

## 2022 Local Partnership Program Guidelines: Discussion Document

Local Partnership Program Workshop – April 26, 2022

### ❖ Sections 5A and 5B. Eligible Applicants

(Proposed text is blue and bolded, deleted text is red and strikethrough)

#### **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.

**Discussion: 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?**

### ❖ Sections 6A and 6B. Eligible Projects

(Proposed text is blue and bolded)

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.**

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### ❖ Sections 2A and 2B. Matching Requirements

(Proposed text is blue and bolded, deleted text is red and strikethrough)

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

#### ❖ Section 3A. Funding Restrictions: Supplemental Funding

(Amended proposed text is blue and bolded, deleted text is red and strikethrough)

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.**

The supplemental funding may be to replace local funding already committed to the project, subject to the required match (refer to Section xA. Matching Requirements).

To streamline the programming process, a taxing authority may request to program supplemental funds with a simplified project nomination submittal as outlined in Attachment 1A. Taxing authorities requesting to add funding to an unallocated phase should refer to Section 12A. Amendments.

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### COMPETITIVE PROGRAM

#### ❖ Section 11B. Screening Criteria

(Proposed text is blue and bolded, deleted text is red and strikethrough)

**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** Demonstrates that negative environmental/community impacts will be avoided or mitigated.
- **Project** Demonstrates that all other funds for the proposed project (segment) are committed.

#### ❖ Section 12B. Evaluation Criteria

(Proposed text is blue and bolded, deleted text is red and strikethrough)

~~A~~**The** project nomination(s) must include documentation regarding the quantitative and qualitative measures validating the project's consistency with **the Local Partnership Competitive Program** policy objectives **and the identified benefits (outputs and outcomes) of the proposed project**. Each ~~section~~ **evaluation criterion** must be addressed ~~and~~; include ~~ing~~ relative data ~~of~~ **on** the performance metrics. **The Commissions' SB 1 Technical Performance Measurement Methodology Guidebook provides instructions on how to complete required performance metrics.**

For sound wall only projects, a project nomination must be 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.

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

- **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**

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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 communities, which could be identified with maps that overlay the population distribution by various demographics.

- **Air Quality & Greenhouse Gases** –The **project** nomination should address how the proposed project will reduce greenhouse gas emissions and criteria pollutants and advance the State’s air quality and climate goals. **Identify and discuss other environmental benefits the project will provide.**
- **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 III).

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 III.***
  - **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.**
- **Cost Effectiveness** –Projects that provide **the-greatest 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.

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- Deliverability –Projects that have completed design and right-of-way certification, unless the project is being delivered using Design-Build or Construction Manager/General Contractor method. If using these methods, the start of construction will be the basis for the evaluation.
- Projects that leverage funds above the required matching funds amount, in the Construction phase. (see Section XB).
- ~~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).~~
- Safety – The **project** nomination should address safety issues and concerns, including actual reported property, injury, and fatality collisions for the last 5 full years. Demonstrate how the proposed project increases safety for motorized and non-motorized users. Identify and discuss other safety measures the project will address, including health impacts.
- 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.
- **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**

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**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.**

- **Vehicle-Miles Traveled** – The **project** nomination should demonstrate how the project will minimize vehicle miles traveled while maximizing person throughput.

### ❖ **Attachment 1 – Project Nomination – Competitive Program**

(proposed text is blue and bolded, deleted text is red and strikethrough)

#### **Project Nomination Deadline**

Project nominations and supporting documentation must be submitted to the Commission by **November 28, 2022** ~~June 30, 2020~~.

#### **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 ~~two (2) hard copies of the nomination package and~~ one (1) electronic copy **of the project nomination package.**
- Electronic copies should be sent via e-mail to [LPP@catc.ca.gov](mailto:LPP@catc.ca.gov) **on or before 11:59 pm on November 28, 2022.**

~~All nomination materials should be bound, addressed and delivered to:~~

~~California Transportation Commission~~

~~Executive Director~~

~~1120 N Street, MS-52~~

~~P.O. Box 942873~~

~~Sacramento, CA 95814~~

- 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.**



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- The cover letter must be addressed to the California Transportation Commission’s Executive Director and clearly identify the nominating agency or agencies **and the implementing agency or agencies**.
- **Nominations** **The cover letter** must include the signature of the Chief Executive Officer (or other officer authorized by the nominating agency’s governing board), **authorizing** and approving the **project** nomination.
- Jointly nominated projects must have the duly authorized signatures of both agencies.
- Where the project will be implemented by an agency or multiple agencies other than the nominating agency, the **nomination cover letter** must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.

~~Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the nomination.~~

### 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:** Include a brief, one to three paragraph, ~~Project title, with a brief~~ non-technical description of the project, total project cost and requested amount. If the project includes multiple project modes, each project mode must be described.
- **Map:** A map (or maps) **that clearly shows** ~~of~~ the project location(s). **Provide a brief description of the project location(s) including city and county boundaries.**
- **Photos:** Photos (rendering or actual) of the project location(s).
- **Priority:** Project priority (if the ~~taxing authority~~ applicant (nominating agency) is submitting multiple **project** nominations).

~~Project background and a purpose and need statement.~~

- **Eligible Project:** Explain (no more than one or two paragraphs) how the project is eligible based on the categories outlined in the guidelines, Section XB.
- **Scope:** A relatively brief (no more than two paragraphs) description of the project scope. Include a list of outputs for the project. Make sure the outputs listed here match the outputs submitted in the electronic Project Programming

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~~Request form. A concise description of the type of project, scope and anticipated benefits (outcomes and outputs) proposed for funding.~~

- ~~**Independent Utility:** Explain (no more than two paragraphs) why the project is being segmented and demonstrate that the segment(s) proposed for funding has independent utility. When proposing a segment of a corridor, the applicant should include a description of the transportation corridor and the function of the proposed project within the corridor and discuss why the project is being segmented. The project must demonstrate that the segment proposed for funding has independent utility and include a narrative of the plan to complete remaining improvements of the corridor. Address how each segment of the corridor project will be delivered and include an estimated timeline for completing the overall project and each segment in the corridor. If proposing the last segment of the corridor, the **project** nomination should discuss the benefits that have been achieved of all the other segments that have been completed and the benefits of completing the corridor. Conversely, the **project** nomination should address the impacts of not completing the last segment. The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.~~
- **Nominating Agency/Implementing Agency Agreement:** Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the **project** nomination.
- **Reversible Lanes:** A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.
- ~~For projects required to be in a Regional Transportation Plan, a confirmation, to the best of the nominating agency's knowledge, that the project(s) proposed for funding is not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient Vehicles Rule.~~

### D. Screening Criteria

- The **electronic** Project Programming Request form, Appendix I, must list all funding match sources (federal, state, local, and private) **and other committed funds**.
- Include the required documentation for eligibility verification (as outlined in Section XB).
- 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.
- ~~A description of environmental and community impacts as identified in the environmental document. This may be demonstrated with the final environmental document. A link to the final environmental document, or the draft environmental document, must be included for all project modes.~~

### E. ~~Funding and Deliverability~~ **Project Delivery**



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- **Delivery Method:** Specify what delivery method is being used for the project. If a delivery method other than design-bid-build is used for the project, identify the delivery method used. If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known. **This can be a one sentence statement, but no more than one paragraph.**
  - **Contracts:** If more than one contract is needed for the Construction phase and separate allocations are needed, explain in this section.
  - **Schedule Risks:** In narrative form or table format, list any potential schedule risks and proposed mitigation strategies to keep the project on schedule. Examples of schedule risks include geotechnical analysis needs or concerns, complicated utility relocations, or land acquisition needs.
    - a. If the project requests allocation in the last fiscal year of the program, explain why the project will be ready to allocate on time.
  - **Other Potential Risks:** A description of other potential risks considered including, but not limited to, risks associated with deliverability and engineering issues, and funding commitments.
  - **Rail Company Coordination:** Include a timeline for any necessary coordination with rail companies such as the Union Pacific Railroad or the Burlington Northern Santa Fe railroad. Below are examples of rail company involvement.
    - a. A construction maintenance agreement.
    - b. Permission from a rail company is required to use, make changes to, acquire, or work on their land.
    - c. A rail company must review and approve the project design.
    - d. Any other kind of significant involvement.
- If the project requires coordination with a rail company, include a timeline with the following information:
- e. When the project team will begin and end engagement with the rail company.
  - f. Average review and approval timeframes for the rail company.
  - g. Dates when the project team will secure any necessary approvals.
  - h. Any other major milestones.
- **California Environmental Quality Act (CEQA)/National Environmental Policy Act Status:**
    - a. A one to two paragraph description of where the applicant is at in the process of securing approval for CEQA and if necessary NEPA.
    - b. A one to two paragraph description of the environmental and community impacts as identified in the environmental document and if applicable the proposed mitigations. This can also presented in a table format.

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- c. A link to the final environmental document/s, or the draft environmental document/s, must be included for all project segments.
  - d. If the CEQA documents are not complete, in a one or two paragraph description, explain how the applicant will ensure the completion of required environmental documentation within six months of program adoption as required in the guidelines (as outlined in Section XB).
- ~~○ Clearly identify the scope of work for each mode used. Describe the benefits (outputs/outcomes) that will be achieved for all project modes combined in the project nomination.~~
- ~~○ Identify the scope, funding plan and schedule for each contract (each contract should have a Project Programming Request Form), including any contracts not requesting Local Partnership Competitive Program Funds, that are being used for the project. Explain the strategy for project delivery. If, subsequent program adoption, the project is divided into independent contracts, it should be reported as soon as possible. A project amendment will need to be approved by the Commission prior to allocation.~~

### F. Evaluation Criteria

A quantitative and qualitative analysis of the proposed project compared to the no-build project alternative **environment**.

**Performance Metrics:** The required Performance Metrics in Appendix II may be submitted as part of the electronic Project Programming Request form. ~~must support the narrative of the criteria.~~

For evaluation criteria that are also performance metrics, the electronic Project Programming Request form or Appendix II is how the quantitative information is provided. Make sure the numbers from the Performance Metrics form match/align with the qualitative descriptions provided. Instructions for calculating the performance metrics can be found in the Commissions' SB 1 Technical Performance Measurement Methodology Guidebook.

**Required Criteria:** ~~Every~~ **Each** criterion identified in Section XB of the guidelines must be addressed. If a criterion is not addressed the project may not be funded in the Competitive Program. **Include a separate paragraph addressing each criterion outlined in Section XB. The required criteria are listed below for reference.**

- Sound wall only project nominations
  - Include a noise barrier scope summary report that has been completed within the last 20 years.
- **Accessibility** – 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

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how the project increases accessibility to key destinations for disadvantaged or historically impacted and marginalized communities, which could be identified with maps that overlay the population distribution by various demographics.

- **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 III).

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 III*.
- 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.
- **Cost Effectiveness** –Projects that provide ~~the greatest~~ 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.
- **Deliverability** –Projects that have completed design and right-of-way certification, unless the project is being delivered using Design-Build or Construction Manager/General Contractor method. If using these methods, the start of construction will be the basis for the evaluation.

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- Projects that leverage funds above the required matching funds amount in the Construction phase. (see Section XB).
- Safety – Address safety issues and concerns, including actual reported property, injury, and fatality collisions for the last 5 full years. Demonstrate how the proposed project increases safety for motorized and non-motorized users. Identify and discuss other safety measures the project will address, including health impacts.
- System Preservation – Demonstrate how the project will improve the current conditions. Identify and discuss other performance measures the project will address.

- **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:

- 3. 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**
- 4. 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 form].**

**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.**

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- Vehicle-Miles Traveled – Demonstrate how the project will minimize vehicle miles traveled while maximizing person throughput.

### G. **Community Impacts** Other Project Information Areas

Provide information for the following areas:

- **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.

If an area above is not relevant to a project, write “Not Applicable” in the project nomination.

Refer to Appendix IV, *Local Partnership Competitive Program Project Nomination - (Section G - Project Information Areas) – Instructions and References* which provides detailed information to complete this section which includes instructions, tools, and resources.

- ~~▪ description of how local residents and community-based organizations were engaged in developing and supporting the project.~~
- ~~▪ A description of how the final project will address community-identified needs with a description and quantification of the benefits the project will provide for disadvantaged communities and low-income areas.~~
- ~~▪ Include a map to identify whether or not the project is located in a disadvantaged community or low-income community using the Disadvantaged and Low-income Community Maps found here. A region-specific definition of a disadvantaged community may be used.~~
- ~~▪ Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose of the program.~~
- Describe how stakeholders will continue to be engaged in the implementation of project.

### H. **Funding and Deliverability**

**Funding Table** – Complete the table below for all project phases. This table should align with the electronic Project Programming Request form submitted with the project nomination.

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- **Cost estimates:** A project cost estimate which includes the amount and sources of all funds committed to the project and the basis for concluding that the funding is expected to be available. Costs should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.
- **Required Match: Project funding must include the required funding match (as outlined in Section XB) in the Construction phase.**

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted	Total
<b>Total</b>					

- **Total Project Cost: Include the total project cost. Include the total costs at the end of the table. Make sure it matches the electronic Project Programming Request form.**
- **Uncommitted Funds:** May only be from those programs identified in Section XB. If uncommitted funds are proposed, the project nomination must address the plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding.
- **Cost Overruns:** A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.
- **Contracts: If more than one contract is needed for the Construction phase and separate allocations are needed, explain in this section.**
- **Federal Discretionary Grant Funds: Identify any discretionary federal grant funds that have been committed as of the application due date. Proof of the commitment should be provided in the form of a letter or public announcement issued by the authorizing federal agency.**
- ~~○ A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, and funding commitments.~~

### I. Other

- **Interagency Cooperation -** For projects on the state highway system, evidence must be provided of cooperation between the nominating agency and Caltrans. (see Appendix VI)