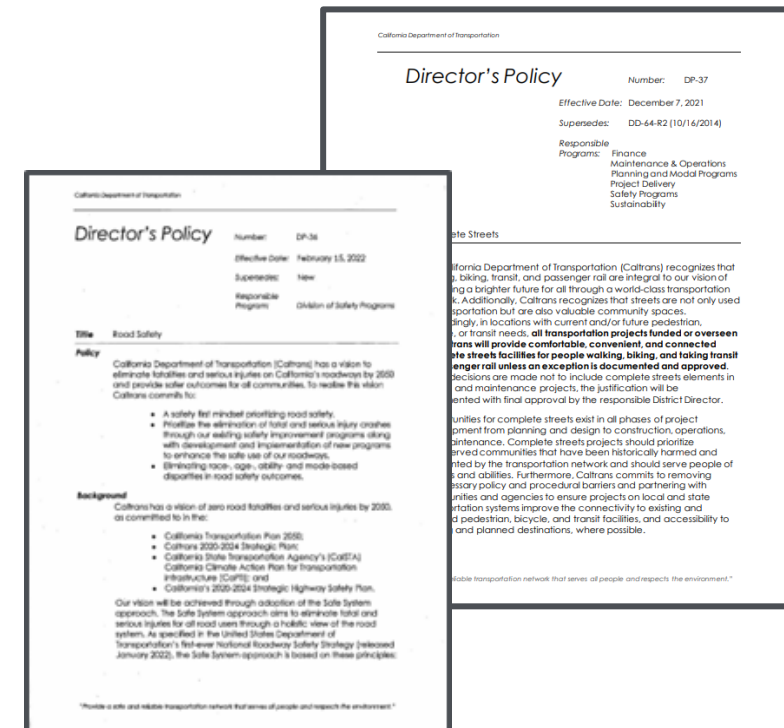
Director's Policy on External Engagement

What is a Caltrans Director's Policy?

- Provide Department-wide direction for Caltrans strategy and activities
- High-level, long-range, and timeless
- Signed by the Director

Example policies:

- DP 37 - Complete Streets
 - <https://dot.ca.gov/programs/esta/complete-streets/resources>
- DP 36 – Road Safety
 - <https://dot.ca.gov/programs/safety-programs>



Policy Framework – Overview

TO DEFINE HOW ENGAGEMENT FITS INTO CALTRANS PROGRAMS

- Standardize Caltrans engagement expectations
- Clarify roles and responsibilities for the various functions
- Ensure all districts and divisions are operationalizing meaningful external engagement



Policy Framework – Content

WHAT'S INCLUDED

1. Policy
2. Intended Results
3. Definitions
4. Responsibilities

Director's Policy
DP-37
Page 2

Intended Results

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Definitions

Complete Street

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

All Ages and Abilities

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

Design Flexibility

Discussion for Director's Policy on External Engagement

- What is most important to emphasize about external engagement?
- What results would you like to see transpire?
- What terminology should be included and defined?



Questions?

- Questions or Feedback?



Thank You

EEH@DOT.CA.GOV

