

# 2024 LOCAL PARTNERSHIP PROGRAM

(Competitive and Formulaic)

## Guidelines Development Workshop #3



May 23, 2024

# WELCOME AND INTRODUCTIONS

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# LOCAL PARTNERSHIP PROGRAM TEAM

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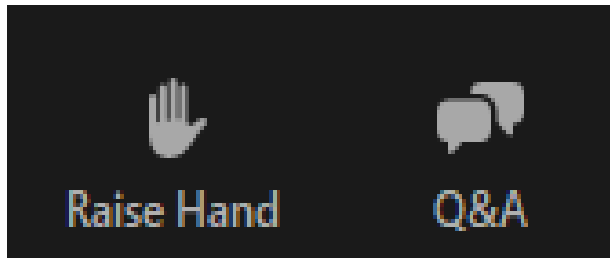
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# ZOOM MEETING LOGISTICS



- **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



# AGENDA REVIEW



# LOCAL PARTNERSHIP PROGRAM GUIDELINES WORKSHOP AGENDA

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- Past Workshops Recap
- 2024 LPP Guidelines Review
- Final Opportunity to Provide Stakeholder Feedback
- Office Hours Recap
- Questions / Comments / Discussion
- Action Items
- Closing and Next Steps



# ELIGIBILITY & FUNDING

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California Transportation Commission

# LOCAL PARTNERSHIP PROGRAM - ELIGIBILITY

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## **Eligible Agencies:**

### Competitive Program (LPP-C)

*Taxing authorities eligible for the Formulaic Program, or applicants with imposed fees, including uniform developer fees, dedicated solely to transportation improvements.*

### Formulaic Program (LPP-F)

*Taxing authorities that have sought and received voter approval of taxes, tolls, or fees which are dedicated solely to transportation improvements. The agency must also administer those taxes, tolls, or fees.*

## **Eligibility Criteria (Cycle 3 & 4):**

### Competitive Program (LPP-C)

*The Competitive Program screens for eligibility and completeness and then uses the following evaluation criteria to inform project selection: accessibility, deliverability, projects that leverage funds above the required match, safety, air quality and greenhouse gases, vehicle miles traveled, community engagement, system preservation, and land use and housing goals.*

### Formulaic Program (LPP-F)

*The Formulaic Program screens for eligibility and completeness.*



# LOCAL PARTNERSHIP PROGRAM - FUNDING

- Program Funding

\$200 million per year

- Incentive Funding

Each program cycle combines funds for multiple years. Incentive funding rewards new and renewed voter-approved measures dedicated solely to transportation improvements. To date, the Commission has awarded \$33 million incentive funding to seven taxing authorities.

- Program Distribution

- 60% Formulaic - \$108 million per year
- 40% Competitive - \$72 million per year
- Incentive Set-Aside - \$20 million per year

	(Initial) Program of Projects Adopted January 2025
2 years of programming - \$144 million	2 years of Programming - \$216 million
FY 2025-26, 2026-27	FY 2025-26, 2026-27

# Workshops #1 and #2 Recap

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# SUMMARY OF ATTENDEES AND TOPICS DISCUSSED AT WORKSHOPS #1 and #2

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## **ATTENDEES**

- 70% Local Jurisdictions
- 20% Caltrans
- 10% Private Individuals / Businesses

## **TOPICS DISCUSSED**

- Should a percentage of LPP-C funds be expended on improvements in jurisdictions with certified Housing Elements
- The role of Justice 40 in the Local Partnership Program
- The levels of engagement and outreach the CTC is looking for with LPP
- The differences between the Local Partnership Formulaic and Competitive Programs
- The Competitive Program maximum award
- The addition of Appendix A to the Formulaic guidelines
- Frequently asked program questions

# Workshops #1 and #2 Stakeholder Feedback

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We heard from stakeholders that:

- No set-asides should be created for the Local Partnership Competitive or Formulaic Programs.
- Some form of documentation on public engagement for projects should be provided, but there should be flexibility in the type of documentation submitted when applying for Local Partnership Program (Formulaic) funds.
- The current maximum award of \$25 million for LPP-C is fair as it allows funding to be provided to both large and small projects.

# 2024 LPP (Competitive) DRAFT Guidelines Review

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## 6B. Eligible Projects Shall Include:

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- C) The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, **technology, and software including**, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years **and necessary for the provision or maintenance of fixed route or demand responsive transit services, including, but not limited to microtransit, paratransit, non-medical transportation, and non emergency transportation.** The acquisition of vans, buses, and other equipment necessary for the provision of **fixed route or demand responsive** transit services, **including but not limited to microtransit, paratransit, non-medical transportation**, and non-emergency transportation for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.

## 6B. Eligible Projects Shall Include:

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- J) Projects that propose to construct a toll transportation facility and are successful in the Local Partnership Competitive Program must request approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines prior to the project being programmed.

## 10B. Funding Restrictions

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A project will be considered for funding if, at time of adoption, the project has completed a project level environmental process, and/or completed the final draft of a project level environmental document, in accordance with the California Environmental Quality Act (CEQA) and, if the project is federalized, the National Environmental Policy Act (NEPA). Environmental clearance must be completed for CEQA and NEPA (if applicable) within **6 months** of program adoption. **If these requirements are not met, the project will be deleted from the program. For projects that will not meet the applicable environmental requirements by program adoption, applications must explain the status of the environmental phase and the plan for environmental requirements to be met within six months of program adoption.**



## 10B. Funding Restrictions

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Projects not on the state highway system and implemented by a local agency require a Caltrans approved Project Report or Project Report Equivalent prior to Baseline Agreement adoption.

## 13B. Project Rating Process

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For voter-approved tolls, the population will be the sum of the population of the jurisdictions that voted on the toll. The following population categories will be used:

- Category I:  $\geq 1,500,000$
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,000
- Category IV: 100,000 to 299,999
- Category V:  $< 100,000$

Please indicate in the application which population category the nominating agency is eligible for.

# 14B. Evaluation Criteria

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## Community Engagement

## 14B. Evaluation Criteria

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### Economic Development, Job Creation, and Cost Effectiveness

The project should provide positive benefits in relationship to the project costs. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.

The nomination must address how the proposed project stimulates local economic activity, supports economic development, creates or increases access to employment.

- How does the project support economic development and improve access to employment for disadvantaged or historically impacted and marginalized communities?
- How does the proposed project improve access to economic opportunities and the movement of goods and services in the region?
- If applicable, provide the number and types of jobs created by this project's delivery. Include any efforts to develop local jobs and workforce development opportunities consistent with federal and state laws. For more information about workforce development, visit the [California Workforce Development Board's website](#).
- Identify and discuss other economic impacts the project will have.

## 14B. Evaluation Criteria

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### System Preservation

The project nomination should demonstrate how the project will improve the current conditions. Identify and discuss other performance measures the project will address [such as the Pavement Condition Index or the project's impact to the overall transit/transportation system.](#)

## 19B. Delivery Methods

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For a project expected to use design-build, [progressive-design-build](#) or design-sequencing delivery method, the Commission will program the Competitive Program funds in the Construction phase of the project. The allocation however may be a combined amount to include Design, Right-of-Way, and Construction.

## 23B. Deadlines

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### Allocation

At the time of fund allocation, the implementing agency may request that the Commission extend the deadline for completion of work and the liquidation of funds [beyond the 36 months for project completion outlined in the Timely Use of Funds Policy](#), to accommodate the proposed expenditure plan for the project.

## 23B. Deadlines

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### Contract Award

Construction phase contracts must be awarded within six months of an approved allocation.

- If the contract(s) are not awarded within six months of allocation, the agency can request a contract award time extension within one Commission meeting after expiration. If the contract award time extension is not requested by then, the project phase/component will be deleted from the Local Partnership Competitive Program.
- Implementing agencies must not award the contract for a project until the Commission has allocated Competitive Program funds *previously* programmed to the project.



## 23B. Deadlines

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### Project Completion

After award of the construction phase contract(s), the 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 completion deadline.](#)

## 29B. Workforce Development Requirements

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Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account funds will need to describe how projects will address participation and investment in new or existing pre-apprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access employment opportunities. Therefore, this information should be included in the semi-annual reports submitted to Caltrans.

## 30B. Project Signage

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For all projects receiving SB 1 funds, the implementing agency must include signage stating that the project was made possible by Rebuilding California Funds. All projects receiving Federal Trust funds (Infrastructure Investment and Jobs Act funding) must use the Investing in America logo in alignment with the Investing in America Signage Guidelines. Project construction signage should be in compliance with applicable federal or state law and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. Implementing agencies should refer to Construction Project Funding Identification Sign website for construction sign details and requirements for projects regardless of funding source.

# State Highway System Project Impact Assessment

- Updates are being developed in coordination with Caltrans and will be final by the August CTC Meeting
- This form is only required for local projects that are not Caltrans nominated and will interact with state highway right of way

**(PENDING UPDATES FROM CALTRANS)**

Page 1 of 1

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION  
**STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT**  
 CTC-0002 (NEW 02/2022)

ATTACHMENT 4

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**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

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY
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10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:  
 CEQA: \_\_\_\_\_ NEPA: \_\_\_\_\_

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

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

1. Project Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop. Proceed to Section 13.

2. 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.

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

4. 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.

5. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here: \_\_\_\_\_

6. 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 Examples and Transportation Analysis Under CEQA](#) and a justification here: Stop. Proceed to Section 13.



**2024**  
**LPP (Formulaic)**  
**DRAFT**  
**Guidelines Review**

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## 6A. Eligible Projects Shall Include:

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- C) The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, **technology, and software including**, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years **and necessary for the provision or maintenance of fixed route or demand responsive transit services, including, but not limited to microtransit, paratransit, non-medical transportation, and non emergency transportation.** The acquisition of vans, buses, and other equipment necessary for the provision of **fixed route or demand responsive** transit services, **including but not limited to microtransit, paratransit, non-medical transportation**, and non-emergency transportation for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.

## 6A. Eligible Projects Shall Include:

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- J) Projects that propose to construct a toll transportation facility and are successful in the Local Partnership Competitive Program must request approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines prior to the project being programmed.

# 11A. Funding Restrictions

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**Supplemental Funding** - A taxing authority may nominate an existing programmed project for supplemental funding if the project was allocated Formulaic Program funding and the supplemental funding is programmed to the same project phase.

Supplemental funding requests for pre-construction phases may be considered up to six months prior to the expenditure deadline. [The expenditure deadline for a supplemental allocation will not be different than the original allocation.](#)

Supplemental funding for the Construction phase [may be considered before or after award of the construction contract.](#) The Commission will consider a request for supplemental funding after award of the construction contract with the following requirements:

- [An unforeseen or extraordinary circumstance beyond the control of the implementing agency has occurred.](#)
- [There is no change to the programmed scope, outputs, project description, or benefits.](#)
- [Provide a detailed request that includes an explanation of the cost increase and why the supplemental funds are needed to complete the programmed scope.](#)

[For projects where the Commission has approved non-proportional spending allowing for the expenditure of Formulaic Program funds before other funds, the project is not eligible for a supplemental allocation until all other funds committed to the project have been expended.](#)



## 18A. Delivery

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The Commission supports and encourages innovative delivery methods. If a project is expected to use a delivery method other than design-bid-build, the project nomination should identify the delivery method. If the delivery method is unknown at time of programming, it should be reported as soon as it is known.

When using the Construction Manager/General Contractor delivery method, the project will be programmed and allocated in the same manner as design-bid-build. During the environmental or design phase, Construction Manager/General Contractor contract costs are considered environmental or design phase expenditures. As the project advances in the design phase, it may be desirable to separate the project into packages, or segments, for efficiencies in the Construction delivery.

If this is the case, the project may be divided into separate delivery contracts and the Commission must be notified as soon as possible. The delivery dates and the scope of work must be consistent with the approved baseline agreement.

## 20A. Timely Use of Funds - Deadlines

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**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 on June 30 of the fiscal year in which the funds are programmed. An allocation request must be placed on a Commission meeting agenda no later than the June Commission meeting of the fiscal year in which the funds are programmed.

At the time of fund allocation, the implementing agency may request that the Commission extend the deadline for completion of work and the liquidation of funds beyond the 36 months for project completion outlined in the Timely Use of Funds Policy, to accommodate the proposed expenditure plan for the project.

## 20A. Timely Use of Funds - Deadlines

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**Contract award deadline.** The Construction phase contract(s) must be awarded within six months of an approved allocation.

If the contract(s) are not awarded within six months of allocation, the agency can request a contract award time extension within one Commission meeting after expiration. If the contract award time extension is not requested by then, the project phase/component will be deleted from the Local Partnership Formulaic Program.

## 27A. Workforce Development Requirements and Project Signage

---

For all projects receiving SB 1 funds, the implementing agency must include signage stating that the project was made possible by Rebuilding California Funds. All projects receiving Federal Trust funds (Infrastructure Investment and Jobs Act funding) must use the Investing in America logo in alignment with the Investing in America Signage Guidelines. Project construction signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. Implementing agencies should refer to Construction Project Funding Identification Sign website for construction signs details and requirements for projects regardless of funding source.

# Attachment 1: Project Nominations – Formulaic Program

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## C. General Information

**5.) Community Engagement and Outreach:** Provide a description of how your agency developed the scope through demonstrated partnership, engagement, and collaboration. How was input received and incorporated into the project? If a disadvantaged or historically impacted and marginalized community is within the project area, describe how they were engaged.

- a. Equitable projects demonstrate meaningful and effective public participation in the decision-making processes, particularly by disadvantaged or historically impacted and marginalized communities.
- b. *SB 1 Programs Transportation Equity Supplement*
- c. Road rehabilitation projects should describe demonstrated partnership at the environmental phase and during construction.
- Projects requesting only pre-construction phases should describe the plan for community engagement and partnership for the project.

# Attachment 1: Project Nominations – Formulaic Program

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## C. General Information

**6.) Economic Development and Job Creation and Retention** – The nomination should address how the proposed project stimulates local economic activity, supports economic development, creates or increases access to employment.

- a. How does the project support economic development and improve access to employment for disadvantaged or historically impacted and marginalized communities?
- b. How does the proposed project improve access to economic opportunities and the movement of goods and services in the region?
- c. If applicable, provide the number and types of jobs created by this project's delivery. Include any efforts to develop local jobs and workforce development opportunities consistent with federal and state laws. For more information about workforce development, visit the [California Workforce Development Board's website](#).
- d. Identify and discuss other economic impacts the project will have.

# APPENDIX A

Administering Agency	Ballot Designation	Expiration Date
Alameda County Transportation Commission	Measure BB Measure F	March 31, 2045 None
Alameda-Contra Costa Transit District	Measure C1/VV	June 30, 2039
Bay Area Rapid Transit District (BART)	Measure RR Measure AA	None August 31, 2038
Bay Area Toll Authority	Regional Measure 1 Regional Measure 2 Regional Measure 3	None None None
Caltrain	Measure RR	June 30, 2051
City/County Association of Governments of San Mateo County	Measure M	May 1, 2036
City and County of San Francisco	Proposition D	November 5, 2045
Clearlake	Measure V	March 31, 2037
Contra Costa Transportation Authority	Measure J	March 31, 2034

# State Highway System Project Impact Assessment

- Updates are being developed in coordination with Caltrans and will be final by the August CTC Meeting
- This form is only required for local projects that are not Caltrans nominated and will interact with state highway right of way

**(PENDING UPDATES FROM CALTRANS)**

Page 1 of 1

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION  
**STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT**  
 CTC-0002 (NEW 02/2022)

ATTACHMENT 4

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2. APPLICANT CONTACT	3. CONTACT TITLE
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**II. PROJECT INFORMATION**

6. PROJECT TITLE

7. PROJECT PROGRAM  ATP  LPP-C  LPP-F  LSRP  SCCP  SGR  TCEP  SHOPP  STIP  TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY
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10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:  
 CEQA: \_\_\_\_\_ NEPA: \_\_\_\_\_

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

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

1. Project Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop. Proceed to Section 13.

2. 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.

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

4. 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.

5. Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here: \_\_\_\_\_

6. 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 Examples and Transportation Analysis Under CEQA](#) and a justification here: Stop. Proceed to Section 13.





# Equity Supplement and Community Engagement Criterion

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# ADVANCING EQUITY & COMMUNITY ENGAGEMENT



Including the Community Engagement evaluation criterion and the Equity Supplement in 2022 SB 1 Competitive Programs Guidelines ensured projects with more equitable outcomes were competitive for funding.



Commission staff continue to collaborate with the interagency Equity Advisory Committee and stakeholders to ensure equity is considered throughout the project development, nomination, and selection process.

# STAKEHOLDER FEEDBACK

- Reduce redundancy in criteria response requirements
- Offer more strategies, tools, and tips to engage effectively
- Include examples of projects or strategies
- Make major changes to guidelines on alternate cycles



2024 SENATE BILL 1 ~~COMPETITIVE~~ PROGRAMS  
TRANSPORTATION EQUITY SUPPLEMENT

Adopted August XX, 2024

## PROPOSED UPDATES

- The Equity Supplement will apply to *all* SB 1 Programs, including the Local Partnership Formulaic Program.
- These are *draft, proposed updates* to the Equity Supplement and may be subject to changes.

# PROPOSED UPDATES: INTRODUCTION

Updates reduce redundancy and further clarify intent for applicants to consider equitable practices through a project's lifecycle, which includes the planning, development, and delivery processes.

The Commission developed this supplement in collaboration with members from the interagency Equity Advisory Committee and stakeholders as a resource for applicant agencies preparing project nominations for Senate Bill (SB) 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 incorporates advances transportation equity by responding to key questions in the project application.

- Was-How did the agency engage communities in the project study area to identify their needs? Did the agency directly engage outreach-conducted with disadvantaged or historically impacted and marginalized groups, including Black, Indigenous, and other people of color, displaced or unhoused persons, individuals with disabilities, and low-income individuals or communities, within the project study area? How was their community feedback incorporated into the project? Did the agency inform communities about how their feedback was incorporated into the project?
- How did the agency develop the project scope? Were scope alternatives developed based on community feedback? Can the agency demonstrate its partnership-engagement 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, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable additional strategies that would have a less discriminatory considered and included in the project?

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.

Further, this document Agencies may use this supplement to incorporate support future efforts to equity 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.



# PROPOSED UPDATES: SECTION A

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Added new resource:

- **California Department of Transportation's Transportation Equity Index (EQI) – A spatial screening tool designed to identify transportation-based priority populations at the census block level. The Transportation Equity Index integrates transportation and socioeconomic indicators into three screens that all reflect low-income status and tribal land status: 1) transportation-based priority populations, 2) traffic exposure, and 3) access to destinations. The live map and detailed use instructions can be accessed on the California Department of Transportation's website.**

# PROPOSED UPDATES: SECTION A

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Added new resource:

- **United States Department of Transportation’s Equitable Transportation Community (ETC) Explorer** – Developed under the Justice40 Initiative, this interactive web application uses census tracts and data to explore the cumulative impacts of transportation underinvestment in the areas of transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk burden. Census tracts are considered “disadvantaged” in communities if the final index score is greater than the 65<sup>th</sup> percentile and communities. The map can be found on the United States Department of Transportation’s website.

# PROPOSED UPDATES: SECTION B

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## B. Example Equity Benefits

The following are ways to achieve transportation equity: 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 social, educational, and economic opportunities and amenities, including (but not limited to) shopping centers, health centers, schools, community organizations, museums, social services, transit centers, and employment sites.
2. Reduce travel times, congestion, and pollution.
3. Improve access to and safety of active transportation and provide alternatives to automotive options.
- 3.4. Improve safety of active transportation and non-motorized modes of travel in the community and the corridor.
- 4.5. Enhance opportunities to increase physical activity through by encouraging use of active transportation.
6. Enhance opportunities to encourage use of zero-emission modes of travel.
- 5.7. Increase access to accessible facilities and infrastructure with first-and-last-mile connectivity to accommodate all types of travelers, especially mobility impaired users.





# PROPOSED UPDATES: SECTION C

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## C. Example **Community Inclusion and** Engagement Strategies

Below are four examples of community engagement strategies that may be completed during the project delivery process to ensure equity. 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, hybrid approaches may yield optimal benefits for communities and applicant agencies. 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, both the communities and the applicant agencies benefit from building trust and gaining new insights through collaboration. These are some examples of potential strategies:



# PROPOSED UPDATES: SECTION C *(continued)*

Added examples of different types of strategies applicants can utilize through the project development lifecycle.



1. Identify, ~~reach out to~~ contact, engage, and include the perspectives of disadvantaged or historically impacted and marginalized groups. Public outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as many marginalized groups often lack access to computers and the Internet. Provide resources in multiple languages and formats based on community needs (e.g., non-native English speakers, or persons living with visual or auditory impairments, etc.).
- 4.2. Develop relationships with community-based leaders, groups, or organizations, such as environmental justice groups, religious or spiritual leaders, well-known individual advocates and community organizers, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face ~~extreme societal~~ barriers including formerly incarcerated; undocumented persons; individuals with disabilities; displaced and houseless unhoused persons; and lesbian, gay, transgender, and queer communities. ~~Demonstrate how community perspectives were included or integrated into the project.~~
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. Demonstrate how community-identified and community-driven perspectives were solicited and included or integrated into the project purpose and need or scope.
5. Survey and collect information on non-motorized travel demands and disadvantaged groups' unmet mobility needs. Use this information to develop transportation improvements to address these needs.
- 2.6. Develop relationships and conduct meaningful engagement with tribal governments and incorporate their feedback into the project planning process.
- 3.7. Collaborate, fund, or contract with local organizations to support community engagement and project completion steps efforts in the project planning process.
- 4.8. Prioritize community identified high-need areas, such as those identified through robust community engagement.
- 5.9. Prioritize contracting strategies that benefit disadvantaged or historically impacted and marginalized communities such as the communities identified in this supplement.
10. 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.

# PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

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**Community Engagement** – In alignment with the Commission’s Racial Equity Statement, nominations will be evaluated ~~projects~~ 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.

Refer to the *SB 1 ~~Competitive~~ Programs Transportation Equity Supplement* in Part VIII, Appendix E to respond to this criterion. Based on the indicators and examples provided in the *SB 1 Programs Transportation Equity Supplement* in Part VIII, Appendix E:

~~In considering the impacts of projects on equity, applications will be rated on how they do the following:~~



# PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

*(continued)*

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- ~~Identify disadvantaged or historically impacted and marginalized communities within the project study area. and provide details on project engagement. Document the procedures by which the mobility needs of disadvantaged or historically impacted and marginalized communities are identified and considered within the planning process. If applicable, provide a demographic profile and metropolitan area map that identify locations of disadvantaged or historically impacted and marginalized communities within the project study area.~~
- ~~Identify how the project engaged the community to consider community-identified project needs. Explain how communities in the project study area were engaged to identify their needs. If there are disadvantaged or historically impacted and marginalized communities within the project study area, how were they engaged? did the agency directly engage them? How was community feedback incorporated into the project and were they informed to this effect?~~
  - ~~How was received input incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied by providing a demographic profile or map of the metropolitan area that identifies locations of disadvantaged or historically impacted and marginalized communities within the project study area. If the applicant has already included information about community engagement in another section of the nomination that answers these questions, state that here as well.~~
  - ~~A list of example indicators is included in the SB 1 Competitive Programs Transportation Equity Supplement in Part VIII, Appendix E.~~



# PROPOSED UPDATES: COMMUNITY ENGAGEMENT CRITERION

*(continued)*

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- Identify how your agency developed the project scopeDescribe how the project scope was developed. Were scope alternatives developed based on community feedback? Can the agency through demonstrate itsd partnership, engagement, and collaboration with the state's mostdisadvantaged or historically impacted and marginalized communities? Identify any strategies included in the project scope that seek to avoid or minimize impacts on disadvantaged or historically impacted and marginalized communities.
- How did the agency assess if the project would cause any disparate impacts on the basis of race, color, socioeconomic status, gender, sexuality, or national origin? If disparate impacts were identified, did the agency consider and incorporate alternate options as applicable?

Pre-existing community engagement plans developed and implemented in the recent past (no more than five years ago) may be referenced to respond to this criterion. The nomination must explain how and why the pre-existing community engagement plan is still applicable and why developing a new community engagement plan was either not feasible or not necessary. Provide the month and year the existing plan was finalized and implemented.



# Open Discussion

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California Transportation Commission

# 2024 CYCLE OFFICE HOURS

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# OFFICE HOURS

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Local Partnership Program office hours were held from March 2024 to May 2024



- Held 30-minute appointments, closed, virtual sessions
- 1-on-1 time with Commission staff to answer questions about specific projects or the application process

## Summary of the office hours:

- 24 appointments were conducted
- 47 projects discussed
- 11 program specific appointments
- Majority of appointments were with local agencies



# CLOSING AND NEXT STEPS

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# 2024 SENATE BILL 1 PROGRAM TIMELINE (TENTATIVE)

Formulaic	Competitive
<ul style="list-style-type: none"><li>• Formulaic Funding Distribution – June 2024</li><li>• DRAFT Guidelines – June 2024</li><li>• Guideline adoption – August 2024</li><li>• <b>Applications due – November 15, 2024</b></li><li>• Program adoption – January 2025</li></ul> <p><b>(Duration: 7 months)</b></p> <p>*all dates are subject to change</p>	<ul style="list-style-type: none"><li>• DRAFT Guidelines – June 2024</li><li>• Guideline adoption – August 2024</li><li>• <b>Applications due – November 20, 2024</b></li><li>• Program adoption – June 2025</li></ul> <p><b>(Duration: 12 months)</b></p> <p>*all dates are subject to change</p>

## CONTACT INFORMATION

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<https://catc.ca.gov/programs/sb1/local-partnership-program>



**THANK YOU**

