



# California Transportation Commission

## 2020 Local Partnership Program Discussion Workshop

Friday, June 7, 2019  
1:00 pm – 4:00 pm  
San Jose City Hall  
Room 118-120  
200 East Santa Clara Street  
San Jose, CA 95113

Teleconference #: (877) 411-9748, Participant Code: 5283660

Questions during the workshop may be submitted to the Commission at [ctc@catc.ca.gov](mailto:ctc@catc.ca.gov)

### Agenda

<b>Welcome and Introductions</b>	Introductions and Agenda Review
<b>Key Focus Areas for Discussion*</b>	<ul style="list-style-type: none"><li>• Incentive for New or Renewed Sales Tax Measures, Tolls, or Fees</li><li>• Project Selection Process</li><li>• Status Update on Metrics for Project Outcomes</li><li>• Other Key Topics for Discussion</li></ul>
<b>Next Steps and Closing</b>	Identify Action Items and Next Steps

*\*Please note: The amount of time dedicated to each topic will depend on the level of comments and discussion. Additional topics may be added or carried over to future workshops.*

### CALIFORNIA TRANSPORTATION COMMISSION STAFF CONTACT:

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More information about the California Transportation Commission may be found at:  
<http://www.catc.ca.gov/>

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## Local Partnership Program Guidelines – Key Focus Areas – Current Policies

**Section 7 - Incentive for New or Renewed Sales Tax Measures, Tolls, or Fees**

To recognize new or renewed voter approved self-help efforts and to incentivize jurisdictions to pursue future sales tax measures, tolls, or fees, a one-time incentive grant will be provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten-years, are solely dedicated to transportation, and for sales taxes are equal to or greater than one quarter cent.

The total amount of incentive grants awarded will not exceed \$20,000,000 annually. The incentive grant amount will be based upon the projected annual revenue of the voter approved tax initiative (based on the voter approved tax rate and the sum of gross revenues for the most recent four quarters as reported by the Board of Equalization). If the projected revenue is less than \$100,000, the incentive grant amount will be \$100,000. For jurisdictions that generate tax revenues above \$100,000, the incentive grant amount will not exceed \$5,000,000. Should the sum of the incentive amounts (based on the above) exceed \$20,000,000 in any year, each incentive amount will be reduced proportionally while still maintaining the \$100,000 minimum grant amount. If this occurs, in the following year, the Commission may elect to provide grants equal to the reductions if incentive grant funding is available (that is, if the incentive grants in that following year do not exceed \$20,000,000).

Amounts for the incentive grants will be included in the formulaic shares adopted in August of each year. Funding for the incentive grants will be deducted from the subsequent round of Competitive Grant Program funding.

## Local Partnership Program Guidelines – Key Focus Areas – Current Policies

### **Sections 14 – 16 - Project Selection Process**

#### **Screening Criteria**

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated. An agency submitting multiple project applications must clearly prioritize its projects. All projects must be included in an adopted regional transportation plan and, if applicable, consistent with an approved Sustainable Communities Strategy.

#### **Project Rating Process**

To ensure a more equitable competition, the Commission will compare projects based on the population of jurisdiction(s) across which the tax or fee is applied. In most cases, this will be a county or city. 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 699,999
- Category IV: 100,000 to 299,999
- Category V:  $<100,000$

To maximize the effectiveness of program funds, the minimum request for Competitive Grant Program funds that will be considered is indicated below based on the aforementioned population totals:

- Category I (population  $\geq 1,500,000$ ): \$5,000,000
- Category II (population 700,000 to 1,499,999): \$3,000,000
- Category III (population 300,000 to 699,999): \$2,000,000
- Category IV (population 100,000 to 299,999): \$1,000,000
- Category V (population  $<100,000$ ): No minimum requirement.

An agency applying for multiple competitive grants must prioritize its applications. The Commission may elect to only evaluate the highest priority application(s) submitted by each agency.

In approving grants for inclusion in the program of projects, the Commission will give consideration to geographic balance over multiple programming cycles.

## Local Partnership Program Guidelines – Key Focus Areas – Current Policies

### **Competitive Program Evaluation Criteria**

The Commission will give higher priority to the following:

- Projects that are more cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage more committed funds per program dollar.
- Projects that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
- Projects that can demonstrate regional and community project support.
- Within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy.