

2022 Local Partnership Program Guidelines Development Workshop



April 26, 2022



Welcome and Introductions

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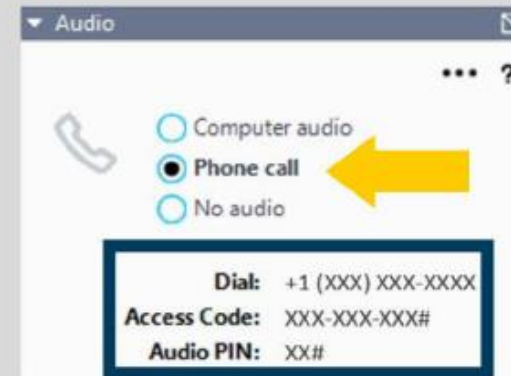
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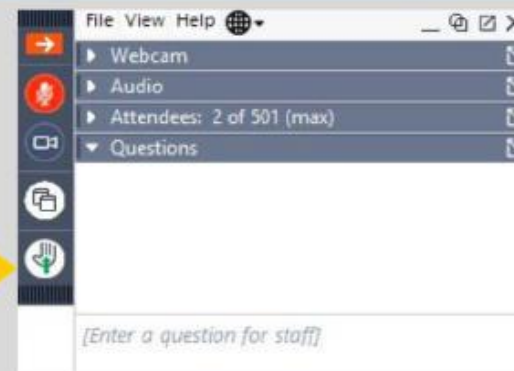


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Agenda Review



- March Workshop Recap
- April 2022 SB 1 Equity Workshop Recap
- Local Partnership Program Overview
- Discussion Focus: Formulaic and Competitive Program
- Handouts:
 - 2022 Local Partnership Program Guidelines: Discussion Document
 - Attachments 1 and 2
 - 2020 Local Partnership Program Guidelines
 - 2022 Draft Local Partnership Formulaic Program Guidelines (April 2022)
 - 2022 Draft Local Partnership Competitive Program Guidelines (March 2022)
- Office Hour Sessions
- Closing and Next Steps



March Workshop Recap

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Summary of Attendees



- Total number of attendees
 - **50**
- 20% - State agencies
- 42% - Regional agencies
- 25% - Local agencies
- 1% - Community-based organizations
- 12% - Other interested stakeholders

Key Topics Discussed



- Performance Metrics Guidebook
- Formulaic Program – proposed revisions
 - Amendments (Section 10A)
 - Project Cost Savings (Section 15A)
 - Project Nominations (Attachment 1)
 - Supplemental and Amendment Project Nominations (New section)

Comments Received at Workshop



Formulaic Program:

Funding Restrictions – supplemental funding

- Consideration of the supplemental funding allocation date be consistent with the original allocation date (retroactive date), like STIP (G12 policy). Supplemental funding cannot be expended until after an approved allocation of the supplemental funding which can be challenging to facilitate project delivery.

Comments Received at Workshop (cont.)



Formulaic Program:

Amendments

- In support of proposed revisions

Project Cost Savings

- In support of proposed revisions

Project Nomination and

Supplemental/Amendment Project Nomination

- In support of proposed revisions and new section ⁹

Discussions for Today's Workshops



- Eligible Applicants
- Eligible Projects
- Matching Requirements
- Competitive Program
 - Equity
 - Evaluation Criteria
 - Project Nomination



APRIL 2022 SB 1 EQUITY WORKSHOP RECAP

MATTHEW YOSGOTT

Deputy Director | SB 1 Programming

Recap - April 11 Equity Workshop



Impacts to Local Partnership Competitive Program

- Community Engagement Evaluation Criteria replacing the Regional and Community Project Support Criteria
- New Accessibility Criteria
- Revisions to SB 1 Competitive Programs Transportation Equity Supplement

Evaluation Criteria

Proposed Change - Community Engagement



- **Community Engagement** - In alignment with the Commission's Racial Equity Statement, projects will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities. In responding to this criteria, please refer to the *SB 1 Competitive Programs' Transportation Equity Supplement* (included in Appendix TBD).

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

- 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 populations are identified and considered within the planning process. Identify how the project engaged the community to consider community identified project needs. If a disadvantaged or historically impacted and marginalized community is within the project study area, were they engaged with? How was input received incorporated into the project? Identification of disadvantaged or historically impacted and marginalized communities may be satisfied through the integration of a demographic profile of the metropolitan area that includes locations of disadvantaged populations within the study area. If the applicant has already included information about community engagement in another section of the application 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 Appendix TBD*.
- Identify any actions taken to protect the state's most disadvantaged or historically impacted and marginalized communities. Identify strategies included in the project scope that seek to avoid and/or minimize impacts to disadvantaged or historically impacted and marginalized communities.

2022 Draft LPP-C Guidelines Section 13B – “Evaluation Criteria”

Evaluation Criteria

Proposed Change – Accessibility



- Accessibility – The project nomination should address current accessibility issues and concerns in the project area and how the project will improve accessibility and connectivity to residents and non-residents that travel or need to travel through the project area. How will the project connect to jobs, major destinations, and residential areas? If identifiable, include destinations that may be priority destinations for disadvantaged or historically impacted and marginalized communities. Describe how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized, which could be identified with maps that overlay the population distribution by various demographics.

2022 Draft LPP-C Guidelines

Section 13B – “Evaluation Criteria”

Evaluation Criteria

Proposed Change – SB 1 Comp Programs Equity Supplement



- A Regional Definition such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization or Regional Transportation Planning Agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region's broader planning purposes rather than only to apply for SB 1 Competitive Program funding.
- Areas of Persistent Poverty and Historically Disadvantaged Communities as defined by the United States Department of Transportation and identified using the mapping tool at <https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1>.

2022 DRAFT LPP Guidelines Appendix

“Example Indicators Used to Identify Disadvantaged or Historically Impacted and Marginalized Groups”

*Also Refer to Attachment in the Handouts Tab



Local Partnership Program Overview

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Associate Deputy Director | Local Partnership Program

Authority & Purpose



- Senate Bill 1 (SB 1) created the Local Partnership Program
 - Continuously appropriates \$200 million annually
- Program guidelines describe policy, standards and procedures.
 - Developed in cooperation with stakeholders
 - Modeled after Proposition 1B – State Local Partnership Program

Local Partnership Program Objectives



- Provide funding to counties, cities, districts, and regional transportation agencies:
 - 1.) that have voter-approved fees or taxes dedicated solely to transportation improvements; or
 - 2.) that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

The Program intent is to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

Program Distribution and Funding



Annual Distribution:

\$200 million



\$20 million set aside for Formulaic Program Incentive Funding



\$180 million



60% Formulaic Program

40% Competitive Program

Local Partnership Program Formulaic vs. Competitive



	Formulaic	Competitive
Funding	Formulaic funding distribution established for each taxing authority based on a combination of proportional tax, toll, or fee revenues and population.	Discretionary funding for project that excel through an evaluation process that promotes shovel-ready, cost-effective, and transformative projects.
Eligibility	Sought and received voter approval of taxes, tolls, or fees, dedicated solely to transportation improvements	<ul style="list-style-type: none"> • Agencies eligible for the Formulaic Program • Agencies that have imposed fees, including uniform developer fees, that are dedicated solely to transportation improvements.
Project Nominations	1.) Cover letter; 2.) fact sheet; 3.) general information; 4.) screening criteria; and 5). funding and deliverability	1.) Cover letter; 2.) fact sheet; 3.) general information; 4.) screening criteria; 5). evaluation criteria; 6). funding and deliverability; community impacts; and 7). advance transportation, land use, and housing goals.

Local Partnership Program Eligible Projects

(GOV 8879.70(a)(b) and SHC 2032(a))



Capital improvement projects:

- Improvements to the state highway system
- Improvements to transit facilities
- Acquisition, retrofit, or rehabilitation of rolling stock, buses or other transit equipment
- Improvements to the local road system
- Improvements to bicycle or pedestrian safety or mobility
- Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air or water quality
- Soundwalls
- Road maintenance and rehabilitation
- Other transportation improvement projects



Local Partnership Program

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Eligible Applicants

Section 5A (Formulaic) and Section 5B (Competitive)

(Refer to the Discussion Document for proposed language)

Eligible Applicants

2020 LPP Guidelines: Sections 5A and 5B



FORMULAIC PROGRAM - Section 5A

- An eligible applicant under the Local Partnership Formulaic Program (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 **and that agency administers those taxes, tolls, or fees.**

COMPETITIVE PROGRAM – Section 5B

- **An eligible applicant under the Local Partnership Competitive Program (Competitive Program) is a local or regional transportation agency that:**

- ~~Applicants that have~~ **has** sought and received voter approval of taxes, tolls, or fees which taxes, tolls, or fees are dedicated solely to transportation improvements **and that agency administers those taxes, tolls, or fees**, or

- ~~that have~~ **has** imposed fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, and which fees are dedicated solely to transportation improvements.

- **Applicants** that have imposed fees, including uniform developer fees and have not received voter approval of taxes, tolls, or fees are only eligible for the Local Partnership Competitive Program funding.

Eligible Applicants

2020 LPP Guidelines: Sections 5A and 5B



Discussion Topic:

The Commission currently considers the agency that administers the imposed fees as the eligible applicant. What are your thoughts on the current policy as it relates to the jurisdictions' administrative structure of the fees collected?



Eligible Projects

Section 6A (Formulaic) and Section 6B (Competitive)

(Refer to the Discussion Document for proposed language)

Eligible Projects

2020 LPP Guidelines: Sections 6A and 6B



The Local Partnership Program eligible projects 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 **and those that identify and incorporate the installation of conduit and/or fiber where appropriate and feasible along strategic corridors.**



Local Partnership Program

Carryover Key Area

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Matching Requirements

2020 LPP Guidelines, Sections 2A and 2B



- Projects funded from the Local Partnership **(formulaic and competitive)** Program will require at least a one-to-one match of private, local, federal, or state funds with the following exceptions:
- Taxing authorities with a voter-approved tax, toll, or fee which generates less than **\$100,000** **\$2 million** annually are only required to provide a match equal to 25% of the requested Local Partnership Formulaic Program funds. **This exception is based on the nominating agency's generated revenue.**
- For Soundwall only projects, the expenditure of local funds to complete the Project Approval and Environmental Documentation; Plans, Specifications, and Estimates; and Right-of-Way **phases** ~~components~~ may be used to meet the one-to-one match for the Construction **phase** ~~component~~.
- For purposes of calculating the required match, the Commission will only consider:
 - Funds that are not allocated by the Commission on a project specific basis, ~~with exception of~~ **except for** State Transportation Improvement Program **(STIP)** funding.
 - **Local Streets and Roads (LSR) Program apportionments received from the State Controller's Office for eligible projects for the Local Streets and Roads Program. Projects must meet LSR eligibility criteria.**



FORMULAIC PROGRAM

Carryover Key Area

ANJA AULENBACHER

Assistant Deputy Director | Local Partnership Program

Funding Restrictions

Carryover Key Area: Supplemental Funding



Amend previously proposed language in the supplemental funding subsection (new language in yellow text):

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. ~~The supplemental funding and the match for that supplemental funding cannot be expended until after the approved supplemental funding allocation.~~

Supplemental funding requests for pre-construction phases may be considered up to six months prior to the expenditure deadline.

Supplemental funding for the Construction phase must be programmed and allocated prior to contract award.



Questions and Comments



COMPETITIVE PROGRAM

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Screening Criteria

2020 LPP Guidelines, Section 11B



- **Project** nominations will receive an initial screening by the Commission for completeness and eligibility before ~~moving proceeding on~~ to the evaluation process.
- An applicant submitting multiple project nominations must clearly prioritize its project nominations. ~~If a project is nominated by multiple applicants, the priority of the applicants should be consistent.~~
- Incomplete or ineligible **project** nominations will not be evaluated.
- **Project** nominations will be screened for the following:
 - **The Competitive Program funding request does not exceed the maximum amount (\$25 million) per project nomination.**
 - Demonstrate ~~a one-to-one~~ **the required** funding match (as outlined in Section XB).
 - Provide **required documentation** ~~specified information~~ for eligibility verification (as outlined in Section XB).
 - ~~Project~~ **D**emonstrates that negative environmental/community impacts will be avoided or mitigated.
 - ~~Project~~ **D**emonstrates that all other funds for the proposed project (segment) are committed.

Evaluation Criteria

2020 LPP Guidelines, Section 12B



For all other projects, the Commission will give higher priority, **individually**, to the following **criteria**:

- **Accessibility**
- **Community Engagement**

Evaluation Criteria (cont.)

2020 LPP Guidelines, Section 12B



- ~~• Regional and Community Project Support -The nomination should demonstrate meaningful public outreach and engagement of the proposed project. (i.e., brief descriptions from public outreach events, voter approved expenditure plans that include the proposed project, Regional Transportation Plan (RTP) that include the proposed project and public outreach, and/or letters of support from community-based organizations).~~

Evaluation Criteria (cont.)



2020 LPP Guidelines, Section 12B

- **Transportation, Land Use, and Housing Goals**

- ~~Regional and Local Transportation, Land Use, and Housing Goals~~ The **project** nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the region's Regional Transportation Plan, Sustainable Communities Strategy (where applicable), **and** Regional Housing Needs Allocation. ~~and local Housing Element implementation, as well as other local plans such as general plans and specific plans if applicable.~~ **This may also include demonstrating how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.**

- **Local - The project nomination should explain how the project will advance local transportation, land use, and housing goals. This may include:**

1. **Demonstrating, at the time of project nomination, the local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or**
2. **Demonstrating the local jurisdiction applied to the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.**

- **The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Partnership Program funding. The Prohousing criteria is identified in the Local Partner Program**
- **Prohousing Designation Supplement developed in partnership with the California Department of Housing and Community Development, available online at: [Local Partnership Program Prohousing Designation Supplement].**

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



Project Nomination Competitive Program (Attachment 1)

(Refer to the Discussion Document for proposed language)

General Submission Instructions



Project Nomination Deadline

- Project nominations and supporting documentation must be submitted to the Commission by **November 28, 2022**.
- **General Project Nomination Form Submission Instructions**
- **All project nominations must be submitted by the deadline listed above.**
- **Project** nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.
- Applicants must submit one (1) electronic copy **of the project nomination package**.
- Electronic copies should be sent via e-mail to LPP@catc.ca.gov **on or before 11:59 pm on November 28, 2022**.
- Each project nomination should be limited to 35 pages, excluding information requested in appendices.
- Each project nomination must utilize the letter convention as specified.

A. Cover Letter



- A cover letter must be submitted with the project nomination.
- The cover letter must be addressed to the California Transportation Commission's Executive Director.
- Clearly identify the nominating agency or agencies and implementing agency or agencies.
- Where the project will be implemented by an agency or multiple agencies other than the nominating agency, the **cover letter** must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.
- Signatures are required

B. Fact Sheet



A one **or two-page** fact sheet describing the project scope, cost, schedule, and benefits (outputs/outcomes), **which also includes a brief narrative of how the project would impact Greenhouse Gas Emissions, how the project considers transportation equity, and how the project mitigated or avoided negative community impacts to result in better outcomes.** The fact sheet should be written in “plain language” so a non-technical audience can understand it. It also must include a high-quality project picture or rendering of at least 300 Dots Per Inch (DPI), as well as a **nominating agency logo.** The fact sheet will be posted on the Commission’s website and therefore must meet the latest state and federal web accessibility laws. Information about [California website accessibility laws.](#)

C. General Information



- Overview
- Map
- Photos
- Priority
- Eligible Project
- Scope
- Independent Utility
- Reversible Lanes

D. Screening Criteria



- Electronic Project Programming Request form
- Required documentation for eligibility verification
- A description of any negative impacts to a disadvantaged community and low-income community, in terms of displacement or other negative impacts, and any related mitigations.

E. Project Delivery



- **Delivery Method**
- **Contracts**
- **Schedule Risks**
- **Rail Company Coordination**
- **California Environmental Quality Act (CEQA)/National Environmental Policy Act Status**

F. Evaluation Criteria



- **Accessibility**
- **Community Engagement**
- **Cost Effectiveness**
- **Deliverability**
- **Projects that leverage above required match**
- **Safety**
- **System Preservation**
- **Transportation, Land Use, and Housing Goals**
- **Vehicle Miles Travelled**

G. Other Project Information Area



- **Climate Change Resilience and Adaptation – Identify and include project features or strategies to mitigate the impacts of climate change.**
- **Protection of Natural and Working Lands, and Enhancement of the Built Environment – Does the project minimize the impact on natural and working lands (e.g., forests, rangelands, farms, urban green spaces, wetlands, and soils) or incorporate natural and green infrastructure?**
- **Public Health – Project reduces exposure to criteria air pollutants and/or supports active modes of travel such as walking and bicycling.**

H. Funding and Deliverability



Funding table included

- **Cost Estimates**
- **Required Match**
- **Total Project Cost**
- **Uncommitted Funds**
- **Cost Overruns**
- **Contracts**
- **Federal Discretionary Grant Funds**

I. Other



Interagency Cooperation – For projects on the state highway system, evidence must be provided of cooperation between the nominating agency and Caltrans.

State Highway System Project Impact Assessment (Form CTC-0002)



Other Guideline Additions

FORMULAIC AND COMPETITIVE PROGRAM

- Sections 11A and 15B – Committed/Uncommitted Funds
(added federal discretionary grant programs as acceptable uncommitted funds)
- Sections 22A and 26B **(new section)** - Title VI Requirements
(standard language added to prohibit discriminatory practices in compliance with the Commission's Nondiscrimination Program)



Questions and Comments

LPP Office Hours Recap



17 Sessions Total

- 6 Local Agencies
- 11 Regional Agencies

Closing and Next Steps



- Discussion Recap
- Next Steps
 - Draft Guidelines
 - Adoption of Guidelines
 - Call for Projects

Questions or Comments



Email LPP@catc.ca.gov

For latest updates, visit the Commission's website at www.catc.ca.gov and follow the Commission on [Twitter](#) or [Facebook](#).

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Thank You!