



MEMORANDUM

Date: August 21, 2023
To: Transportation Project Sponsors
From: Amy Naranjo, Transportation Planner
Subject: Call for projects – 2023 Consolidated Regional Transportation Grants

Project sponsors are hereby invited to submit applications to the Santa Cruz County Regional Transportation Commission (RTC) requesting funding for transportation projects and programs in Santa Cruz County.

Deadline: Applications are due by **3:00 p.m. on October 25, 2023**. Complete application packages – including the multiple tab Excel file and PDF of supporting materials - must be submitted electronically to programming@sccrtc.org by the deadline to be considered for funding. *Hard copies are not required.*

Available Funds: This is a consolidated call for projects with approximately \$26.6 million anticipated to be available from the region's formula shares of funds from several state and federal programs. These include the following:

- STIP: **\$8.6 million** target of State Transportation Improvement Program (STIP) funds through FY28/29.
- STBG/RSTPX: Approximately **\$17.4 million** in Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX) funds available through FY25/26.
- LPP: **\$629,000** formula share of SB1-Local Partnership Program (LPP) funds available through FY 24/25.

Required Application Package Contents: For an application to be considered complete, the following documents must be submitted:

- 1. Project Programming Request** ([Excel document](#) – includes multiple tabs)
 - a. Project Information
 - b. Project Benefits/Evaluation Criteria
 - c. Capital Projects:
 - i. Schedule, Cost and Funding Summary
 - ii. Engineers estimate
 - d. Non-infrastructure projects/programs:
 - i. Detailed task, cost, schedule
 - ii. Staffing
 - e. Certification and Assurances
- 2. Detailed project description/scope** (created by applicant)
- 3. Map, photos, public outreach information, and any other supporting materials** (created by applicant)
- 4. Certifications for Roadway Preservation Projects** (MS Word documents)
only required for roadway preservation projects
 - a. Rehabilitation: [Exhibit 25-K: Local Road Rehabilitation Project Certification](#)
 - b. Preventive Maintenance: [Exhibit 25-L: Pavement Management System \(PMS\) Certification](#)

The information included in the application packet is needed for evaluation and programming purposes. Electronic copies of application materials are available by emailing programming@sccrtc.org and online at: <https://sccrtc.org/funding-planning/project-funding/>.

Eligible Projects: Funds are available for transportation projects and programs in Santa Cruz County. Eligible projects include a wide range of public street/road and highway, local roadway reconstruction/rehabilitation, bicycle, pedestrian, transit, transportation system management, transportation demand management and other projects summarized in [Attachment 1](#) and set forth in federal and/or state guidelines for each funding source. Ongoing, general roadway and transit operations and maintenance are not eligible for STIP or STBG/RSTPX funds. While a wide range of projects are eligible for these funds, project sponsors are encouraged to submit applications for projects that meet most, if not all the evaluation criteria, including submitting applications for projects that will improve transportation for [disadvantaged communities \[map\]](#). For example, system preservation projects located in a disadvantaged community that integrate complete streets and include components that will [reduce collisions](#) will score higher than paving that do not also improve bike or pedestrian facilities.

Eligible Applicants: Cities, the County of Santa Cruz, SCCRTC, Caltrans, Santa Cruz Metropolitan Transit District (METRO), University of California at Santa Cruz (UCSC) and other

governmental agencies with a Master Agreement with Caltrans are eligible recipients of these funds. Non-governmental and other entities interested in applying for funds are required to have a public agency sponsor (with a Master Agreement with Caltrans) that will be responsible for ensuring state and federal accounting and implementation requirements are met.

Project Evaluation: Projects will be evaluated based on a range of criteria and project benefits ([Attachment 2](#) and second tab of the application programming request excel file). Applicants should clearly and succinctly articulate the benefits of their project, demonstrating how their project advances Santa Cruz County Regional Transportation Plan, state, and/or federal goals, policies, performance metrics, and targets related to **safety, infrastructure condition, system performance/reliability, access for all, and/or health and equity. Although some projects may not address all the measures, projects that address all or almost all the measures will receive higher scores. Project sponsors are encouraged to submit applications for projects that provide multiple benefits to the community.**

Type of Funds for Approved Projects: Staff will work with projects sponsors and the Interagency Technical Advisory Committee (ITAC) to determine the most appropriate funding source ("color of funds") for each project that is recommended and approved for funds, taking into consideration funding source-specific eligibility criteria, project schedules and potential delivery risks, size, and other factors. Staff will try to focus funds which have more requirements (such as STIP and LPP funds) on fewer projects that can more easily navigate such requirements. Staff will work with project sponsors to coordinate and expedite the use of funds.

Project Implementation: Approved projects will be subject to California and Federal requirements, as may be applicable to each source. These include, but are not necessarily limited to:

- Caltrans' [Local Assistance Program Guidelines \(LAPG\)](#) and [Local Assistance Procedures Manual \(LAPM\)](#)
- California Transportation Commission (CTC) Guidelines (STIP, SB-1 LPP-formula)
- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) guidelines
- Other state or federal requirements, as may be applicable.

Workshop: An optional workshop to review and respond to questions on the application will be held by [Zoom](#) on **September 13th at 10:00am.**

Applicants are encouraged, but not required, to attend. Applicants are also encouraged to have their preliminary draft application completed before the workshop and to submit questions in advance of the workshop to programming@sccrtc.org. A FAQ will be posted online and periodically updated.

Matching Funds: To maximize funding options for each project, applicants should include an 11.47% non-federal match or in-kind donations for each project. For the LPP funds, a [1-to-1 match](#) is required from private, local, federal, or state funds.

Timeline:

- **August 21** – Call for Projects issued.
- **September 13** – Application workshop by [Zoom](#) at 10am.
- **October 25** – Applications due to programming@scrtc.org by 3:00pm
- **Week of November 13th** – RTC advisory committees review/recommend projects.
- **December 7** – Public hearing and RTC approval of projects.
- **December 15** – RTIP due to California Transportation Commission (CTC)
- **March 21-23, 2024** – CTC action on STIP funds.

Contact: For any questions about this application or to request additional information, please contact Amy Naranjo at programming@scrtc.org or 831-460-3200.

Background: The Santa Cruz County Regional Transportation Commission (RTC), in its capacity as the state-designated Regional Transportation Planning Agency (RTPA) is responsible for selecting projects to receive certain federal and state funds. Approved projects will be programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or RTC budget, as appropriate. Projects approved for STIP funding by the RTC are subject to concurrence and allocation from the California Transportation Commission (CTC). Projects approved for federal funds or considered capacity increasing or regionally significant will also be programmed in AMBAG's Metropolitan Transportation Improvement Program (MTIP).

Attachment Links:

1. [Discretionary Fund Descriptions](#)
2. [Evaluation Criteria](#)
3. [Application](#) (MS Excel file)
4. Certifications for Roadway Preservation Projects (required for roadway repair, rehab, preservation projects only)
 - a. Rehabilitation: [Exhibit 25-K: Local Road Rehabilitation Project Certification](#)
 - b. Preventive Maintenance: [Exhibit 25-L: Pavement Management System \(PMS\) Certification](#)
5. [Applicant Workshop Zoom Invite \(Add to Calendar\)](#)

SCCRTC Discretionary Fund Descriptions for the 2023 Consolidated Call for Projects

The SCCRTC is responsible for selecting projects to receive certain state and federal funding sources. The following is a summary of fund sources the SCCRTC will be programming in December 2023. Additional information about each funding source can be found in the state and federal guidelines linked at the end of each section.

List of Discretionary Fund Programs

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State Transportation Improvement Program (STIP)

Background: Since approval of Senate Bill 45 in 1997, regions have received 75% of STIP funds by formula for projects approved by the Regional Transportation Planning Agency (RTPA) – RTC in Santa Cruz County. Criteria for use of the funds and final approval and allocation of funds is set by the California Transportation Commission (CTC). The CTC finalized the [2024 STIP Guidelines](#) on August 17th, 2023. Prior to 1998, the CTC focused most of the funds on state highway and interregional rail projects.

Available funds: \$8.6 million (target) through FY28/29; this includes \$430,000 (5%) available for the RTC's state-mandated planning, programming, and monitoring (PPM) activities.

Eligible applicants: Governmental entities implementing eligible activities, including RTC, Caltrans, cities, counties, METRO.

Eligible uses:

- Projects that meet eligibility requirements for funds from the State Highway Account, in accordance with Article XIX of the California Constitution, can receive STIP funds.
- Capital projects (including project development costs). These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety.
 - Rail rolling stock and buses may be funded only from the Federal revenues.
- Non-capital costs for transportation system management (TSM) or transportation demand management (TDM) may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditure.
- RTC project planning, programming, and monitoring (5%): this includes preparation of the RTIP, RTP, coordination with Caltrans on highway projects, etc.
- Not eligible: Road and transit maintenance

Though the RTC is responsible for selecting projects to receive the region's share of STIP funds, the CTC makes the final decision on whether projects are included in the STIP and in what year. The CTC is increasingly taking into account how effectively projects promote a variety of performance metrics, address climate readiness, and mitigate greenhouse gas emissions. Furthermore, the CTC has indicated that projects that increase vehicle miles traveled will need to provide justification and demonstrate other projects will reduce VMT.

Timing: The RTC's proposal for STIP funds is due to the California Transportation Commission (CTC) by December 15, 2023. Funds are available through June 30, 2029, and are subject to strict use-or-lose schedule deadlines.

[2024 STIP Guidelines](#)

Surface Transportation Block Grant Program (STBG)

Regional Surface Transportation Program Exchange (RSTPX)

Background: The STBG program (sometimes referred to as RSTP and STP) is established through the federal transportation act, with criteria set by FHWA and Caltrans Local Assistance guidance, and RTC Rules and Regulations. As a smaller county in California, the state usually allows RTC to exchange the federal STBG funds for state RSTPX. Following a performance audit of several regional agencies, FHWA informed regions that they are not allowed to sub-allocate the funds by formula to certain agencies or modes and that a performance-based evaluation should be used to select projects to receive these and other funds.

Available Funds: Approximately **\$17.4 million in STBG/RSTPX** is available for programming projects in Santa Cruz County through FY25/26. In addition to these funds, the County of Santa Cruz receives \$224,813 of the region's share of RSTPX funds directly each year, as set forth in state statute.

Eligible applicants: Governmental entities implementing eligible activities, including RTC, Caltrans, cities, counties, UCSC, METRO, Cabrillo, and non-profits with a master agreement with Caltrans or with a public agency sponsor – such as Community Bridges, Ecology Action, Bike Santa Cruz County, Community Traffic Safety Coalition, etc.

Eligible projects and activities: Funds must be used for projects as defined in Article XIX-- Motor Vehicle Revenues of the California State Constitution or in Sections 133(b) and 133(c) of Title 23-Highways of the United States Code (U.S.C.). Only direct project-related costs are eligible. Local agency overhead and other non-direct charges are ineligible.

- a. Location of Projects (See 23 U.S.C. 133(c)):** STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except—
- (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(5)-(15) and (b)(23), and described below under "Eligible Activities" (b)(5) through (15) and (b)(23);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h), see Section N of this memorandum);
 - (4) For a bridge for the replacement of a low water crossing; and
 - (5) As approved by the Secretary.

(6) The definition of low water crossing is contained in 23 CFR part 650, subpart D supplementary guidance at: [Additional Guidance on 23 CFR \[part\] 650 \[subpart\] D](#) (See paragraph 3.b. of the supplementary guidance).

b. Eligible Activities (See 23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph a above, the following eligible activities are listed in 23 U.S.C. 133(b):

(1) Construction, as defined in 23 U.S.C. 101(a)(4) as amended by the Bipartisan Infrastructure Law (BIL), of the following:

(A) Highways, bridges, and tunnels, including designated routes of the Appalachian Development Highway System and local access roads under 40 U.S.C. 14501.

(B) Ferry boats and terminal facilities:

- That are eligible under 23 U.S.C. 129(c) as amended by the BIL, or
- That are privately or majority-privately owned, that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D). **This eligibility was added by BIL.**

(C) Transit capital projects eligible under chapter 53 of title 49, U.S.C.;

(D) Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

(E) Truck parking facilities eligible under Section 1401 of MAP-21 (See 23 U.S.C. 137 note);

(F) Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (See 23 U.S.C. 101 note); and

(G) Wildlife crossing structures. **This eligibility was added by BIL.**

(2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(19).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (See 42 U.S.C. 7408(f)(1)(A)).

(4) There is no longer a paragraph (4) in subsection (b).

(5) Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(6) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool

- project is defined in 23 U.S.C. 101(a)(3). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (7) Recreational trails projects eligible under 23 U.S.C. 206 as amended by the BIL, including maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 as amended by the BIL (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (See 42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under 23 U.S.C. 208 as amended by the BIL. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (8) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (9) Development and implementation of a state asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (10) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (11) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (12) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (13) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
 - (14) Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventive maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). **This eligibility was added by the BIL.**

- (15) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c). **This eligibility was added by the BIL.**
- (16) The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users. **This eligibility was added by the BIL.**
- (17) Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop. **This eligibility was added by the BIL.**
- (18) Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG. Natural infrastructure is defined in 23 U.S.C. 101(a)(17). **This eligibility was added by the BIL.**
- (19) Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats. **This eligibility was added by the BIL.**
- (20) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for a STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
- (21) The creation and operation by a State of an office to assist in the design, implementation, and oversight including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public private partnership procurements.
- (22) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015). Among these are:
- (A) Replacement of bridges with fill material;
 - (B) Training of bridge and tunnel inspectors;
 - (C) Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
 - (D) Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

- (E) Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- (F) Approach roadways to ferry terminals to provide access into and out of the ports;
- (G) Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and in 23 U.S.C. 213 (as in effect on the day before enactment of the FAST Act);
- (H) Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
- (I) Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
- (J) Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
- (K) Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(34);
- (L) Installation of safety barriers and nets on bridges, hazard eliminations, and projects to mitigate hazards caused by wildlife;
- (M) Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
- (N) Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management, and for similar activities related to the development and implementation of a performance-based management program for other public roads;
- (O) Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds

from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

(P) Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(23) Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j) (See Section K of this memorandum). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). **This eligibility was added by the BIL.**

(24) Projects to enhance travel and tourism. **This eligibility was added by the BIL.**

The following activities are made eligible by other sections of 23 U.S.C.:

(25) Public transportation projects: (i) as described in 23 U.S.C. 142(a)(1), (a)(2), (a)(3), and (c); and (ii) meeting the requirements contained in 23 U.S.C. 142.

(26) Initiatives to halt the evasion of payment of motor fuel taxes as provided for under 23 U.S.C. 143(b)(8), including expenditure limitations.

(27) Workforce development, training, and education activities under 23 U.S.C. 504(e).

Applicability of Planning Requirements (See 23 U.S.C. 133(d)(5)): Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135, as amended by the BIL. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s) (See 23 U.S.C. 133(d)(5)). When obligating suballocated funding (discussed below), the State must coordinate with relevant metropolitan planning organizations (MPO) or rural planning organizations (See 23 U.S.C. 133(d)(3)). STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program (See 23 CFR 420.111). Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded (See 23 CFR 420.119(e)).

Applicability of 23 U.S.C. 217(i) for Bicycle Projects: 23 U.S.C. 217(i) requires that bicycle facilities be principally for transportation, rather than recreation, purposes. However, 23 U.S.C. 133(b)(7) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g., NHPP,

Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

Per [Caltrans Local Assistance Program Guidelines, Chapter 18:](#)

RSTPX funds are available for projects and to entities authorized under Article XIX of the California State Constitution and Section 182.6(d)(1) of the Streets and Highways Code.

Not eligible: Only direct project related costs are eligible. Local agency overhead and other non-direct charges are ineligible for STBG and RSTPX. Ongoing maintenance and operations are also ineligible.

Match: 11.47% non-federal

[BIL STBG Implementation Guidance \(05/22\)](#)

SB 1 Local Partnership Formula Funds (LPP-f)

Background: The RTC is responsible for selecting projects to receive a portion of the Local Partnership Program funds that are generated by Senate Bill 1 taxes and fees. The region's shares of LPP funds are relatively small in comparison to the STIP and STBG/RSTPX programs.

Available Funds: \$629,000 formula share of SB1-Local Partnership Program (LPP) funds available through FY 24/25.

Eligible Applicants: An eligible applicant under the Formulaic Program is a local or regional transportation agency that has sought and received voter approval of taxes, tolls, or fees which taxes, tolls, or fees are dedicated solely to transportation improvements. To be eligible, that agency must also administer those taxes, tolls, or fees.

Eligible uses: Eligible projects for the Local Partnership Program will be consistent with subdivisions (a) and (b) of Government Code Section 8879.70, and Streets and Highways Code Section 2032(a). The Commission encourages projects that align with the state's climate and equity goals as well as those that identify and incorporate the installation of conduit or fiber, where appropriate and feasible, along strategic corridors.

Eligible projects shall include all the following:

- A. Improvements to the state highway system including, but not limited to, all of the following:
 - Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;
 - New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
 - Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- 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, or otherwise provide or facilitate a viable alternative to driving.
- C. The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, 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. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people

with disabilities by transit and other local agencies is an eligible project under this paragraph.

- D. Improvements to the local road system, including, but not limited to, the following:
- Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
 - New construction and facilities to increase capacity, improve mobility, or enhance safety; and
 - Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- E. Improvements to bicycle or pedestrian safety or mobility with an extended useful life.
- F. Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including management practices for capturing or treating urban runoff.
- G. For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.
- H. Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.
- I. Road maintenance and rehabilitation.
- J. Other transportation improvement projects.

Match: LPP-funded projects are required to provide a 1-to-1 match of private, local, federal, or state funds.

[2022 Local Partnership Formulaic Guidelines](#)

Evaluation Criteria for RTC Call for Projects

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency. These include measures identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), federal Infrastructure Investment and Jobs Act (IIJA), State Transportation Improvement Program (STIP) Guidelines, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS), and other state and local plans.

Project evaluation criteria are vital to the implementation of the Regional Transportation Improvement Program (RTIP). The following criteria will be used to evaluate projects to ensure they meet the objectives and policies outlined in the *Regional Transportation Plan*, including meeting state and federal guidelines, legislative requirements, and executive orders. The project evaluation scoring criteria are one factor in project selection.

The responses provided in the second tab of the Project Programming Request (application-excel sheet) for each category will receive a score based on the equally weighted scoring range (HIGH-3, MED-2, LOW-1, NO RESPONSE-0) and each project will receive a final evaluation score totaled across all categories. The lowest score for each project will be dropped from the overall project score.

The following categories summarize federal, state, and regional performance measures, goals, and/or targets used to evaluate and prioritize projects. Examples of the types of information that could be included in the application to demonstrate how a project addresses the metric are provided as well.

Safety and Collisions

Objective: Reduce transportation related fatalities and serious injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)

- Does the project have a history of collisions in the area? How will the proposed safety measure reduce collisions or address hazards?
- What countermeasures are incorporated into the project to reduce collisions, especially fatalities and serious injuries?
- Does the project reduce the potential for conflict between bicyclists, pedestrians and vehicles?

- Does the project improve safety for more vulnerable users (low income, seniors, people living with disabilities, people of color, youth)
- Will the project reduce or prevent major mechanical failures for transit vehicles?
- Does the project address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g., add lighting at bus stops)
- Does the project fill a gap in the bicycle or pedestrian network within the project area?
- Does the project eliminate hazards, such as trees in roadways, dips in roads, or improve drainage?
- Does the project improve access to/for emergency services and emergency evacuation routes?

System Preservation/Infrastructure Condition

Objective: Maintain and improve the condition of transportation assets such as pavement, culverts, bridges, and public transit assets to maintain a state of good repair.

Does the project:

- Increase percentage of facilities in good condition?
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark?
- Extend useful life of a transportation facility or program?
- Maintain facilities in a state of good repair?
- Incorporate sustainable pavement practices?

System Performance

Objective: Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption.
- Reduce number of vehicle miles traveled (VMT): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel.
- Mode Shift: Shift automobile travel to alternative modes and increase the percentage of trips made via bicycling, walking, transit or carpool; increase telecommuting; coordinate land-use, housing, and transportation policies to reduce need for travel.
- System Reliability: Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods day-to-day and for transit.
- Reduce travel delays, especially during peak hours; reduce annual hours of excessive delay per capita.
- Reduce transit travel times.

- Connect multiple jurisdictions – e.g., arterials linking cities and unincorporated towns/population centers.
- Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services.

Access for All

Objective: Expand affordable and convenient multi-modal travel options and choices, especially to and within key destinations for all users.

- Address transportation needs of people with limited mobility.
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
- Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection).
- Increase public transit access or quality of transit rider experience.
- Fill gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
- Expand bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property.
- Provide education and encouragement.

Public Health and Equity

Objective: Enhance healthy, safe access to key destinations for transportation-disadvantaged populations and avoid new negative impacts to historically disadvantaged communities.

- Improves public health: The project targets health issues such as obesity, physical inactivity, asthma, or other health issues.
- Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or race/ethnicity.
- Serves transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community.
- What percent of the population in the project area is minority or low-income?
- Does the project area contain higher than average concentrations of traditionally under-served groups when compared to the area surrounding the project area or the city or county as a whole?
- Are the areas in which these populations are located subject to disproportionate impacts?
- Will the proposed project increase traffic in low-income and minority neighborhoods?
- Will minority owned businesses that serve a minority or low-income population be impacted by the project?

Climate Change and Resiliency

Objective: Fund projects that will not increase greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita.

Additional Considerations in Project Evaluation

Other Options for Funding the project:

- Eligibility for Other Grants: Is this project eligible for any other competitive grants? What other grants are reasonably available for this project?
- Leveraging: Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?
- Delivery Risk: If these funds are approved, will the project be fully funded or how much additional funding is needed and what is the likelihood of those other funds being secured?
- Secured Funding: What other funding has been secured for the project?
- Funding for Cost Increases: What are potential funding sources available for the project if there are unanticipated cost increases?

RTP Consistency: Is the project included in the Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)?

Consistency with Complete Streets: Consistency with Complete Streets guidelines and policies, including the [Monterey Bay Area Completes Streets Guidebook](#), the California Complete Streets Act (AB1358-2008), and state, city or county Complete Streets policies.

- Consideration of possible complete streets components appropriate for different street types
- Integration of complete streets elements into road projects

Consistency With Other Plans: Is the project consistent with other regional and/or local plans, such as the plans listed below?

- Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
- Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
- General Plans
- Capital Improvement Programs
- Unmet Transit Needs
- Vision Zero/zero traffic fatalities, local roadway safety plans
- Unified Corridor Investment Study (UCS)
- Local Roadway Safety Plans
- Safe Streets for All Plan

Public Engagement: Does the project provide early and ongoing opportunities for meaningful public participation for all users?

- Describe how the project was identified as a community priority.
- List any public outreach that has already occurred.
- Participation from diverse and historically underrepresented members of the public in project planning
- Describe any planned outreach that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc., surveys, open houses)
- What outreach to low income, BIPOC, etc. residents about this project has been done?
- How have residents in the project area been involved in the decision-making or project information process?

Scale of Benefits: How many people could potentially benefit from this project? What are the number of anticipated users for the facility, service, or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians)?

Data to support these estimates may include:

- Traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.
- Work plan for a program and targeted number of people to use program.
- Destinations served by a project (e.g., employment center, transit center, retail/commercial area, visitor destination, school)
- Modeling information for future use, if available

Potential Risks: Describe the efforts undertaken to minimize risk to project implementation.

- Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks to the project schedule?
- Deliverability: What is the ability of the agency to complete the project on schedule? Performance on past grant applications? Timing of other projects? Is there an ability to consolidate projects, even if one project might otherwise be constructed several years later) - Ex. Timed utility upgrades, new development, etc.
- Environmental Risks: What are the risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity?
- Other: Are there any other potential risks that could delay the project? Describe any possible financial, operational/asset, strategic/organizational compliance, political, other risks.