

2026 SB1 PROGRAM GUIDELINES DEVELOPMENT WORKSHOP

FOR

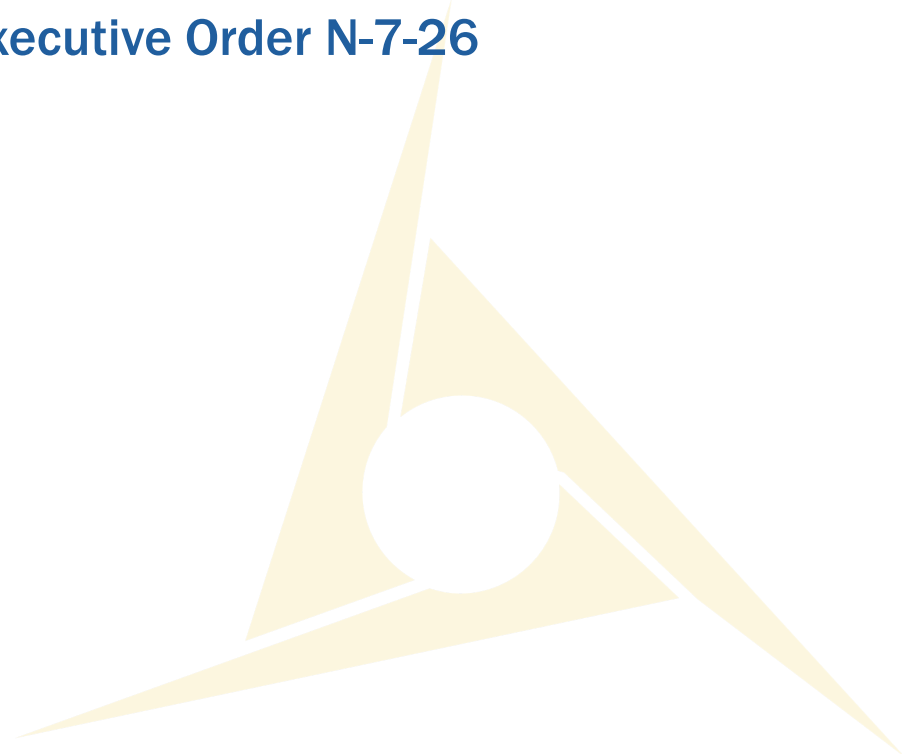
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

LOCAL PARTNERSHIP COMPETITIVE PROGRAM (LPP-C)

Efficient Land Use and Housing Updates

Featuring proposed changes pursuant to California Executive Order N-7-26

JULY 15, 2026 | 1:00pm



Welcome & Introductions



SB1 SCCP & LPP-C PROGRAM MANAGERS



MATTHEW YOSGOTT

Deputy Director
SB 1 Programming



NAVEEN HABIB

Associate Deputy Director
Solutions for Congested Corridors
Program



LEISHARA WARD

Associate Deputy Director
Local Partnership Program

MEETING LOGISTICS



- **Comments and Questions are encouraged**
- Please use the raise hand feature early
- Please use the Q&A tab to submit your comment/question
- The Chat feature has been disabled
- Clearly state your name and organization at the start of your comment
- Do not share your workshop registration link/phone number



2026 WORKSHOP FORMAT



Agendas and materials posted and emailed to registrants before each workshop



Presentations and recordings will be posted after each workshop.



Staff will develop recommendations based on discussion and feedback



Comments can be submitted in verbal or written format until guidelines adoption

AGENDA

- **Workshop Discussion Topics**
 - Updated Appendix: Land Use Efficiency and Prohousing Supplement
 - SCCP Evaluation Criterion Updates
 - LPP-C Evaluation Criterion Updates
 - Proposed Updates Pursuant to [California Executive Order N-7-26](#)

An aerial photograph of a winding asphalt road through a dense green forest. The entire image is covered with a semi-transparent blue filter. A yellow star-shaped graphic is positioned on the right side of the image. A white vehicle is visible on the road in the upper right quadrant.

WORKSHOP DISCUSSION TOPICS

LAND USE EFFICIENCY AND PROHOUSING SUPPLEMENT

SOLUTIONS FOR CONGESTED CORRIDORS

- 2024 Appendix F: Land Use Efficiency and Prohousing Supplement
- 2026 Appendix **E**: Land Use Efficiency and Prohousing Supplement

LOCAL PARTNERSHIP COMPETITIVE PROGRAM

- 2024 Appendix E: Prohousing Designation Supplement
- 2026 Appendix **D: Land Use Efficiency and Prohousing Supplement**

SUPPLEMENT PROPOSED UPDATES

- Developed through close collaboration with our partners at the California Department of Housing and Community Development
- Supplement is more concise with updated references and examples
- More flexibility in pathways to demonstrate the efficient land use co-benefit
- Continues to focus on how the proposed project benefits from, and contributes to, land use policies and programs that support transportation-efficient land use and housing
- Continues to highlight existing state programs with links to additional resources
- Includes links to government codes and program websites
- Continues to include grant resources

[Land Use Efficiency and Prohousing Supplement](#)

SCCP PROPOSED UPDATES

2026 EVALUATION CRITERION: EFFICIENT LAND USE AND HOUSING

The nomination must address how the proposed project will support and advance transportation efficient land-use **or** 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.

Excerpt: [SCCP Guidelines](#) (Part IV, Section 17.2.6)

LPP-C PROPOSED UPDATES

2026 EVALUATION CRITERION: TRANSPORTATION, LAND USE, AND HOUSING

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

- **For a Regional Agency** – The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the Regional Transportation Plan, Sustainable Communities Strategy (where applicable), **or** Regional Housing Needs Allocation. This may also **be demonstrated by describing** how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.
- **For a Local Agency** – The project nomination should **demonstrate, at the time of project nomination**, how the project will advance local transportation, land use, and housing goals. This may include:
 - The local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or
 - The local jurisdiction **has received, or** applied to, the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.
 - The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Partnership Competitive Program funding.

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

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

CALIFORNIA EXECUTIVE ORDER N-7-26

- The order directs the California State Transportation Agency (CalSTA) and other state agencies to accelerate local and regional transit project delivery, improve access to funding, and reduce greenhouse gas emissions by making public transit faster, cheaper, and easier to use across California.
- Pursuant to Executive Order N-7-26 (Order #5), CTC shall update program guidelines for the Solutions for Congested Corridors Program and the Local Partnership Program to **“incentivize the delivery of transit priority infrastructure and first- and last-mile connectivity”**.
 - Other Commission programs are listed as well, but guidelines development isn’t currently open for those programs and the EO does not have a deadline for changes.
- Proposed changes for the SB 1 Programs are reflected in **red** on subsequent slides.

SCCP PROPOSED UPDATES

PURSUANT TO CALIFORNIA EXECUTIVE ORDER N-7-26

DRAFT 2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES

Excerpt: Part IV, Section 17.2.2, EVALUATION CRITERIA

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).

LPP-C PROPOSED UPDATES

PURSUANT TO CALIFORNIA EXECUTIVE ORDER N-7-26

DRAFT 2026 LOCAL PARTNERSHIP COMPETITIVE PROGRAM GUIDELINES

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

Excerpt: Part II, Section 6B, ELIGIBLE PROJECTS

LPP-C PROPOSED UPDATES

PURSUANT TO CALIFORNIA EXECUTIVE ORDER N-7-26

DRAFT 2026 LOCAL PARTNERSHIP COMPETITIVE PROGRAM GUIDELINES

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

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

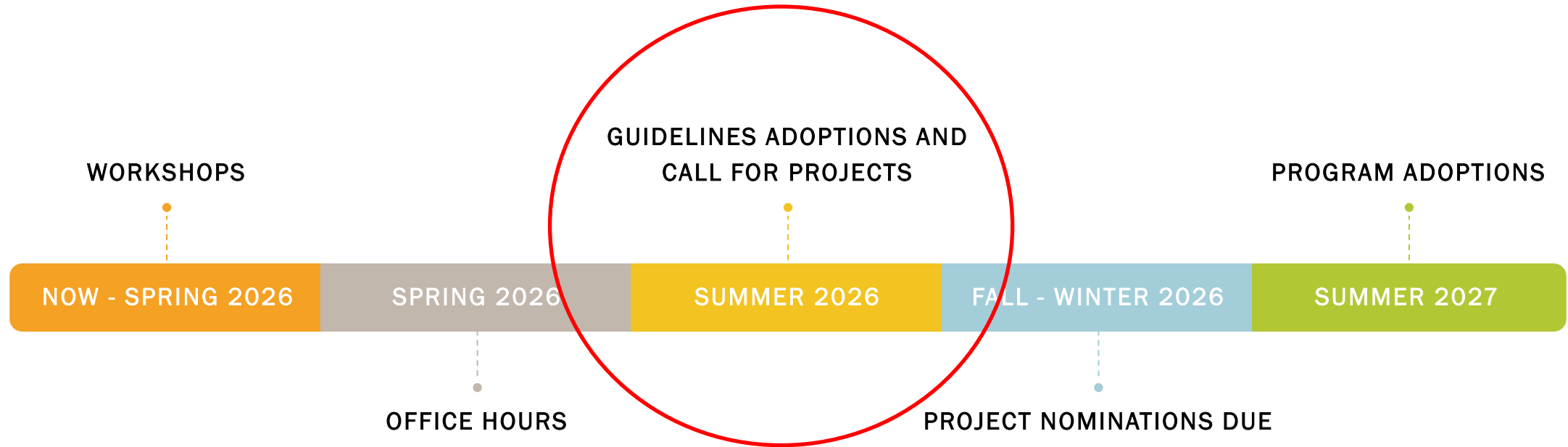
- Will the project close an existing gap in transit or active transportation, **or promote first- and last-mile connectivity to transit infrastructure?**
- How will the project connect to jobs, major destinations, and residential areas, especially for disadvantaged or historically impacted and marginalized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

Excerpt: Part IV, Section 14.1, EVALUATION CRITERIA

Closing and Next Steps



2026 SB1 (COMPETITIVE CYCLE 5) *PROPOSED* TIMELINE



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

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

CLOSING



ACTION ITEMS



QUESTIONS



NEXT STEPS

CONTACT INFORMATION

Matthew Yosgott	SB1 Deputy Director	Matthew.Yosgott@catc.ca.gov
Naveen Habib	SCCP Associate Deputy Director	Naveen.Habib@catc.ca.gov
Leishara Ward	LPP Associate Deputy Director	Leishara.Ward@catc.ca.gov



THANK YOU

