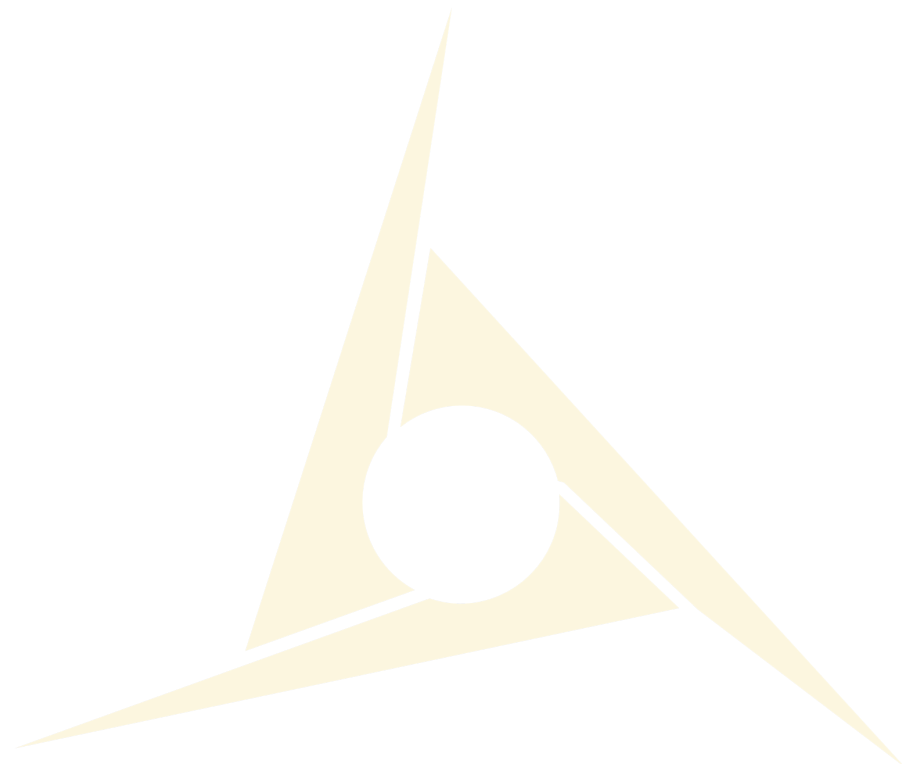


2026 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES HEARING

NORTHERN CALIFORNIA AND SAN JOAQUIN VALLEY

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INTRODUCTIONS



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OPENING REMARKS



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HEARING LOGISTICS

- Each attendee is registered with a unique webinar access link.
- **Do not** share this link. It is associated with your individual registration and may result in access issues or confusion during the session.
- In the webinar control panel, there are two icons:
 - Use *Raise Hand* to make a public comment. Begin each comment by stating your name and organization.
 - Use *Q&A* to submit written comments. Commission staff will read the comment aloud during the meeting.



SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

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

GUIDELINES DEVELOPMENT PROCESS



Commission develops program policy through a public guidelines development process



Program guidelines govern program development and implementation



Monthly public guidelines development workshops and virtual office hours



Adopted guidelines govern project selection and program implementation

2026 PROGRAM (CYCLE 5) *PROPOSED* TIMELINE



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

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

REMINDER

COMPREHENSIVE MULTIMODAL CORRIDOR PLANS (CMCP)



Must be prepared in accordance with the Commission's
2025 Comprehensive Multimodal Corridor Plan Guidelines



Applicants must submit a CMCP Self-Certification Form
(**2026** SCCP Guidelines Appendix B)

PROPOSED UPDATES: DELIVERY METHODS & SEGMENTING

12. Delivery Methods *and* 13. Segmenting

As of July 2026 workshop:

- [Slides](#) and recording are available on the Commission website.
- Proposed updates clarify process for projects using alternative delivery methods including design-build, progressive design-build, and Construction Manager/General Contractor, and to outline a consistent project segmentation standard across SB 1 Programs.

Refinements based on stakeholder feedback:

- The updates confirm that projects using alternative delivery methods follow the existing programming and allocation process and provide a final Engineer's Estimate before construction phase allocation.

PROPOSED UPDATES: 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.

Red-line revisions to SCCP Guidelines (Part III, Section 12)

PROPOSED UPDATES: DELIVERY METHODS

- 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 the 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.

PROPOSED UPDATES: 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 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.

PROPOSED UPDATES PER CALIFORNIA EXECUTIVE ORDER N-7-26

As presented at the July 2026 workshop, pursuant to the June 26, 2026, [Executive Order N-7-26](#) (Order #5), the *Accessibility* evaluation criterion was amended to emphasize the delivery of first- and last-mile connectivity to transit infrastructure.

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).

PROPOSED UPDATES: ADDITIONAL EVALUATION CRITERIA

17.2.3 Community Engagement

As of April 2026 workshop:

- [Slides](#) and [recording](#) are available on the Commission website.
- Two focus areas:
 - Community Engagement Evaluation Criteria
 - New sub-questions to help applicants highlight collaboration with community-based organizations and target community benefits.
 - SB 1 Programs Transportation Equity Supplement
 - New Tribal engagement resources section
 - Additional example engagement strategies and equity benefits
- Commission staff collaborated with subject matter experts from the Interagency Equity Advisory Committee for updates.

PROPOSED UPDATES: ADDITIONAL EVALUATION CRITERIA

17.2.4 Economic Development and Job Creation and Retention

As of March 2026 workshop:

- [Slides](#) and [recording](#) are available on the Commission website.
- Expanded the existing Economic Development and Job Creation and Retention criterion.
- Two parts:
 - A) During Project Development and Construction
 - B) Outcomes and Community Impact

Refinements based on stakeholder feedback:

- Clarified that any estimates, available data, and good-faith descriptions are acceptable responses.
- Public data sources added to eliminate GIS/consultant dependency.
- Partnership language modified to accommodate informal coordination.
- Technical or limiting parameters were removed.

PROPOSED UPDATES: ADDITIONAL EVALUATION CRITERIA

17.2.6 Efficient Land Use and Housing

As of July 2026 workshop:

- [Slides](#) and [recording](#) are available on the Commission website.
- Commission staff collaborated with the California Department of Housing and Community Development to:
 - Update the Land Use Efficiency and Prohousing Supplement (now Appendix **E**) to provide clearer indicators of efficient land use, current examples of transportation-focused Prohousing policies, and updated resources to support applicant responses to the criterion.
 - Clarify and reorganize the existing Efficient Land Use and Housing criterion to align with the Supplement. The criterion continues to ask applicants to describe how projects support and advance transportation efficient land-use and Prohousing policies.

PROPOSED UPDATES: ADDITIONAL EVALUATION CRITERIA

17.2.6 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.

PROPOSED UPDATES: CAPTI 2.0 IMPLEMENTATION

Strategy 2.4 - Update the Solutions for Congested Corridors Program (SCCP) guidelines to target a VMT neutral suite of investments, through continuing existing practice in guidelines to prioritize projects that reduce VMT.

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 as specified in Part IV, Section 17. The Commission will not program more than one-half of the funds available each year to projects nominated exclusively by Caltrans. **Additionally, 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.**

PROPOSED UPDATES: ACCESSIBLE APPLICATIONS

Submittal Requirements

- 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.



FINAL OPPORTUNITY TO PROVIDE STAKEHOLDER FEEDBACK

Submit any final feedback as soon as possible





**NORTHERN CALIFORNIA / SAN JOAQUIN VALLEY
PUBLIC HEARING**



PUBLIC COMMENT

CONTACT INFORMATION



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THANK YOU

