



2025 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN GUIDELINES

ADOPTED

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RESOLUTION

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I. INTRODUCTION

1. Purpose

The Comprehensive Multimodal Corridor Plan Guidelines outline a planning process that utilizes a holistic, multimodal approach and creates a balanced and efficient transportation system for everyone.

As required for projects nominated in the California Transportation Commission's (Commission) [Solutions for Congested Corridors Program](#), comprehensive multimodal corridor plans promote innovative sustainable transportation planning that optimizes all modes of travel to reduce congestion in corridors throughout the state. The Comprehensive Multimodal Corridor Plan Guidelines complement the Solutions for Congested Corridors Program Guidelines.

2. Authority

The [Road Repair and Accountability Act of 2017, or Senate Bill \(SB\) 1 \(Beall, Chapter 5, Statutes of 2017\)](#) created the [Solutions for Congested Corridors Program](#) and annually appropriates two hundred and fifty million dollars (\$250,000,000). The Commission allocates these funds to projects that are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

The Solutions for Congested Corridors Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Program. The Solutions for Congested Corridors Program Guidelines are developed in consultation with the California Department of Transportation (Caltrans), California Air Resources Board, California Department of Housing and Community Development, Interagency Equity Advisory Committee, and other state agencies, as well as regional transportation planning agencies, metropolitan planning organizations, advocacy groups, and other stakeholders.

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California Streets and Highways Code Sections 2391-2397 specifically address the statutory requirements for the Solutions for Congested Corridors Program. Statute requires that “funding shall be available for projects that makes specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

The Solutions for Congested Corridors Program Guidelines are updated regularly and posted on the [Commission’s website](#).

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan to meet the requirements of the California Streets and Highways Code Section 2391. The Comprehensive Multimodal Corridor Plan Guidelines describe recommended policy, standards, and procedures for the development of comprehensive multimodal corridor plans. The purpose of comprehensive multimodal corridor planning is to encourage transportation agencies to consider their congested corridors holistically and to develop innovative solutions that provide the public with choices and enhance mobility. Agencies competing for Solutions for Congested Corridors Program funding must submit the Comprehensive Multimodal Corridor Plan Self-Certification Form with the project nomination.

The 2025 Comprehensive Multimodal Corridor Plan Guidelines complement the 2026 Solutions for Congested Corridors Program Guidelines (fifth funding cycle) and future funding cycles.

II. REQUIREMENTS

3. Responsible Agencies

Agencies preparing comprehensive multimodal corridor plans include:

- Caltrans
- Congestion management agencies
- Local governments
- Metropolitan planning organizations
- Railroads
- Joint power authorities
- Regional transportation planning agencies
- Transit providers

The agencies preparing comprehensive multimodal corridor plans may be eligible to compete for program funds as specified in the Solutions for Congested Corridors Program Guidelines. Agencies developing comprehensive multimodal corridor plans must, at a minimum, have the authority to plan and implement improvements for the transportation system assets covered in the comprehensive multimodal corridor plan. The Commission encourages agencies to work collaboratively to plan, program, implement, operate, and manage transportation facilities as an integrated system with the objective of maximizing available resources and overall transportation system performance.

4. Plan Requirements

Pursuant to Streets and Highways Code, Sections 2391 to 2394, comprehensive multimodal corridor plans must be:

- Designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.
- Developed in collaboration with state, regional, and local agencies.

Statutory requirements pertaining to these guidelines can be referenced in Appendix B.

III. COMPREHENSIVE MULTIMODAL CORRIDOR PLANS

5. Plan Purpose and Goals

Comprehensive multimodal corridor plans offer a vision of the future of transportation in communities across California. The Commission encourages federal, state, regional, and local agencies to work collaboratively to develop comprehensive multimodal corridor plans.

Corridor planning must be informed by federal, state, and regional goals and objectives as outlined in the current [California Transportation Plan](#) and the Regional Transportation Plan, including the Sustainable Communities Strategy, where applicable. Additional plans to consider include (not listed in priority order):

- [Climate Action Plan for Transportation Infrastructure](#)
- [Interregional Transportation Strategic Plan](#)
- [State Bike and Pedestrian Plan](#)
- [State Rail Plan](#)
- [California Aviation System Plan](#)
- [Strategic Highway Safety Plan](#)
- [California Freight Mobility Plan](#)
- [California's Climate Change Scoping Plan](#)
- Air quality management plans

5.1. Relationship to Caltrans Corridor Planning

The Comprehensive Multimodal Corridor Plan Guidelines specifically address the Solutions for Congested Corridors Program requirements. However, comprehensive multimodal corridor planning is conducted by state, regional, and local government agencies, to identify transportation system needs and solutions that may be funded from a variety of state, federal, and local funding sources.

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Pursuant to state and federal law, Caltrans undertakes a continuous, cooperative, and comprehensive statewide transportation planning process to identify and recommend projects and strategies that will achieve state goals and objectives in a collaborative manner. As part of this overall statewide transportation planning process, Caltrans conducts multimodal corridor planning in cooperation with regional and local partners to identify key transportation corridors involving the state highway system and interregional rail system to develop individual corridor plans that identify and address corridor needs across a variety of modes.

In April 2022, Caltrans updated the [Corridor Planning Process Guide](#), which provides guidance for comprehensive corridor planning on the state highway system. Caltrans is developing an update to this guide and will post it on their website once completed. Caltrans also prepared supplemental guides to provide additional information on specific emphasis areas and planning topics. Emphasis Area Guides on Caltrans' Active Transportation, Freight, and Climate Change are currently available. Additional Emphasis Area Guides pertaining to passenger rail, transit, and fish passage are currently under development and [will be posted](#) by Caltrans once completed.

Caltrans corridor planning guidance is referenced throughout these guidelines to provide additional resources to regional agencies, local agencies, transit and passenger rail operators, and other agencies conducting corridor planning.

5.2. State Planning Goals

Some examples of state policies and goals that should be considered in the corridor planning process are listed in Table 1 on the next page.

The applicable Regional Transportation Plan also identifies specific regional goals and objectives that must be considered in the corridor planning process.

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Table 1: State Policies and Goals

Increasing the safety and security of the transportation system for motorized and nonmotorized users.	Preserving existing transportation infrastructure.
Encouraging development of new or enhanced multimodal infrastructure.	Supporting economic development and the efficient movement of people and goods.
Improving transportation system operations and efficiency.	Supporting an integrated passenger rail network.
Improving multi-modal mobility for all Californians, especially low-income and disadvantaged communities.	Enhancing accessibility for individuals with disabilities.
Reducing greenhouse gas emissions and improving air quality.	Reducing exposure to toxic air contaminants and criteria air pollutants in communities most impacted by air pollution.
Reducing growth in vehicle miles traveled.	Prioritizing transportation network sustainability, climate adaptation, and resiliency.
Improving public health.	Increasing active transportation levels (i.e., walking and bicycling).
Preventing residential and business displacement.	Conserving land and natural resources.
Encouraging sustainable land use patterns.	Increasing the supply of affordable housing.
Improving jobs-housing balance.	

6. Plan Process

The comprehensive multimodal corridor planning process begins with developing corridor goals, objectives, and performance measures and then generally involves the following steps:

Preliminary Actions

- Compile baseline data on corridor conditions
- Conduct performance assessment(s) of existing travel options using locally or regionally validated tools (e.g., calibrated regional travel demand model).
- Screen potential solutions for consistency with state, regional, and local goals.
- Develop planning scope and stakeholder/community engagement plan.

Mid-term Actions

- Identify potential projects and strategies to improve corridor performance.
- Evaluate alternatives through quantitative and qualitative analysis (e.g., cost-effectiveness, safety, equity, multimodal connectivity, environmental impacts).
- Assess trade-offs and scenario options in consultation with stakeholders.

Final Actions

- Select and prioritize preferred solutions that achieve state, regional, and local goals.
- Adopt and publish the corridor plan.
- Establish a monitoring and evaluation framework, including performance reporting and periodic reassessment post-implementation.

In the Solutions for Congested Corridors Program, comprehensive multimodal corridor planning refers to the coordinated consideration of active transportation, public transit, rail, roadways, and other modes that currently or potentially serve the movement of people and goods within the corridor.

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A corridor plan study area may include multiple facilities such as state highways, local arterial roadways, bicycle and pedestrian facilities, rail lines, airports, transit systems, shared mobility hubs, marine highways and ports, and zero-emission vehicle charging stations. State, regional, and local policy goals should guide the analysis. Agencies are encouraged to identify opportunities for mode shift to reduce highway or road congestion. Mode shift may result from policies that discourage driving and encourage using other modes of transportation, such as transit, rail, walking, and bicycling. All components of the corridor are evaluated as part of the corridor planning process to identify transportation system improvements that will address performance deficiencies, such as congestion, safety issues, or lack of connectivity.

Comprehensive multimodal corridor planning objectives may:

- Define multimodal transportation deficiencies and identify opportunities for optimizing system operations.
- Identify types of projects that reduce congestion, improve mobility, and optimize multimodal system operations along highly traveled corridors.
- Identify funding needs.
- Implement state and federal ambient air quality standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 and subsequent amendments in 2016 and 2017 (Division 25.5, commencing with Section 38550, of the Health and Safety Code) and Senate Bill 375 (Chapter 728, Statutes of 2008).
- Preserve the character of local communities and create opportunities for neighborhood enhancement.
- Increase equitable outcomes for underserved and disadvantaged communities.
- Identify projects that achieve a balanced set of transportation, environmental, and community access improvements.

The corridor planning process associated with the state highway system provides a unique opportunity for Caltrans and its partners to undertake collaborative planning to address strategic development of technology and other infrastructure needs.

Funding may be available to support plan development from various sources (see Table 2 on next page).

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Table 2: Potential Funding Sources to Support Corridor Planning

COMPETITIVE	FORMULAIC
Caltrans Sustainable Transportation Planning Grant Program	State Transportation Improvement Program (Planning, Programming, and Monitoring funds)
Better Utilizing Investments to Leverage Development (BUILD) Grant Program discretionary planning grants	Congestion Mitigation and Air Quality (CMAQ) Funding
Consolidated Rail Infrastructure and Safety Improvements (CRISI Program)	Federal Highway Administration Metropolitan Planning (PL) funds for urban regions (formulaic)
Active Transportation Program Disadvantaged Communities Technical Assistance Program	Rural Planning Assistance formulaic funds for rural counties

Please note the above-mentioned funding programs are current as of October 2025 and subject to change.

6.1. Plan Content

Comprehensive multimodal corridor plans are unique to each region where they are prepared and therefore differ in style and structure.

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Plan elements should include the following:

- Establish geographic boundaries
 - Identify and describe a transportation corridor and its geographic extent.
- Establish a time horizon
 - Provide short, medium, and long-term planning horizons.
- Establish purpose
 - Identify specific corridor objectives.
- Demonstrate a multimodal approach
 - Incorporate all transportation modes that have the potential to move people and goods within the designated corridor.
 - Consider multimodal approaches to address transportation system deficiencies.
 - Recommend and prioritize multimodal improvements for funding including potential funding programs, timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental and community access improvements.
- Consideration of stakeholders and broader planning goals
 - Demonstrate consistency with state and regional goals and objectives.
 - Align with the goals and objectives of the regional transportation plan, including the forecasted development pattern identified in the Sustainable Communities Strategy, especially in areas identified as high priority for growth.
 - Align with other regional or local planning frameworks such as regional, countywide, and local jurisdiction plans, including land use, transit, safety, emergency management, and transportation plans.
 - Demonstrate federal, state, regional, and local collaboration.
 - Identify strategies to preserve the character of local community and creating opportunities for neighborhood enhancement projects.
 - Consistency with the principles of the federal [Congestion Management Process](#) and the intent of the state Congestion Management Program for designated congestion management agencies.
 - Align with the principles of California's Climate Change Scoping Plan, the California Transportation Plan, and the Caltrans statewide modal plans, including the Interregional Transportation Strategic Plan.
 - Support the Climate Action Plan for Transportation Infrastructure 2.0 Solutions for Congested Corridors Program key action S2.4.
 - Review regional and local climate adaptation plans and consider applicable climate hazards as demonstrated in vulnerability assessments.

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- Incorporate broadband, autonomous vehicle, and zero-emission vehicles infrastructure planning, in addition to Intelligent Transportation Systems strategies.
- Analyze potential impacts
 - Identify and evaluate performance impacts of recommended projects and strategies including induced demand analysis.
 - Consider and apply a range of performance metrics (such as those outlined in [RTP Guidelines](#) and project specific performance measures as outlined in the [Statewide Transportation Improvement Program Guidelines](#) as applicable for the set of recommended projects and strategies.

6.2. Stakeholder and Community Engagement

State, regional, and local agencies must collaborate to develop comprehensive multimodal corridor plans. As part of this process, agencies are expected to develop a robust stakeholder and community engagement plan to include and engage a broad range of stakeholders and system users from the public, private, and non-profit sectors which may include planning partners, regional, and local community leaders and organizations, and owners and users of the transportation system. Where a corridor study area spans multiple jurisdictions, all relevant agencies are encouraged to participate in the engagement plan development team. Public engagement that maximizes stakeholder outreach is encouraged. The engagement process can build upon and reflect previous engagement efforts. Agencies are encouraged to seek community input on the engagement plan. The agency must ensure the engagement plan meets the requirements of the Title VI Act of 1964, and related statutes, and engages communities impacted by the corridor, including strategies to engage disadvantaged or historically impacted and marginalized groups. Refer to the Commission's SB 1 Transportation Equity Supplement for additional guidance on best practices to enhance equitable outcomes in the transportation planning process.

6.3. Tribal Coordination and Consultation

AB 52 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.

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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 planning and implementation. Additional resources to aid Tribal relations can be found in Appendix A.

7. Plan Performance

Pursuant to SHC Section 2394, projects funded through the Solutions for Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as: safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use. These areas form the basis for how projects are evaluated when seeking program funding. As such, comprehensive multimodal corridor plans shall consider system performance related to criteria identified in the Solutions for Congested Corridors Program Guidelines and quantify how transportation solutions identified in the plan will improve performance.

Plans must also support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements. In recognition that data availability and modeling capabilities vary by agency based on available resources, the Commission expects agencies to address plan and project performance qualitatively and quantitatively to the degree reasonable given technical and financial resources available during the planning process.

A plan-level corridor performance assessment must be conducted and documented to clearly outline system performance and trends. This is especially important for the Solutions for Congested Corridors Program which is targeted at highly traveled and congested corridors. Performance assessment results should be used to establish a relationship between identified problems and solutions. Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance. Quantification of performance improvements achieved by potential transportation solutions and how those potential solutions incorporate community engagement and feedback is highly encouraged at the comprehensive multimodal corridor plan level to support a data driven and community supported project recommendation when applying for program funds.

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Corridor plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions. The parameters of corridor performance measurement are established by the corridor planning team through the planning process and are context specific. Agencies may refer to the Commission's [Senate Bill 1 Technical Performance Measurements Methodology Guidebook](#), which guides agencies on how to calculate performance metrics for the Solutions for Congested Corridors Program.

8. Commission Review

The Commission may amend these plan guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the plan guidelines prior to the applicable Solutions for Congested Corridors Program call for projects or may extend the deadline for project submission to comply with the amended plan guidelines.

SHC Section 2394 states that the "Commission shall allocate program funds to projects after reviewing the corridor plans submitted by regional agencies or the department and making a determination that a proposed project is consistent with the objectives of the corridor plan."

Comprehensive multimodal corridor plans that are initiated or updated after final adoption of the 2025 Guidelines must be prepared in accordance with these updated Guidelines. As part of the Solutions for Congested Corridors Program screening process, Commission staff will review all comprehensive multimodal corridor plans and corresponding Self-Certification Forms to ensure they are prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines.

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Appendix A – Program Guidelines and Planning Resources

PROGRAM GUIDELINES

- [Solutions for Congested Corridors Program](#)

PLANNING RESOURCES

Accessibility

- [California Master Plan for Aging](#)
- [Disability and Aging Community Living Advisory Committee](#)

Autonomous and Zero-Emission Vehicles

- [California Business and Economic Development Zero-Emission Vehicle Action](#) Plan
- California Energy Commission [dashboard](#) for electric vehicle charging and hydrogen stations

Broadband

- [California Public Utilities Commission Resources for Implementation](#)
- [Caltrans Resources for Broadband Facilities on the State Highway System](#)
- California [Middle Mile Broadband Initiative](#)
- Caltrans Middle Mile Broadband [webpage](#)

Climate Change

- [Cal-Adapt](#)
- [Caltrans 2019 Climate Change Vulnerability Assessments](#)
- [Adaptation Planning Guide](#)
- [Caltrans Adaptation Priorities Reports](#)
- [Coastal Adaptation Planning Guidance for Critical Infrastructure](#)
- [State of California Sea Level Rise Guidance: 2024 Science and Policy Update](#)
- [Climate Action Plan for Transportation Infrastructure](#)
- [California's Climate Change Scoping Plan](#)

Corridor Planning

- [Corridor Planning Process Guide](#)
- [Federal Congestion Management Process](#)
- [Regional Transportation Plan Guidelines](#)

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Economic Development

- [California Community and Place-Based Solutions](#)

Emergency Evacuation

- [Center for Preparedness and Response](#)
- [2023 State Hazard Mitigation Plan](#)

Equity

- [Senate Bill 1 Equity Supplement](#)
- [Caltrans Equity Index Tool](#)

Housing and Land Use

- [General Plan Guidance](#)
- [Statewide Housing Plan](#)

Performance Management

- [Senate Bill 1 Performance Measurements Guidebook](#)

Public Health

- [CalEnviroScreen](#)
- [California Department of Public Health – Climate Change and Health Equity](#)
- [American Lung Association State of the Air Report Card](#)

Rail and Transit

- [Federal Rail Administration Corridor Identification and Development Program](#)
- [California Integrated Travel Project](#) (Cal-ITP)

Safety

- [Joint Secretary's Policy on Road Safety](#)
- [Caltrans Strategic Highway Safety Plan](#)
- [Framework for Road Safety in California](#)
- [Caltrans Traffic Safety Resources](#)

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Statewide Transportation Plans

- [California Transportation Plan](#)
- [Interregional Transportation Strategic Plan](#)
- [California Aviation System Plan](#)
- [California Freight Mobility Plan](#)
- [State Rail Plan](#)
- [State Bike and Pedestrian Plan](#)

Tribal Relations

- [Governor's Office of Tribal Affairs](#)
- Caltrans Tribal Relations [webpage](#) with links to Native American land maps and contact lists
- [Assembly Bill 52 pertaining to Tribal consultation policy](#)

Vehicle Miles Traveled

- Caltrans [SB 743 Implementation Resources](#)
- [Rural Induced Demand Study](#)

Appendix B – Statutory Language

STREETS AND HIGHWAYS CODE - SHC

DIVISION 3. APPORTIONMENT AND EXPENDITURE OF HIGHWAY FUNDS [2004.5 - 2704.78]

(Heading of Division 3 amended by Stats. 1953, Ch. 192)

CHAPTER 8.5. Congested Corridors [2390 - 2397]

(Chapter 8.5 added by Stats. 2017, Ch. 5, Sec. 44)

2390.

The Solutions for Congested Corridors Program is hereby created.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2391.

Pursuant to subdivision (b) of Section 11053 of the Revenue and Taxation Code, two hundred fifty million dollars (\$250,000,000) in the State Highway Account shall be available for appropriation to the Department of Transportation in each annual Budget Act for the Solutions for Congested Corridors Program. Funds made available for the program shall be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Funding shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. In order to mitigate increases in vehicle miles traveled, greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes as defined in Section 14106 of the Government Code, and other non-general purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Project elements within the corridor plans may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2392.

A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or the department may nominate projects for funding through the program that are consistent with the policy objectives of the program as set forth in this chapter.

The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department. Preference shall be given to corridor plans that demonstrate that the plans and the specific project improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.

Collaboration between the partners may be demonstrated by a project being jointly nominated by both the regional agency and the department.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2393.

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter. In addition to being included in a corridor plan, a nominated project shall also be included in the region's regional transportation plan. Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2394.

The commission shall allocate program funds to projects after reviewing the corridor plans submitted by the regional agencies or the department and making a determination that a proposed project is consistent with the objectives of the corridor plan. In addition to making a consistency determination with respect to project nominations, the commission shall score the proposed projects on the following criteria:

- (a) Safety.
- (b) Congestion.
- (c) Accessibility.
- (d) Economic development and job creation and retention.
- (e) Furtherance of state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38550) of the Health and Safety Code) and Senate Bill 375 (Chapter 728 of the Statutes of 2008).
- (f) Efficient land use.
- (g) Matching funds.
- (h) Project deliverability.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2395.

The commission shall adopt an initial program of projects to be funded through the initial appropriation for the program. The initial program may cover a multiyear programming period. Subsequent programs of projects shall be adopted on a biennial basis consistent with available funds for the program, and may include updates to programs of projects previously adopted.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)

2396.

(a) The commission, in consultation with the State Air Resources Board, shall develop and adopt guidelines for the program consistent with the requirements of this chapter.

Guidelines adopted by the commission shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code). Prior to adopting the guidelines, the commission shall conduct at least one public hearing in northern California and one public hearing in southern California to review and provide an opportunity for public comment. The commission shall adopt the final guidelines no sooner than 30 days after the commission provides the proposed guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the Senate and the Assembly.

(b) The guidelines adopted pursuant to subdivision (a) may include streamlining of project delivery by authorizing regional agencies to seek commission approval of a letter of no prejudice that allows the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the commission, and to be reimbursed at a later time for eligible expenditures. A letter of no prejudice shall only be available to local or regional transportation agencies for moneys that have been identified for future allocation to the applicant agency. Moneys designated for the program shall only be reimbursed when there is funding available in an amount sufficient to make the reimbursement.

(Amended by Stats. 2017, Ch. 255, Sec. 8. Effective September 16, 2017.)

2397.

On or before March 1, 2019, and annually thereafter, the commission shall provide project update reports on the development and implementation of the program described in this chapter in its annual report to the Legislature prepared pursuant to Section 14535 of the Government Code. A copy of the report shall be provided to the Joint Legislative Budget Committee and the transportation policy committees of both houses of the Legislature. The report, at a minimum, shall include information on each project that received funding under the program, including, but not limited to, all of the following:

- (a) A summary describing the overall progress of the project since the initial award.
- (b) Expenditures to date for all project phase costs.
- (c) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- (d) An assessment of how the project is meeting the quantitative and qualitative measurements identified in the project nomination, as outlined in Section 2393.

(Added by Stats. 2017, Ch. 5, Sec. 44. Effective April 28, 2017.)



Redlands Passenger Rail Corridor
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