

**CALIFORNIA TRANSPORTATION COMMISSION
2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
GUIDELINES ADOPTION**

RESOLUTION G-26-60

- 1.1 **WHEREAS**, Streets and Highways Code Section 2396 requires the California Transportation Commission (Commission) to develop and adopt guidelines for the Solutions for Congested Corridors Program, and
- 1.2 **WHEREAS**, the Solutions for Congested Corridors Program objective is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and provide environmental benefits, and
- 1.3 **WHEREAS**, the Commission hosted seven virtual public workshops and 30 virtual office hour sessions and worked collaboratively with the Interagency Equity Advisory Committee, California Department of Transportation, California Air Resources Board, California Department of Housing and Community Development, California Workforce Development Board, regional transportation agencies, local agencies, advocates, and other stakeholders to develop the 2026 Solutions for Congested Corridors Program Guidelines, and
- 1.4 **WHEREAS**, Commission staff presented an initial draft of the 2026 Solutions for Congested Corridors Program Guidelines to the Commission at its June 25, 2026, meeting, and
- 1.5 **WHEREAS**, the Commission submitted the proposed 2026 Solutions for Congested Corridors Program Guidelines to the required legislative committees in the California State Legislature on July 20, 2026, and
- 1.6 **WHEREAS**, the Commission hosted two public hearings, one for northern California on August 3, 2026, and one for southern California on August 20, 2026.
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission adopts the 2026 Solutions for Congested Corridors Program Guidelines, and
- 2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to identify the Commission's policy, standards, criteria and procedures for the development, adoption, and management of the 2026 Solutions for Congested Corridors Program, as well as provide guidance to applicants, implementing agencies, and the California Department of Transportation, and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission staff is authorized to make minor technical changes to the guidelines, as needed, 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 Commission staff to post these guidelines to the Commission's website.



2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

ADOPTED

August 20, 2026

RESOLUTION

G-26-60

TABLE OF CONTENTS

I. INTRODUCTION	1
1. Purpose	1
2. Authority	1
3. Schedule	1
II. FUNDING.....	2
4. Funding and Program Cycle.....	2
5. Funding Restrictions	2
6. Matching Requirements	3
7. Reimbursement	3
III. ELIGIBILITY.....	4
8. Eligible Applicants	4
9. Eligible Projects	4
10. Comprehensive Multimodal Corridor Plans	7
11. Environmental Process	7
12. Delivery Methods	8
13. Project Segmenting	9
14. Multimodal Projects, Modes, and Contracts	10
15. Screening Criteria	10
16. Project Rating Process	11
IV. EVALUATION	12
17. Evaluation Criteria	12
17.1 Congestion Evaluation Criteria	12
17.2 Additional Evaluation Criteria	13
V. PROGRAMMING	20
18. Programming Funds	20
19. Committed and Uncommitted Funds.....	20
20. Letter of No Prejudice	21
VI. DELIVERY.....	22
21. Allocation Requests.....	22
21.1 Review Process.....	22
21.2 Allocation Requirements	22
22. Timely Use of Funds	23
22.1 Deadlines.....	23
22.2 Extensions.....	24
23. Project Amendments.....	25
24. Project Cost Savings	27

VII. REPORTING	28
25. Project Reporting	28
26. Project Tracking Database	28
27. Project Auditing	28
28. Project Signage	28
29. Workforce Development	28
30. Title VI Requirements	28
 VIII. APPENDICES	 30
A. Project Nominations.....	31
B. Comprehensive Multimodal Corridor Plan Self-Certification Form.....	39
C. Performance Measures.....	42
D. Senate Bill 1 Programs Transportation Equity Supplement.....	45
E. Land Use Efficiency and Prohousing Supplement	56
F. Electronic Project Programming Request.....	68
G. State Highway System Project Impact Assessment Form	69

I. INTRODUCTION

1. Purpose

The primary objective of the [Solutions for Congested Corridors Program](#) is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

2. Authority

The [Road Repair and Accountability Act of 2017, or Senate Bill \(SB\) 1 \(Beall, Chapter 5, Statutes of 2017\)](#) established the Solutions for Congested Corridors Program and continuously appropriates two hundred and fifty million dollars (\$250,000,000) each fiscal year to the Program from the State Highway Account. The California Transportation Commission (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.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program. The Commission may update these guidelines after first giving notice of the proposed changes. The Commission will make a reasonable effort to amend the guidelines before a call for projects or may extend the deadline for project nominations submission to comply with the amended guidelines.

These guidelines were developed in consultation with the Interagency Equity Advisory Committee, California Air Resources Board, California Department of Housing and Community Development, California Department of Transportation (Caltrans), regional transportation planning agencies, advocacy groups, and other stakeholders.

3. Schedule

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Submitted to the Legislature	July 10, 2026
Guidelines Hearing, North	August 3, 2026
Guidelines Hearing, South	August 20, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	November 19, 2026
Staff Recommendations	June 2027
Program Adoption	June 2027

II. FUNDING

4. Funding and Program Cycle

Two hundred and fifty million dollars (\$250,000,000) are available upon appropriation to the Solutions for Congested Corridors Program annually. Any unused balance or savings generated will be added to the available funding in the following cycle. The Commission will program two years of funding in the 2026 Program in fiscal years (FY) 2027-28 and 2028-29.

CYCLE	FISCAL YEAR	FUNDS	NOTES
2018 Program	2017-18, 2018-19 2019-20, 2020-21	\$1 billion	Exceeded programming amount by \$6,089,000. Next cycle's funds reduced to \$493,911,000.
2020 Program	2021-22, 2022-23	\$500 million	Returned \$5,753,000 in project cost savings. Next cycle's funds updated to \$499,664,000.
2022 Program	2023-24, 2024-25	\$500 million	Exceeded programming amount by \$33,148,000. Returned \$13,768,000 in project cost savings. Next cycle's funds updated to \$480,956,000.
2024 Program	2025-26, 2026-27	\$500 million	Exceeded programming amount by \$1,970,000. Returned \$51,525,421 in project cost savings. Next cycle's funds updated to \$549,555,000.
2026 Program	2027-28, 2028-29	\$500 million	Funding capacity is \$549,555,000.

5. Funding Restrictions

The Solutions for Congested Corridors Program shall only fund:

- The construction phase of a capital project.
- Projects that are included in a comprehensive multimodal corridor plan by program adoption.
- Projects that are included in a currently adopted regional transportation plan by program adoption.
 - 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 California Air Resources Board to achieve the region's greenhouse gas emissions targets by program adoption.
- Projects that have completed the environmental process.
- Projects with funding plans which demonstrate complete funding commitments which align to the requirements in [Part V, Section 19](#) of these guidelines. Uncommitted funds

may only be from the following competitive programs: Trade Corridor Enhancement Program, Local Partnership Program, or a federal discretionary grant program.

- Projects that have independent utility, meaning they must have standalone benefits specific to a corridor.
- Projects that will be ready to start construction by December 31, 2029.

The Solutions for Congested Corridors Program funds shall not:

- Be used to supplant other committed funds.
- Fund cost increases. An implementing agency must provide evidence of its ability to absorb any cost overruns and deliver the project with no additional funding from the Solutions for Congested Corridors Program.
 - For projects jointly nominated by Caltrans and another local agency, the Commission expects the responsibility to pay for cost increases will be negotiated and agreed upon before application submission, and that this agreement will be consistent with program guidelines, and state and federal law; memorialized in the Baseline Agreement; and adhered to by all parties involved.

Projects on the state highway system and projects implemented by Caltrans require a Caltrans-approved Project Report.

The Commission intends to fund multiple projects throughout the state, with at least one project in a county with a population of 500,000 or less.

6. Matching Requirements

Projects funded by the Solutions for Congested Corridors Program do not require a match.

The Commission encourages nominating projects that leverage committed funding from discretionary private, federal, state, local or regional sources as specified in [Part IV, Section 17.2.7](#). Matching funds will only be considered for the construction phase of the project.

7. Reimbursement

The Solutions for Congested Corridors Program is a reimbursement program for eligible costs incurred. An agency may begin incurring eligible costs upon allocation. However, reimbursement is dependent upon entering into an agreement with Caltrans.

Costs incurred before Commission allocation approval and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

III. ELIGIBILITY

8. Eligible Applicants

Pursuant to Streets and Highways Code Section 2392, the following are eligible to nominate projects for Solutions for Congested Corridors Program funding:

- A regional transportation planning agency.
- A county transportation commission.
- Caltrans.
- An authority responsible for preparing a regional transportation improvement program under Government Code Section 14527.

The Commission encourages regional agencies and Caltrans to work collaboratively to plan, program, implement, operate, and manage transportation facilities as an integrated system to maximize available resources and overall transportation system performance. To encourage collaboration, priority will be given to projects that are jointly nominated by multiple eligible agencies.

For jointly nominated projects, the implementing agencies assume responsibility for and accountability of the project and the use and expenditure of the Solutions for Congested Corridors Program funds.

The Commission expects collaboration and cooperation between the applicable regional transportation agency and Caltrans for all projects on the state highway system.

9. Eligible Projects

The Commission encourages nominating projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, and advance transportation equity.

In accordance with [Executive Order N-79-20](#), the Commission encourages projects that improve clean transportation by supporting infrastructure for zero-emission vehicles and support bicycle, pedestrian, and micro-mobility options by incorporating safe and accessible infrastructure improvements.

Furthermore, pursuant to [Executive Order N-73-20](#), the Commission encourages projects that identify and incorporate the installation of conduit or fiber where appropriate and feasible along strategic corridors.

These improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle facilities, and pedestrian facilities, or required mitigation or restoration or some combination thereof. Applicants are encouraged to consider the incorporation of complete streets elements into nominated projects when they would be beneficial, cost-effective, and practicable to the overall project scope. These elements could include, but are not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety and access for all users of transportation facilities.

Consistent with program guidelines, and state and federal law, projects eligible for funding include the following:

- Addition of high-occupancy vehicle lanes and managed lanes.
- New or existing transit infrastructure improvements for new or improved service including adding roadway capacity for new or improved transit service, such as bus-only lanes or dedicated bus-on-shoulder facilities; traffic signal priority for a new or improved bus or light rail service; adding rail capacity or implementing other rail improvements; operational or safety improvements that allow for faster transit speeds, more reliable service, or more frequent service; improvements at transit stations that allow for improved safety, operational efficiency, or additional capacity.
- Adding new or improving existing rail infrastructure such as construction of track siding to allow trains to pass; adding railroad capacity by expanding the number of tracks serving the rail corridor; operational and safety improvements that allow for faster train speeds; improvements at rail stations that allow for improved safety, operational efficiency, or additional capacity.
- Transit hubs for multimodal transportation modes including network fare integration and fare modernization systems to increase linked trips.
- Transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.
- 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 of fixed route or demand responsive transit services including microtransit, paratransit, non-medical transportation (NMT) and non-emergency medical transportation (NEMT).
- Operational improvements such as interchange and ramp modifications, auxiliary lanes for merging or weaving between adjacent interchanges, passing lanes, curve corrections and alignment improvements, truck climbing lanes, signals and intersection improvements, two-way left-turn lanes, channelization, turnouts, railroad at-grade crossings improvements or separations, shoulder widening.
- Closing gaps in the street network including general purpose mainline lanes on local streets and roads.

- Safety improvements such as wet pavement corrections, curve corrections, shoulder widening, high friction treatment, left turn channelization, safety barriers, new guardrail, end treatments and crash cushions, rumble strips, lighting, glare screen, rock fall mitigation, overcrossing pedestrian fencing, or bikeways and crosswalk safety enhancements.
- Direct mitigation or other regulatory requirements of a transportation project or facility funded under the Solutions for Congested Corridors Program, including restoration or protection of critical habitat and open space.
- 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 (NMT) and non-emergency medical transportation (NEMT), 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.
- Projects that include supporting infrastructure for the deployment of current and future technologies, such as zero-emission vehicle charging or hydrogen fueling stations and capital projects to upgrade maintenance facilities supporting zero-emission vehicles.
- Transportation Management Systems and Transportation Demand Management, and those that include broadband installation (conduit or fiber).
- Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage.
- Pedestrian facilities, including sidewalks, walkways, paths, driveways, crosswalks, median islands, ramps, pedestrian bridges, and tunnels.

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](#) before the project is programmed in the Solutions for Congested Corridors Program.

Highway lane capacity-increasing projects funded by the Solutions for Congested Corridors Program are limited to high-occupancy vehicle lanes, managed lanes, and other non-general-purpose lanes designed to improve safety for all modes of travel.

General purpose lanes on the state highway system are not eligible for funding in the Solutions for Congested Corridors Program. If a project nomination includes general purpose lanes as part of the overall project, the nominating agency must certify that no funding from the Solutions for Congested Corridors Program will fund the general-purpose lanes.

In addition, the benefits and impacts of the eligible and ineligible components must be clearly separated and defined in the application. Further, if the project is programmed in the Solutions for Congested Corridors Program, the recipient agency must track and report project benefits for both components, including reporting the net overall project benefits and impacts. Projects on railroad corridors that do not serve passenger rail are not eligible for funding.

10. Comprehensive Multimodal Corridor Plans

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan (CMCP). Comprehensive multimodal corridor plans are an essential tool to promote innovative sustainable transportation solutions in the Solutions for Congested Corridors Program.

All comprehensive multimodal corridor plans must be prepared in accordance with the [Comprehensive Multimodal Corridor Plan Guidelines](#) adopted by the Commission in December 2025. Applicants must submit a Comprehensive Multimodal Corridor Plan Self-Certification Form (see: [Part VIII, Appendix B](#)) with the project nomination as instructed in [Part VIII, Appendix A](#).

Commission staff will review all Self-Certification Forms and the corresponding plan information cited to ensure plans are prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. Nominated projects may not be selected to compete if Commission staff determines that plans were not prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. The Commission retains final eligibility determinations.

11. Environmental Process

A project will only be programmed if, at the time of program adoption, either the project-level environmental process or the final draft of a project-level environmental document is complete in accordance with the California Environmental Quality Act (CEQA).

Federalized projects will only be programmed if, at the time of program adoption, either the project-level environmental process or the final draft of a project-level environmental document is complete in accordance with the National Environmental Policy Act (NEPA).

Environmental clearance must be achieved within six months of program adoption. Funds will not be allocated to any portion of a project until all modes of the project have completed the environmental process. If these requirements are not met, the project will be deleted from the program.

12. 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. Projects 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 VI, Section 23](#), 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 V, Section 18](#), and allocation process as specified in [Part VI, Section 21](#). Construction phase allocation requests shall be based on the final engineer's estimate, as specified in [Part VI, Section 21](#).
 - For projects using the design-build and progressive design-build delivery methods, the Commission will program the Solutions for Congested Corridors 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 11](#).
- 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 13](#). 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 Solutions for Congested Corridors Program by the Commission through an amendment after receiving a request from the implementing agency, as specified in [Part VI, Section 23](#).

- 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.

13. Project Segmenting

Larger corridor projects may require segmenting because of size, funding, or delivery schedule. The nomination should address the total corridor and the reasons for segmenting 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 to 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 corridor.
- c) The segment connects logical termini, meaning its end points are rational end points for corridor improvement and for evaluation of segment benefits.
- d) The segment does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Projects 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 corridor.

Proposed projects (or segments) that complete a corridor as defined in a comprehensive multimodal corridor plan will be prioritized for funding.

14. Multimodal Projects, Modes, 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 project nomination must 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 a proposed project mode does not establish a clear connection or benefit to the corridor, as demonstrated in a comprehensive multimodal corridor plan, the Commission may choose not to fund that individual project mode.

If the scope of a project mode includes multiple independent contracts to achieve the benefits as proposed (e.g., a 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 should have a separate electronic Project Programming Request Form), including any contracts that do not request Solutions for Congested Corridors Program funds. The nomination should explain the strategy for project delivery. If, after program adoption, the project is divided into independent contracts, it should be reported to the Commission as soon as possible. To divide a project into independent contracts, a project amendment must be approved by the Commission before allocation.

15. Screening Criteria

The Commission will screen all project nominations for completeness and eligibility before they are moved to the evaluation process. Project nominations that are deemed incomplete or ineligible will not be evaluated.

Agencies that plan to submit multiple project nominations must clearly prioritize those nominations.

Project nominations will be screened for the following:

- A completed Project Nomination prepared and submitted in accordance with the 2026 Solutions for Congested Corridors Program Guidelines and instructions provided in [Part VIII, Appendix A](#).
- The project meets the primary purpose of the Solutions for Congested Corridors Program as specified in [Part I, Section 1](#).
- The project is included in an adopted 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 California Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- The project is included in a comprehensive multimodal corridor plan as specified in [Part III, Section 10](#).
- The project has achieved (or will achieve) environmental clearance at the time of program adoption. If not, confirm that the project will achieve environmental clearance within six months of program adoption as specified in [Part VIII, Appendix A](#).
- The project demonstrates that any negative environmental and community impacts will be avoided or mitigated.
- The project and, if applicable, each project segment, demonstrates a complete funding plan with committed funds, as defined in [Part V, Section 19](#).

16. Project Rating Process

All project nominations that meet the screening criteria specified in [Part III, Section 15](#) will be evaluated and selected through a competitive process.

Project nominations will be rated using the evaluation criteria specified in [Part IV, Section 17](#). Each evaluation criteria will be rated using the following scale:

- High
- Medium-High
- Medium
- Medium-Low
- Low

The highest-rated nominations will be programmed for funding. The Commission may collaborate with the Interagency Equity Advisory Committee (to review the accessibility and community engagement benefits); California Air Resources Board (to review the air quality and greenhouse gas reduction benefits); California Department of Housing and Community Development (to review the efficient land-use and housing benefits); and Caltrans (to review the California Life-Cycle/Benefit-Cost Analysis) to evaluate project nominations.

IV. EVALUATION

17. Evaluation Criteria

Responses in the project nominations must include quantitative and qualitative measures to demonstrate how a project meets the Solutions for Congested Corridors Program policy objectives. Refer to the Performance Indicators and Measures in [Part VIII, Appendix C](#) to respond to the criteria identified in Part IV, Sections 17.1 and 17.2 of these guidelines.

17.1 Congestion Evaluation Criteria

Project nominations must demonstrate how the project meets the primary purpose of the Solutions for Congested Corridors Program as identified in [Part I, Section 1](#) by responding to each prompt provided below.

- A. Extent of Congestion** – Identify the extent of congestion in the corridor, include congestion of all modes.
 - Address current community and environmental impacts present within the existing condition.
 - Explain how much worse the problem may become under the no-build environmental alternative over a 20-year period from proposed project completion date.
 - Identify any other completed or ongoing improvements in the corridor and the impacts of not completing the corridor.
 - Identify and discuss other issues present within the corridor.
- B. Proposed Solution** – Explain the proposed solution in the corridor.
 - How will the proposed improvements **reduce** congestion?
 - Does the project incorporate multiple modes?
 - Will the project reduce or minimize vehicle miles traveled while maximizing person throughput in the corridor? If so, how?
 - How does the solution balance transportation, environment, and community?
 - Why is this solution the most beneficial improvement in the corridor?
 - What improvements to other modes were considered and why were they not chosen?
 - For highway and local road projects, will the project induce demand?
 - Solutions that include the following will be better prioritized for funding: investments in bus and rail transit service, especially those that improve travel time or service frequency, active transportation, complete streets, and highway solutions that improve transit travel times and reliability or generate revenue to fund projects that reduce vehicle miles traveled through employing vehicle demand management strategies.

17.2 Additional Evaluation Criteria

Project nominations must demonstrate the project's consistency with identified co-benefits of the proposed project. Projects funded in the Solutions for Congested Corridors Program are expected to provide diverse benefits in a variety of areas, which may include some or all of the criteria identified below.

1. **Safety** – The nomination must address safety issues and concerns in the corridor, including actual reported property, injury, and fatality collisions for the last five 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.
2. **Accessibility** – The nomination must address current accessibility issues and concerns in the corridor and how the proposed project will improve accessibility and connectivity to residents and non-residents that travel or need to travel through the corridor. The nomination should demonstrate how the proposed project will provide access to multimodal choices.
 - Will the project close an existing gap in transit and active transportation, or promote first- and last-mile connectivity to transit infrastructure?
 - How will the project connect to jobs, major destinations, and residential areas?
 - 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 (reference the resources provided in the *SB 1 Programs Transportation Equity Supplement* in [Part VIII, Appendix D](#)).
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 *SB 1 Programs Transportation Equity Supplement* included in [Part VIII, Appendix D](#) and use the indicators and examples provided as a resource to respond to this criterion.

A. 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.

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 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.
- Describe any efforts to identify and deliver targeted community benefits. This could include, but is not limited to:
 - The implementation 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 that shaped project development.

C. Outcomes

- 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.

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

- 4. Economic Development and Job Creation and Retention** – 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. 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

B. 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 Part IV, Section 17.2.4(A)(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 Part IV, Section 17.2.4(A)(iv).

5. Air Quality and Greenhouse Gases – The nomination must address how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance the State's air quality and climate goals.

Nominated projects may reduce vehicle miles traveled, improve access to zero-emission vehicle charging or hydrogen fueling infrastructure, or deploy zero-emission equipment and vehicles. Potential strategies may include:

- Constructing or improving transit infrastructure, bicycle facilities, or pedestrian facilities.
- Purchasing zero-emission transit buses, light-rail vehicles, and passenger-rail vehicles.
- Installing charging or hydrogen refueling infrastructure, with public accessibility where feasible.
- Providing zero-emission vehicle fueling infrastructure for transit buses and light-duty zero-emission vehicles to electrify fleets and to improve ridership for users charging their vehicles at transit stations, respectively.

- 6. Efficient Land Use and Housing** – The nomination must address how the proposed project will support and advance transportation efficient land-use and Prohousing principles. Applicants may refer to the *Land Use Efficiency and Prohousing Supplement* in [Part VIII, Appendix E](#) as a resource to respond to this criterion.

Applicants may describe:

- Whether housing is an existing or developing issue for the community in the project area, and why or why not.
- Which local land-use policies or programs support the project’s expected benefits. This may include Prohousing designations, transportation-focused prohousing policies, or other indicators of efficient land use.
- How future land development—enabled by zoning, permitting, or other local land-use policies—will maximize the project’s potential to reduce congestion.
- How the project aligns with ongoing investments, partnerships, or coordination efforts supporting residential, mixed-use, and infill development with multimodal choices.

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.

- 7. Matching Funds** – The project will be evaluated based on the amount of matching funds and the source of funds (see: [Part V, Section 19](#)).

Priority will be given to projects that have committed discretionary federal funds at the time of project nomination. The commitment should be in the form of a letter, full funding grant agreement, or a public announcement issued by the authorizing federal agency. Projects that leverage funding from discretionary private, federal, state, local or regional sources will rate higher. Matching funds will only be considered for the project’s construction phase.

With the exception of State Transportation Improvement Program (STIP) funds, matching funds will only be considered as leveraged funds when not allocated by the Commission on a project basis.

In each contract, the matching funds must be expended concurrently and proportionally to the Solutions for Congested Corridors Program funds, except as noted below. Costs incurred before allocation will not be counted towards the match.

The Commission may, at the time of programming or allocation, approve non-proportional spending. Adjustments will be made at project closeout to ensure matching funds were spent proportionally to the Solutions for Congested Corridors Program funds.

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

- 8. 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, the start of construction will be the basis for project evaluation.
- 9. Collaboration** – Jointly nominated and jointly funded projects are encouraged. For projects that cross jurisdictions, regions may pool resources to jointly nominate and fund a project. Similarly, regional agencies may pool resources to jointly nominate and fund projects with Caltrans.

For projects on the state highway system, evidence must be provided of cooperation between the applicable regional transportation agency and Caltrans.

- 10. Cost Effectiveness** – Consideration will be given to those projects that provide positive benefits in relationship to the project costs. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis (Cal-B/C) or an alternative proposed by the applicant.

V. PROGRAMMING

18. Programming Funds

The Solutions for Congested Corridors Program will be developed consistent with the annual amount of funds available for the Solutions for Congested Corridors Program. There are no regional guarantees, minimums, or targets for this program. All nominated projects will be evaluated based on the evaluation criteria specified in [Part IV, Section 17](#). The Commission will program funding to projects in whole thousands of dollars. The Commission will not program more than one-half of the funds available each year to projects nominated exclusively by Caltrans. Consistent with Commission Resolution G-25-31, the program will target a vehicle-miles traveled neutral suite of investments by continuing existing practice to prioritize projects that reduce vehicle-miles traveled.

19. Committed and Uncommitted Funds

The Commission will program a project only if it is fully funded from a combination of Solutions for Congested Corridors Program funds and other committed and uncommitted funds, as identified below.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency 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 Improvement Program and federal formula transit funds, the commitment may be demonstrated through Federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be demonstrated through federal approval of a full funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs:

- Trade Corridor Enhancement Program
- Local Partnership Program
- Federal discretionary grant programs

The applicant must provide a plan to secure a funding commitment, explain the risk of not securing that commitment, and provide a contingency plan to secure 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 before July 1 of the year in which the project is programmed, or the project will be removed from the program.

Projects programmed by the Commission in the Solutions for Congested Corridors Program will not be given priority in other programs under the Commission's purview.

20. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Solutions for Congested Corridors Program. Approval of the Letter of No Prejudice will allow the agency to begin work and incur eligible expenses before allocation. The Letter of No Prejudice Guidelines are available on the [Commission's website](#).

VI. DELIVERY

21. Allocation Requests

When an agency is ready to implement a project or project phase, 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 is to 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.

21.1 Review Process

Caltrans will review the allocation request and then provide its 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 funding.
- Consistency with the executed Baseline Agreement, if applicable.
- Certification from Caltrans verifying that a project's plans, specifications, and estimate (PS&E) are complete, environmental and Right-of-Way (ROW) 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.

21.2 Allocation Requirements

- In compliance with Public Resources Code Section 21150, the Commission will not allocate funds for construction before documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for construction of a federally funded project before documentation of environmental clearance under the National Environmental Policy Act.
- 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](#).
- A project will only be placed on the Commission's agenda for an allocation of construction funds if the project is ready to advertise.

- 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.
- When Caltrans is the implementing agency, construction support costs must be allocated separately from construction capital costs.
- An implementing agency must not award the construction contract for a project until the Commission has approved an allocation of the Solutions for Congested Corridors Program funds for the project.
- An 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 independent contract.
- If a project or project segment is ready for implementation earlier than the fiscal year in which it is programmed in the Solutions for Congested Corridors Program, an 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 the allocation will not delay availability of funding for other projects.

22. 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 before the expiration of a deadline (see [Part VI, Section 22.2](#)), the project will be deleted from the Solutions for Congested Corridors Program.

22.1 Deadlines

1. **Allocation Deadline** – 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 June 30 of the fiscal year in which the funds are programmed. An allocation request must be placed on the Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed. 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 Solutions for Congested Corridors Program.

At the time of fund allocation, an implementing agency may request that the Commission extend the deadline for completion of work and the liquidation of funds, if necessary, to accommodate the proposed expenditure plan for the project.

2. **Contract Award Deadline** – Construction 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 funds for the project.

3. **Project Completion Deadline** – After award of the construction phase contract(s), an 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 expenditure or completion deadline.

22.2 Extensions

The Commission may extend the deadlines listed in [Part VI, Section 22.1](#) 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 circumstances 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 segment.
- 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.
- An implementing agency must submit a time extension request to Caltrans at least 60 days before the Commission meeting at which the extension must be approved.
 - An allocation extension request must be approved by the Commission before June 30 of the fiscal year the funds are programmed.
 - Except for the allocation of funds, time extension requests must be received by Caltrans before the expiration dates indicated in [Part VI, Section 22.1](#).
- 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 it receives a time extension request with a recommendation from Caltrans.
- If a time extension is not approved before the expiration of a deadline, the project will be deleted from the Solutions for Congested Corridors Program.

The following types of extensions may be requested in the Solutions for Congested Corridors Program:

1. **Allocation Extension (12 months maximum)** – May be requested if a project phase cannot be allocated before June 30 in the fiscal year it is programmed.
2. **Contract Award Extension (12 months maximum)** – May be requested if the construction contract(s) cannot be awarded within six months of the approved allocation of funds.
3. **Project Completion Extension After Allocation (20 months maximum)** – May be requested if, after allocation, an implementing agency finds that project completion will not occur within 36 months of the construction contract award.

23. Project Amendments

The following types of project amendments may be considered for the Solutions for Congested Corridors Program:

1. **Cost Changes** – While cost changes to a project may occur after the project is programmed, the Solutions for Congested Corridors Program will not program additional funds to accommodate any cost increases to a project. Any cost increase must be funded from other fund sources. If there is a change in the cost estimate, the Commission must be notified immediately in writing to explain the change and the plan to cover the increase. A revised electronic Project Programming Request form which identifies the source of the additional funding must also be included. If a fund source is not identified to cover the cost increase, the project will be deleted from the Solutions for Congested Corridors Program.
2. **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved as specified in [Part VI, Section 22.2](#). For projects programmed in the last year of the 2024 Solutions for Congested Corridors Program, the agency may request by December 1, 2026, to reprogram the project only once with a justification. The request must include a cover letter from all the implementing agencies involved with 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. The Commission may approve the request only if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the change at the time the 2026 Program is adopted.

3. **Scope Changes** – The Commission may consider minor changes to the scope of the project if there are no impacts to the project benefits or the scope change increases the benefits of the project. If the proposed scope changes are significant, and the project benefits are decreased, the Commission will evaluate the proposed changes and decide whether to continue funding the project or to delete the project from the Solutions for Congested Corridors Program.

The Commission may approve a project 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 of program adoption.

Amendment requests must be submitted as soon as an 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). Project amendment requests must be submitted as follows:

- Implementing agencies must notify Caltrans in writing of proposed project amendments.
- The written notification to Caltrans must include:
 - Detailed explanation of the proposed change.
 - Reason for the proposed change. Provide documentation as applicable.
 - Impacts on 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 coordinate all amendment requests and utilize the electronic Project Programming Request to help document the change.
- 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.
- Project amendments requested by implementing agencies must include approval of all partner and funding entities before presentation to the Commission.
- Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact on 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.

24. 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. All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

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, through Commission action, and 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 amount contributed from the respective source.

VII. REPORTING

25. Project Reporting

Pursuant to SB 1, the Commission must track and report the progress of projects funded by the Solutions for Congested Corridors Program. The reporting requirements as outlined in the [Commission's Accountability and Transparency Guidelines](#) are required for all projects programmed in the Solutions for Congested Corridors Program.

26. Project Tracking Database

Caltrans maintains an electronic database of the adopted Solutions for Congested Corridors Program and Commission actions. The database includes project specific information, including project description, location, cost, scope, schedule, status, and a map. The project information from the database is accessible at <https://build.ca.gov/>.

27. Project Auditing

The audit requirements are outlined in the [Commission's Accountability and Transparency Guidelines](#) and are required for all projects programmed in the Solutions for Congested Corridors Program.

28. Project Signage

An implementing agency must include construction signage stating that the project was made possible by [Building 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.

29. Workforce Development

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 VII, Section 25](#).

30. 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.

All projects programmed for Solutions for Congested Corridors Program funds shall comply with Title VI requirements, as follows:

- The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Applicants 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](#).

VIII. APPENDICES

- A. PROJECT NOMINATIONS31
- B. COMPREHENSIVE MULTIMODAL CORRIDOR PLAN SELF-CERTIFICATION FORM
.....Er
ror! Bookmark not defined.
- C. PERFORMANCE MEASURES42
- D. SENATE BILL 1 PROGRAMS TRANSPORTATION EQUITY SUPPLEMENT45
- E. LAND USE EFFICIENCY AND PROHOUSING SUPPLEMENT56
- F. ELECTRONIC PROJECT PROGRAMMING REQUEST68
- G. STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT FORM69

APPENDIX A

Project Nominations

Submittal Requirements

- ⇒ Project nominations and supporting documentation must be submitted to the Commission by 11:59 PM on Thursday, November 19, 2026.
- ⇒ Applicants must email one (1) electronic copy of the nomination package to SCCP@catc.ca.gov.
- ⇒ Each project nomination is limited to 35 pages, excluding information requested in appendices.
- ⇒ 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: 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.
- ⇒ Any letters of support included as attachments must be preceded by a cover sheet which numerically lists all letters in the order they are attached. For congressional and legislative letters include the member(s) names and district numbers in the cover sheet.
- ⇒ Nominations will be treated in accordance with California Public Records Act requirements and information may be publicly disclosed subject to those requirements.

A. 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 Solutions for Congested Corridors Program as specified in [Part I, Section 1](#) of the Solutions for Congested Corridors 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 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.

B. Fact Sheet

- A one- or two-page fact sheet describing the project. The fact sheet must include:
 - The project title.
 - A brief narrative of how the project 1) impacts greenhouse gas emissions, 2) considers transportation equity, and 3) mitigates or avoids negative community impacts to result in better outcomes. The narrative must be in “plain language” to enable a non-technical audience to understand it.
 - A high-quality project picture or rendering of at least 300 Dots Per Inch (DPI).

- 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.
- The fact sheet will be posted on the Commission's website and therefore must meet the latest state and federal web accessibility laws and standards.

C. Screening Criteria

- Provide high-quality project location map(s).
- Confirm 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.
- Describe how the project furthers the goals, performance measures, and targets of the region's regional transportation plan and sustainable communities strategy.
 - Provide active, publicly accessible links to the approved regional transportation plan and sustainable communities strategy where the project is included and provide page number(s) and project identification number(s) for direct reference.
 - Provide a signed letter from the applicant's metropolitan planning organization stating that the project cost, scope, and schedule are consistent with that metropolitan planning organization's regional transportation plan and sustainable communities strategy.
- Describe the comprehensive multimodal corridor plan as required in [Part III, Section 10](#) and explain how the proposed project is consistent with the objectives of the comprehensive multimodal corridor plan.
 - Describe how the comprehensive multimodal corridor plan is consistent with Streets and Highways Code 2391-2394.
 - Specify how and where the proposed project is included in the comprehensive multimodal corridor plan, include page number(s) and project identification number(s) for direct reference.
 - Provide an active, publicly accessible link to the comprehensive multimodal corridor plan.
 - A Comprehensive Multimodal Corridor Plan Self-Certification Form (see [Part VIII, Appendix B](#)) must be completed and signed by the director of the agency that prepared the comprehensive multimodal corridor plan.
- Confirm that the project has achieved (or will achieve) environmental clearance at the time of program adoption.
 - If not, the project must achieve environmental clearance within six months of program adoption. In detail, explain how this will be accomplished and include an anticipated process timeline to ensure the project will meet this deadline.
- Describe environmental and community impacts as identified in the environmental document. A link to the final or draft environmental document must be included for all project modes.

- Confirm that the project is ready for construction or will be ready for construction by December 31, 2029.
- Confirm that the project has complete funding commitments which align to the requirements in [Part V, Section 19](#) of the Solutions for Congested Corridors Program Guidelines. Uncommitted funds may only be from the following competitive programs: Trade Corridor Enhancement Program, Local Partnership Program, or a federal discretionary grant program.

D. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build environment. All information requested for each criterion identified in [Part IV, Section 17](#) of the Solutions for Congested Corridors Program Guidelines must be addressed and in the order provided below. Additional instructions for some criteria are provided below for reference.

- i. Congestion Evaluation Criteria
 - a) Extent of Congestion
 - b) Proposed Solution
- ii. Additional Evaluation Criteria
 - 1) Safety
 - 2) Accessibility
 - 3) Community Engagement – Applicants may refer to the *SB 1 Programs Transportation Equity Supplement* in [Part VIII, Appendix D](#) as a resource to respond to this criterion. Provide an active, publicly accessible link to the community engagement plan(s) and activities referenced to respond to this criterion and include relevant page number(s) for direct reference. If a link is not available, include the community engagement plan(s) and activities as an attachment in your application.
 - 4) Economic Development and Job Creation and Retention
 - 5) Air Quality and Greenhouse Gases
 - 6) Efficient Land Use and Housing – Applicants may refer to the *Land Use Efficiency and Prohousing Supplement* in [Part VIII, Appendix E](#) as a resource to respond to this criterion.

- 7) Matching Funds and 8) Deliverability – Provide a combined response for these criteria.
- Provide a total project cost estimate which includes the amounts and sources of all funds committed to the project and the basis for concluding that the funding is expected to be available. Include a funding table that lists all projects costs separated out by project element (if applicable), phase, cost, funding amount, funding source, and funding status.
 - Uncommitted funds may only be from those programs identified in [Part V, Section 19](#). If uncommitted funding is proposed, the nomination must address the plan to secure a funding commitment, explain the risk of not securing that commitment, and provide a contingency plan and alternate funding table to secure an alternate source of funding in case the commitment is not secured.
 - Cost estimates should be escalated to the year of construction and be approved by the Chief Executive Officer or another authorized officer of the implementing agency.
 - Confirm and demonstrate the ability to absorb any cost overruns and deliver the proposed project with no additional funding from the Solutions for Congested Corridors Program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.
 - Describe the project delivery plan, identify any known risks that could impact successful project implementation and provide a response plan to manage or avoid known risks. This can include any risks associated with deliverability and engineering issues, and funding commitments.
- 9) Collaboration
- 10) Cost Effectiveness – Demonstrate project benefits in relationship to project costs. If the nominated project has multiple project elements, include a table to clearly illustrate the benefit-cost ratio of each element.

If responses to criteria are incomplete or left blank, the project may not be funded in the Solutions for Congested Corridors Program.

The required performance metrics in [Part VIII, Appendix C](#) must support and be consistent with the criteria narrative.

E. Additional Information

- **Private Infrastructure** – Where an investment is proposed to improve private infrastructure, the project nomination must document an assessment of public and private benefits to demonstrate that the share of public benefit is commensurate with the share of public funding. The investment of public funding must be tied to public benefits as demonstrated through public or private benefit-cost analysis. The benefit-cost analysis should consider who owns the asset once the project is completed.
- **Rail Infrastructure** – Rail investments documentation should acknowledge and describe how the private railroads, regional agencies, and appropriate state agencies will agree upon public and private investment levels and resulting benefits.

F. Other Optional Project Information Areas

If applicable, project nominations may include information about the following emerging areas in transportation planning and delivery as outlined below. This information is requested as a part of project nominations. This information is not evaluated; however, it is captured for project informational purposes.

- **Climate Change Resilience and Adaptation** – The project identifies and includes project features that mitigate the impacts of climate change. Climate change poses many threats to California’s environment, economy, and the resilience of the transportation system. Resilience refers to the capacity of any entity to prepare for disruptions (e.g., wildfire, flood, heat wave), recover from shocks and stressors, and adapt and grow from a disruptive experience. Project nominations may evaluate multiple resilience and adaptation strategies and provide sufficient evidence for choosing certain strategies over others. Consultation with a climate change adaptation expert (or related specialty) is recommended.

Examples of climate change resilience and adaptation strategies:

- Providing expanded throughput or transportation options in corridors that have been identified to support emergency evacuation. This improves resilience to climate change related disasters like wildfires and storms.
- Including roadway warning systems for extreme weather events.
- Realigning or relocating transportation infrastructure that is impacted by sea-level rise.
- Considering nature-based solutions to mitigate flooding impacts near sea level, such as restoring coastal wetlands or dunes.
- 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 and employing other fire-hardening techniques in areas vulnerable to wildfire. For example, if replacing wooden infrastructure with fire-resistant infrastructure is infeasible, ensure that the area immediately surrounding wooden structures are impervious surfaces free of vegetation.
 - Including zero-emission energy storage solutions to both safeguard against the loss of power and support electric vehicles in case of climate-related grid disruptions, which can include public safety power shutoffs (PSPS).
 - Incorporating 'Complete Street' elements, such as street trees, to provide cooling and shade for pedestrians and bicyclists.
 - Considering and planning for the impacts of climate change on active transportation options in transportation projects, as well as on public transit infrastructure.
 - Prioritizing conservation of roadside fire-resistant native plant species that may reduce wildfire ignition risk or serve as natural fuel breaks in the event of a wildfire.
 - Integrating fire-resistant native vegetation, rocks, and other hardscaping features to reduce the prevalence of flammable invasive grasses.
 - Road placement that can serve as fire break to limit fire spread in communities vulnerable to wildfire.
- **Protection of Natural and Working Lands, and Enhancement of the Built Environment –**
The project minimizes the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporates natural and green infrastructure. Consultation with an expert in conservation, landscape architecture, environmental engineering (or a related specialty) is recommended. Consider whether the project includes strategies to conserve, restore, and manage California's natural and working lands, or integrate natural or green infrastructure, such as:
 - Employing land conservation measures such as:
 - Prioritizing preservation of large uninterrupted land areas that serve as wildlife habitat, particularly in any environmentally sensitive areas. This reduces habitat fragmentation, which harms many species. Strategies to avoid habitat fragmentation may include locating construction along existing transportation corridors.
 - Prioritizing projects that avoid crossing habitats and avoid construction practices that impact local ecosystems.
 - Avoiding invasive species expansion. This may involve preserving or enhancing native plant species whose removal may encourage invasive species expansion.

- Designing structures that reduce stressors such as erosion and sedimentation that may impact nearby water bodies.
 - Incorporating wildlife crossings that meaningfully conserve habitat connectivity, support biodiversity, and increase road safety by reducing collisions.
- Natural or Green Infrastructure Solutions
 - Projects should evaluate whether natural or green infrastructure solutions are available to integrate into the design. These are natural processes and features that are engineered to supplement traditional built infrastructure, providing 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.
- **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 evaluation criteria: safety performance metric, the air quality performance metric, and the accessibility performance metric. 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 consider the need to reduce toxic air pollutants in the most polluted and vulnerable populations. This will be reflected in the evaluation of the air quality and community engagement evaluation criteria.

APPENDIX B

Comprehensive Multimodal Corridor Plan Self-Certification Form

In accordance with the 2026 Solutions for Congested Corridors Program (SCCP) Guidelines, applicants must submit a **Comprehensive Multimodal Corridor Plan (CMCP) Self-Certification Form** with the nomination package.

This form documents the applicant's certification that the CMCP is consistent with the California Transportation Commission's [2025 Comprehensive Multimodal Corridor Planning Guidelines](#).

If a CMCP does not include one or more of the enumerated key elements, explain the reason in the notes section. Commission staff will review all CMCPs and reserve the right to deny self-certification.

For questions about this form, contact SCCP@catc.ca.gov.

1	CMCP Title	
2	CMCP Lead Agency	
3	CMCP Completion Date	
4	Key Routes and Facilities	
5	Partner Agencies (if applicable)	
6	CMCP Reference to Proposed SCCP Project(s) (Identify page number)	
7	CMCP Webpage Link (Link must be active and publicly accessible)	
8	Additional Comments (Optional)	

2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

CMCP CHECKLIST				
#	CMCP Key Elements	Yes or No	Page #	Notes
1	Demonstrates collaboration with state, regional, and local agencies.			
2	Identifies and evaluates performance impacts of recommended projects and strategies, including induced demand analysis.			
3	Discusses travel options for all modes of travel within the corridor, which may include streets and highways, transit and intercity rail, bicycle and pedestrian facilities, marine transportation, and air travel.			
4	Recommends and prioritizes multimodal improvements for funding, including timeline for implementation (e.g., short, medium, and long-term projects).			
5	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.			
6	Describes how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.			
7	Describes how the plan considers environmental impacts of proposed corridor solutions, including reducing greenhouse gas emissions and criteria air pollutants and conserving land and natural resources.			
8	Describes how the plan incorporates the principles of state-level planning documents such as the Climate Action Plan for Transportation Infrastructure, California's Climate Change Scoping Plan, California Transportation Plan, and Caltrans modal plans, including the Interregional Transportation Strategic Plan.			
9	Describes how the plan is consistent with the goals and objectives of the regional transportation plan, including the forecasted development pattern identified in the sustainable communities strategy.			
10	Describes how the plan is consistent with other applicable regional, countywide, or local planning documents, including land use, transportation, safety, emergency management, and climate adaptation plans.			
11	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.			
12	Explains how disadvantaged or historically impacted and marginalized groups and communities, and the general public were engaged throughout the development of the plan.			
13	Describes how feedback received influenced the final plan.			

Approval by CMCP Agency Director

First and Last Name	Title	Signature	Date (mm/dd/yyyy)
---------------------	-------	-----------	-------------------

APPENDIX C

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 additional details.

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					
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				

2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus				
	<i>(Optional)</i> Other Information	All				
Safety	Number of Fatalities	All				
	Rate of Fatalities per 100 million VMT					
	Number of Serious Injuries					
	Rate of Serious Injuries per 100 million VMT					
	<i>(Optional)</i> Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	<i>(Optional)</i> Other Information					
	<i>(Optional)</i> Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	<i>(Optional)</i> Number or Rate of Non-Serious Injury Collisions					
	<i>(Optional)</i> Accident Cost Savings					
Economic Development	Jobs Created	All				
	<i>(Optional)</i> Other Information					

2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NOx)					
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All				
	(Optional) Other Information					

APPENDIX D

Senate Bill 1 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.

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, 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? 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 the Solutions for Congested Corridors Program.

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:** Developed by the Public Health Alliance of Southern California, the Healthy Places Index 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:** Regional definitions 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:** 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 and 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 and 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 could 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 could endeavor to make in-person engagement activities as accessible and inclusive as possible by selecting locations that are accessible by public transit, scheduling events at convenient times for community members, and considering supportive accommodations, such as food and childcare, where allowable by law.
 - Engagement resources could 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 E

Land Use Efficiency and Prohousing Supplement

I. INTRODUCTION

A. 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

B. 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.

C. 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](#)).

D. 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 in 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 Approvals

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.1 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 in 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 the California Department of Housing and Community Development's 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 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 relate 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.

Project nominations 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 F

Electronic Project Programming Request

Each application must include an electronic Project Programming Request (ePPR) form. The electronic Project Programming Request must list all funding sources and amounts by project segment, component, phase, commitment status, 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.

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

APPENDIX G

State Highway System Project Impact Assessment Form

The State Highway System Project Impact Assessment Form ([CTC-0002](#)) is only required for projects with a scope of work within the State Highway Right of Way but are *not* nominated by Caltrans.

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (06/2024)

Page 1 of 1

I. APPLICANT INFORMATION

1. APPLICANT	
2. APPLICANT CONTACT	3. CONTACT TITLE
4. CONTACT PHONE	5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE	
7. PROJECT PROGRAM ☐ ATP ☐ LPP-C ☐ LPP-F ☐ LSRP ☐ SCCP ☐ SGR ☐ TCEP ☐ SHOPP ☐ STIP ☐ TIRCP ☐ LTCAP	
8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY
10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR: CEQA: _____ NEPA: _____	
11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY	

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

☐ 1. Project is screened as unlikely to induce traffic under Section 5.1.1 in [Transportation Analysis under CEQA](#). If checked, Stop. Proceed to Section 13.

☐ 2. Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.

☐ 3. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.

☐ 4. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here. _____

☐ 5. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13. _____

☐ 6. Provide an estimate of the project's induced VMT based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13. _____

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: Final determination will be at the discretion of Caltrans)

Follow the [Flowchart to Determine the OMAP \(ca.gov\)](#) and [Applicant's checklist to determine the appropriate Caltrans review process \(TR-0416\)](#) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, check the following if the project:

☐ a.) Will impact an Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),

☐ b.) Requires Federal Highway Administration (FHWA) approval,

☐ c.) Requires Right-of-Way dedication from Caltrans,

☐ d.) Requires modification to a Caltrans Bridge or Structure,

☐ e.) Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),

☐ f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),

☐ g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #2 below. If item "g" is selected a Short Form is permitted, see #3 below.

☐ 1. Encroachment Permit Oversight Process - [Standard Encroachment Permit Application \(TR-0100\), instructions and related forms](#)

☐ 2. Standard Project Delivery Quality Assessment Process

☐ 3. Project Delivery Short Form Quality Assessment Process (using a DEER) - [Design Engineering Evaluation Report Guidelines](#)

III. CALTRANS PROJECT

SIGNATURE: _____	DATE: _____
PRINT NAME: _____	***APPLICANTS SUBMIT TO DISTRICT CONTACT LIST FOUND HERE*** https://dot.ca.gov/contact-us Form submissions with attachments are due Four Weeks PRIOR to Application Deadline.
District Director, District <u>HQ</u> The above signature indicates, based on available information: Caltrans acknowledges the Project	

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).



CALIFORNIA
TRANSPORTATION
COMMISSION

ctc@catc.ca.gov