

FISCAL YEAR 2018-19

CALTRANS TRANSPORTATION PLANNING GRANTS



SUSTAINABLE COMMUNITIES

STRATEGIC PARTNERSHIPS

ADAPTATION PLANNING





SENATE BILL I (SB I) – THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017



Adds \$25 M Annually for Sustainable Communities Grants

Section 2033.5 Allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the commission.

Adds \$20 M over 3 years for Adaption Planning Grants

Section 16321 (I) Up to \$20,000,000 to local and regional agencies for climate change adaptation planning.

SUSTAINABLE TRANSPORTATION PLANNING GRANT SUMMARY CHART

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Sustainable Communities Competitive	Road Maintenance and Rehabilitation Account (RMRA) State Highway Account (SHA) State funds Budget Approx. \$17 million Grant Min. \$50,000 for Disadvantaged Communities; \$100,000 for All Others Grant Max. \$1,000,000	Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 4).	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs with sub-applicants • RTPAs • Transit Agencies; • Cities and Counties; • Native American Tribal Governments • Other Public Transportation Planning Entities <p>The following are eligible to apply as a sub-applicant:</p> <ul style="list-style-type: none"> • MPOs/RTPAs • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.

SUSTAINABLE TRANSPORTATION PLANNING GRANT SUMMARY CHART

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<p>Sustainable Communities Formula</p>	<p>Road Maintenance and Rehabilitation Account (RMRA) State funds</p> <p>Budget \$12.5 million</p>	<p>Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).</p>	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs 	<p>11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</p>

KEY CHANGES TO THE SUSTAINABLE COMMUNITIES' GRANTS

- Emphasis on state goals, priorities, and policies that continue AB 32 and SB 375 goals of GHG and VMT reduction.
- Encouraging land-use, housing, and transportation integrated planning, where applicable. The list of eligible activities and examples has been expanded to include integrated planning. A transportation nexus is always needed per Article 19 of the CA constitution.
- The guide includes additional resources and reference documents for applicants to review and reference to support developing a strong application.
- There is a 50% minimum threshold for grant awards to go to disadvantage communities, including tribal governments and rural areas. Additional resources and criteria are included for applicants to justify how they are a disadvantage community.
- Tips and scoring criteria for writing a successful application was updated to align with the new grant specific objective.

SUSTAINABLE COMMUNITIES GRANT SPECIFIC OBJECTIVE

- Encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 4).
 - Applicants should demonstrate how the proposed effort would:
 - Integrate Grant Program Considerations (See Pages 4-11)
 - Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- (Continued)
- Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities
 - Encourage stakeholder collaboration
 - Involve active community engagement
 - Coordinate transportation, housing, and land use planning
 - Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)
 - Result in funded and programmed multimodal transportation system improvements

SUSTAINABLE COMMUNITIES EXAMPLE PROJECT TYPES

- Studies to improve access to social services and other community destinations for disadvantaged communities
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State's GHG reduction targets
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system with connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.
- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Long range transportation plans for tribal governments
- Community to school studies or safe routes to school plans
- Studies, plans, or outreach for school public transit, school pool ridesharing
- Community mobility needs assessments
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Traffic calming and safety enhancement plans
- Corridor enhancement studies

SUSTAINABLE COMMUNITIES EXAMPLE PROJECT TYPES

- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Commute trip reduction studies and plans
- Data collection/data sharing initiatives
- Strategies to increase transit ridership

Land use planning activities *in coordination with a transportation project*. Examples include:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes
- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change

SUSTAINABLE TRANSPORTATION PLANNING GRANT SUMMARY CHART

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<p>Strategic Partnerships</p>	<p>Federal Highway Administration – State Planning and Research, Part I (FHWA, SPR Part I) Federal funds</p> <p>Budget Approx. \$1.5 million</p> <p>Grant Min. \$100,000</p> <p>Grant Max. \$500,000</p>	<p>Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide needs of the State highway system, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 4).</p>	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs • RTPAs <p>The following are eligible to apply as a sub-applicant:</p> <ul style="list-style-type: none"> • MPOs/RTPAs • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	<p>20 percent minimum non-federal funds (in cash or an in-kind* contribution). The entire minimum 20 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</p>

SUSTAINABLE TRANSPORTATION PLANNING GRANT SUMMARY CHART

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<p>Strategic Partnerships – Transit</p>	<p>Federal Transit Administration, Section 5304 (FTA § 5304)</p> <p>Federal funds</p> <p>Budget Approx. \$2.8 million</p> <p>Grant Min. \$100,000</p> <p>Grant Max. \$500,000</p>	<p>Funds multimodal planning studies with a focus on transit, in partnership with Caltrans, of regional, interregional and statewide significance, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 4).</p>	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs • RTPAs <p>The following are eligible to apply as a sub-applicant:</p> <ul style="list-style-type: none"> • MPOs/RTPAs • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	<p>11.47 percent minimum non-federal funds (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</p>

STRATEGIC PARTNERSHIPS GRANT SPECIFIC OBJECTIVE

Accomplish the Federal Planning Factors, achieve the Caltrans Mission and Grant Program Overarching Objectives on Page 4. Strategic Partnerships are intended to fund planning projects that address needs on the State highway system, while the transit component will address multimodal planning projects that focus on transit.

Applicants should demonstrate how the proposed effort would:

- Partner with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State highway system (or multi-modal transportation system for transit-focused projects)
- Strengthen government-to-government relationships, and
- Result in programmed system improvements

STRATEGIC PARTNERSHIPS EXAMPLE PROJECT TYPES

- Studies that identify interregional, inter-county, and/or statewide mobility and access needs
- Corridor studies and corridor performance/preservation studies
- Studies that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites
- Development of planning activities intended to result in investment in sustainable transportation projects
- Enhanced tools to capture GHG benefits of Operations and System Management projects
- Integration of transportation and economic development
- Planning for sustainable freight
- Planning for transportation safety
- Studies for relinquishment of state routes
- Statewide or interregional research or modeling tools
- Transportation demand management plans
- System investment prioritization plans
- Assessment and integration of new technology

STRATEGIC PARTNERSHIPS - TRANSIT EXAMPLE PROJECT TYPES

- Identification of policies and procedures to integrate transit into the transportation system and planning process
- Statewide transit planning surveys and research
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Projects that evaluate accessibility and connectivity of the multi-modal transportation network
- Transit technical planning studies to optimize system performance

ADAPTATION PLANNING GRANT SUMMARY CHART

FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
<p>Public Transportation Account (PTA) State funds</p> <p>Budget FY 17-18 \$7,000,000 FY 18-19 \$7,000,000 FY 19-20 \$6,000,000</p> <p>Grant Min \$100,000</p> <p>Grant Max \$1,000,000</p>	<p>Support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system, especially efforts that serve the communities most vulnerable to climate change impacts.</p>	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs • RTPAs • Transit Agencies • Cities and Counties • Native American Tribal Governments • Local and Regional Agencies • Special Districts <p>The following are eligible to apply as a sub-applicant:</p> <ul style="list-style-type: none"> • MPOs/RTPAs • Transit Agencies • Cities and Counties • Native American Tribal Governments • Local and Regional Agencies • Special Districts • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.c.3) • Other Public Entities** 	<p>11.47% minimum (in cash or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</p>

ADAPTATION PLANNING GRANT SPECIFIC OBJECTIVE

Applicants must demonstrate how the proposed effort will accomplish the following:

- Demonstrate on-going collaboration and partnerships between sectors and jurisdictions, across levels of government at a regional scale
- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas emissions

Applicants should demonstrate how the proposed effort will accomplish one or more of the following:

- Identify system-wide climate change impact risks to multimodal transportation infrastructure in the project area
- Identify specific transportation infrastructure vulnerabilities to climate change impacts

(Continued)

- Identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities
- Advance the planning of specific climate adaptation projects, such as developing a cost estimate or conceptual design
- Include economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies

Competitive applications should include one or more of the following:

- Identify benefit to disadvantaged and/or vulnerable communities, including transit-dependent populations (when applicable)
- Demonstrate collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, community-based organizations, and community residents

ADAPTATION PLANNING EXAMPLE PROJECT TYPES

Climate vulnerability assessments

Extreme weather event evacuation planning, which could include:

- Identifying communities and individuals with inadequate access to transportation (e.g. survey to determine number and location of transit dependent residents)
- Planning for increased transportation options in evacuation corridors
- Planning for roadway warning systems for extreme weather events

Resilience planning

Transportation infrastructure adaptation plans, such as:

- Evaluating the feasibility of realigning/relocating transportation infrastructure impacted by sea level rise

- Evaluating the feasibility of a proposed wildlife underpass or overpass

Natural and green infrastructure planning (e.g. wetlands restoration along transportation corridors to protect transportation infrastructure from flooding and storm impacts)

Integration of transportation adaptation planning considerations into existing plans, such as a climate mitigation or adaptation plan, Local Coastal Program, Local Hazard Mitigation Plan, General Plan (including meeting Senate Bill 379 requirements), or other related planning efforts

Evaluation of or planning for other adaptation strategies, such as:

- Providing transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases
- Planning for decentralized energy and storage for safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions

FY 2018-19 TRANSPORTATION PLANNING GRANTS TIMELINE

January 5, 2018 – Release Grant Application Guides and call for applications

February 23, 2018 – Grant applications due

March – April 2018 – Evaluate and score the applications

May 2018 – Management approval and grant announcements released

July 2018 – Earliest project start date for MPOs/RTPAs

October 2018 – Earliest project start date for non-MPOs/RTPAs

February 28, 2021 – Non-MPO/RTPA grant tasks must be completed

April 30, 2021 – Non-MPO/RTPA final invoices must be submitted

June 30, 2021 – MPO/RTPA grant tasks must be completed. MPO/RTPA final requests for reimbursement must be submitted no later than 60 days after the end of the fiscal year to coincide with the submission of the Overall Work Program Final Expenditure Report.

FY 2019-20 TRANSPORTATION PLANNING GRANTS TIMELINE

June 2018 – Post draft discussion grant guide online for comment for 2 weeks. Incorporate comments.

Late June 2018 – Hold 2 workshops and incorporate comments into the grant guide.

July 2018 – Send Final Draft of the Grant Guides to the financial and policy committees in the legislature. Post the Final Draft Grant Guide online for comment for 30 days.

August 2018 – Hold 2 workshops and incorporate comments in to the guide. Release final Grant Guides and call for applications

October 19, 2018 – Grant applications due

November 2018 – January 2019 – Evaluate and score the applications

February – April 2019 – Management approval and grant announcements released

July 2019 – Earliest project start date for MPOs/RTPAs

October 2019 – Earliest project start date for non-MPOs/RTPAs

February 28, 2022 – Non-MPO/RTPA grant tasks must be completed

April 30, 2022 – Non-MPO/RTPA final invoices must be submitted

June 30, 2022 – MPO/RTPA grant tasks must be completed. MPO/RTPA final requests for reimbursement must be submitted no later than 60 days after the end of the fiscal year to coincide with the submission of the Overall Work Program Final Expenditure Report.

QUESTIONS FOR SUSTAINABLE COMMUNITIES OR STRATEGIC PARTNERSHIPS?

Caltrans district staff are available during the application period to answer questions and help interested groups complete their applications:

http://www.dot.ca.gov/hq/tpp/grant_files/FY_18-19/04_JAN18_STPG_DistrictContacts.pdf

For questions specific to the Grant Application Guide, applicants are also welcomed to contact the Caltrans Office of Regional Planning:

Erin Thompson
Email: Erin.Thompson@dot.ca.gov
Phone: (916) 654-2596

Priscilla Martinez-Velez
Email: Priscilla.Martinez-Velez@dot.ca.gov
Phone: (916) 651-8196

For questions about “Planning for Housing” please contact the Department of Housing and Community Development:

Paul McDougall
Email: Paul.McDougall@hcd.ca.gov
Phone: (916) 263-7420

QUESTIONS FOR ADAPTATION PLANNING?

Caltrans district staff are available during the application period to answer questions and help interested groups complete their applications:

http://www.dot.ca.gov/hq/tpp/grant_files/FY_18-19/07_JAN18_AP_DistrictContacts.pdf

For questions specific to the Grant Application Guide, applicants are also welcomed to contact the Caltrans Office of Regional Planning:

Julia Biggar
Email: Julia.Biggar@dot.ca.gov
Phone: (916) 654-6344

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CALTRANS TRANSPORTATION PLANNING GRANTS WEBSITE

[HTTP://WWW.DOT.CA.GOV/HQ/TPP/GRANTS.HTML](http://www.dot.ca.gov/hq/tp/tp/grants.html)

