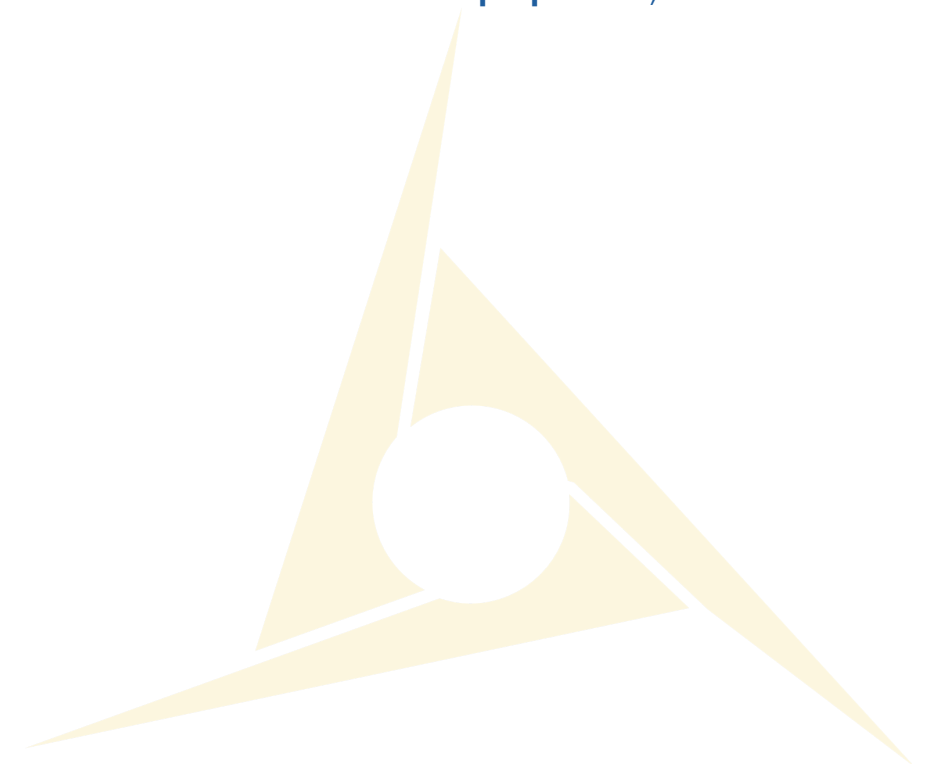


2026 SENATE BILL (SB) 1 PROGRAMS GUIDELINES DEVELOPMENT

Interagency Equity Advisory Committee, Community Engagement Policies and Practices Subcommittee | April 20, 2026



AGENDA



Program Overview



EAC Engagement in SB 1 Guidelines Development Overview



Community Engagement Evaluation Criteria Overview & Discussion



SB 1 Programs Transportation Equity Supplement Overview & Discussion



Wrap-Up and Next Steps

PROGRAM OVERVIEW

PROGRAM OVERVIEW



Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP), and Trade Corridor Enhancement Program (TCEP)



Commission develops program policy through a public guidelines development process



Program guidelines govern program development and implementation



Monthly public guidelines development workshops and virtual office hours



Adopted guidelines govern project selection and program implementation

LOCAL PARTNERSHIP PROGRAM (LPP)

- **Objective:** Provide funding to counties, cities, districts, and regional transportation agencies with voter-approved or locally imposed fees and taxes dedicated to transportation improvements. The program supports equitable distribution of revenues, directing funds to the state's highest transportation needs.
- **Funding:** \$200 million annually from the Road Maintenance and Rehabilitation Account (RMRA)
 - \$20 million annually for incentive funding awards
 - \$180 million distributed annually – *40% competitive program + 60% formulaic program*
 - Each cycle combines multiple years of funding.
 - Incentive funding rewards new or renewed voter-approved measures.
 - To date, \$59 million in incentive funding awarded to 16 taxing authorities.
- **Eligible Agencies:**
 - Competitive Program (LPP-C): Taxing authorities eligible for the Formulaic Program, or agencies with imposed fees (e.g., uniform developer fees) dedicated solely to transportation improvements.
 - Formulaic Program (LPP-F): Taxing authorities with voter-approved taxes, tolls, or fees dedicated solely to transportation improvements. Agencies must administer those revenue sources directly.

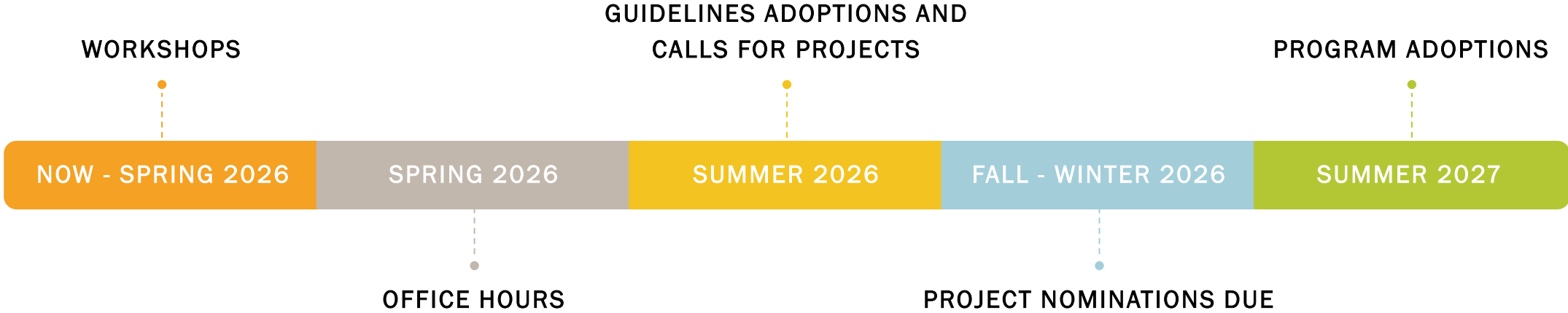
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- **Objective:** Fund projects that reduce congestion in heavily traveled corridors. Projects must deliver measurable performance improvements that balance mobility, community, and environmental impacts.
- **Funding:** \$250 million annually
- **Eligible Agencies:** Regional transportation planning agencies (RTPA), county transportation commissions, and the California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be included in a [comprehensive multimodal corridor plan \(CMCP\)](#) and a regional transportation plan (RTP). Within metropolitan planning organization (MPO) boundaries, projects must also align with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** Projects that support the state's climate goals, manage congestion through innovative and multimodal strategies, advance transportation equity, and promote clean transportation.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

- **Objective:** 1) Fund public infrastructure projects that have a high volume of freight movement and 2) support the goals of the National Highway Freight Program, the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
- **Funding:** Approx. \$400 million per year (state/federal)
- **Eligible Agencies:** Cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), port authorities, public construction authorities, and California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be in a regional transportation plan (RTP). Within metropolitan planning organization (MPO) boundaries, projects must also align with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** Projects that enhance the freight system's economic activity or vitality, relieve congestion on the freight system, improve safety and resilience of the freight system, improve freight system infrastructure, expand zero-emission charging or refueling infrastructure for medium- and heavy-duty vehicles, implement technology or innovation to improve the freight system or reduce or avoid its negative impacts, or reduce or avoid adverse community and/or environmental impacts of the freight system.

2026 PROGRAM (CYCLE 5) *PROPOSED* TIMELINE



Two-year program period | Fiscal years 2027-28 and 2028-29

**Timeline and program period is tentative and may be subject to changes*

EAC ENGAGEMENT IN SB 1 GUIDELINES DEVELOPMENT

ADVANCING EQUITY & COMMUNITY ENGAGEMENT

- We have three concurrent efforts to update our policies related to equity and community engagement:
 - Subject matter expert in-depth reviews by EAC members
 - Presentation to and discussion with the EAC Community Engagement Policies and Practices Subcommittee (this group)
 - Public workshop with program partners (Wednesday, April 15)

WHAT WE'RE REQUESTING TODAY

- Insights on the community engagement evaluation criteria and Equity Supplement
- Ideas to strengthen and refine existing policy and language
- Feedback on opportunities to expand guidance

COMMUNITY ENGAGEMENT EVALUATION CRITERIA

COMMUNITY ENGAGEMENT EVALUATION CRITERIA OVERVIEW

- Projects evaluated 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.
- To address equitable outcomes and meaningful public participation, applicants must respond to the four criteria:
 - Identification
 - Engagement
 - Outcomes
 - Impacts

COMMUNITY ENGAGEMENT EVALUATION CRITERIA

▪ Identification

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

▪ Engagement

- Explain how communities in the project study area were engaged to identify their needs.
- 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?
- **PROPOSED NEW QUESTION:** 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.
- **PROPOSED NEW QUESTION:** Describe any efforts to identify and deliver targeted community benefits. For example:
 - 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

COMMUNITY ENGAGEMENT EVALUATION CRITERIA

■ Outcomes

- Describe how the project scope was developed with community feedback.
- 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.
- **PROPOSED NEW QUESTION:** Describe how the project will deliver equitable outcomes for disadvantaged or historically impacted and marginalized communities.

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

COMMUNITY ENGAGEMENT EVALUATION CRITERIA | DISCUSSION



Do these criteria fully capture what meaningful engagement should look like? Are there any major areas or topics that are missing?



Are there sub-questions we should add to better assess the quality and depth of community engagement?



Do you have any other feedback on this topic?

SB 1 EQUITY SUPPLEMENT

EQUITY SUPPLEMENT OVERVIEW

- The SB 1 Transportation Equity Supplement was developed for the third program cycle in collaboration with the Equity Advisory Roundtable.
- It is intended to be a practical resource to help applicants demonstrate effective community engagement and equitable outcomes.
- The Supplement provides guidance on:
 - Tools to identify disadvantaged or historically impacted and marginalized communities
 - Effective and inclusive engagement strategies
 - Equitable project benefits
 - Anti-displacement resources
 - **NEW PROPOSED SECTION: Tribal Engagement Resources**

EXAMPLE INDICATORS USED TO IDENTIFY COMMUNITIES

- Multiple options to fit the diverse contexts of California communities.
- Applicants have the option to use the following:
 - Caltrans Transportation Equity Index
 - CalEnviroScreen
 - Healthy Places Index
 - US DOT Equitable Transportation Community Explorer (*no longer available as of January 2025*)
 - Federally Recognized Tribal Lands and Projects Benefiting Tribes
 - Regional Definitions
 - Other Definitions

EXAMPLE INDICATORS USED TO IDENTIFY COMMUNITIES | DISCUSSION



Are there disadvantaged or historically impacted communities that are not adequately identified by the current tools or indicators? Do you know of any tools or datasets that help identify these communities?



Are there additional tools or datasets that we should consider including?



Do you have any other feedback on this topic?

EXAMPLE EQUITY BENEFITS

- Advancing equity in transportation results in a more diverse, affordable, accessible, and efficient transportation system for everyone. Equitable transportation projects can:
 - Increase access to social, educational, and economic opportunities and amenities, including shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
 - Reduce travel times and congestion, **PROPOSED NEW LANGUAGE: especially in the long term.**
 - Reduce pollution.
 - Improve access to active transportation and provide alternatives to automotive options.
 - Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
 - Enhance opportunities to increase physical activity by encouraging use of active transportation.
 - Enhance opportunities to encourage use of zero-emission modes of travel.
 - Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.

EXAMPLE EQUITY BENEFITS | DISCUSSION



What types of equity benefits aren't captured here?



How can the language better reflect the needs of specific disadvantaged or historically impacted and marginalized groups, such as persons with disabilities, seniors, and unhoused populations?



Do you have any other feedback on this topic?

EXAMPLE INCLUSION AND ENGAGEMENT STRATEGIES

- Applicants must demonstrate how their 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.
 1. Identify, contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as disadvantaged and historically impacted and marginalized groups may lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).
 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, 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.
 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.

EXAMPLE INCLUSION AND ENGAGEMENT STRATEGIES

- Applicants must demonstrate how their 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.
 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. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning and delivery process.
 8. Collaborate, fund, or contract with local organizations to support community engagement efforts in the project planning and delivery process.
 9. Prioritize community identified high-need areas, such as those identified through robust community engagement.
 10. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized groups such as the communities identified in this supplement.
 11. 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.

EXAMPLE INCLUSION AND ENGAGEMENT STRATEGIES | DISCUSSION



What other engagement and inclusion strategy examples should we include?



Do you have any other feedback on this topic?

EXAMPLE ANTI-DISPLACEMENT RESOURCES

- [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.
- [Urban Displacement Project](#) – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities.
- [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.
- [Greening Without Gentrification](#) – Ongoing study that identifies and classifies parks-related anti-displacement strategies.
- [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.

EXAMPLE ANTI-DISPLACEMENT RESOURCES | DISCUSSION



Are there other resources that we should add to this list?



Do you have any other feedback on this topic?

TRIBAL ENGAGEMENT RESOURCES – NEW PROPOSED SECTION

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 include:

- Governor's Office of Tribal Affairs: <https://tribalaffairs.ca.gov/>
- Caltrans Tribal Relations webpage with links to Native American land maps and contact lists: <https://dot.ca.gov/programs/eta/tribal-affairs/tribal-relations>
- Assembly Bill 52 pertaining to Tribal consultation policy: <https://lci.ca.gov/ceqa/tribal/>

TRIBAL ENGAGEMENT RESOURCES | DISCUSSION



Are there other resources that we should add to this list?



Do you have any other feedback on this topic?

OVERALL EQUITY SUPPLEMENT | DISCUSSION



What are the gaps in the Equity Supplement? Are there other types of examples or resources we should consider including in the document?



Do you have any other overall feedback on the Equity Supplement?

CLOSING



ACTION ITEMS



NEXT STEPS



QUESTIONS

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THANK YOU

