

2022 Local Partnership Competitive Program Eligibility

The following information is excerpted from the 2022 Local Partnership Competitive Program Guidelines and is meant to serve as a quick reference. The complete Competitive Program guidelines document includes the policies and procedures that apply to the Competitive Program, including funding restrictions, environmental process requirements, and screening and evaluation criteria. The complete guidelines can be found on the California Transportation Commission [website here](#) and should be reviewed in full prior to submitting a project nomination to ensure project eligibility.

Eligible Applicants

An eligible applicant under the Competitive 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; or
- that imposes fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which fees are dedicated solely to transportation improvements.

Eligibility Verification

Applicants that have applied in a prior programming cycle and have established eligibility must submit the following documentation with the project nomination:

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) identifying the taxes, tolls or fees the applicant used to establish eligibility, and to affirm the taxes, tolls, or fees are currently in effect and are dedicated solely to transportation improvements.

Applicants that have applied in a prior programming cycle and need to reestablish eligibility due to expired taxes, tolls, or fees must submit the relevant required documentation listed below.

Applicants that are listed in the Competitive Program Guidelines, Appendix VI, must explain their eligibility in the project nomination.

Applicants with Voter-Approved Taxes, Tolls, or Fees

Applicants that are not listed in the Competitive Program Guidelines, Appendix VI, and have sought and received voter approval of taxes, tolls, or fees, which taxes, tolls, or fees are dedicated solely to transportation improvements must submit all required documentation listed below with the project nomination.

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) to affirm the taxes, tolls, or fees are dedicated solely to transportation improvements.

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- A copy of the ordinance or resolution seeking voter approval of the tax, toll, or fee.
- Ballot information.
- Election results (Official Statement of Votes Cast).
- For tolls, fees, or taxes other than sales taxes, a copy of the relevant section of the taxing authority's most recent audited financial statements indicating the revenue generated by the tax, toll, or fee, including posting location on the internet and information about how the revenues are reported to the State.

Applicants with Imposed Fees

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 Competitive Program funding.

Applicants with imposed fees, including uniform developer fees, must submit all required documentation listed below with the project nomination:

- A cover letter signed by the applicant's Executive Director (or other officer authorized by the applicant's governing board) to affirm the fees are imposed by the applicant and the fees are dedicated solely to transportation improvements.
- A copy of the ordinance or resolution seeking to impose the fee.
- A copy of the relevant section of the applicant's (or administering agency's) most recent audited financial statements indicating the revenue generated by the imposed fee, including posting location on the internet and information about how the revenues are reported to the state.

Applicants are encouraged to submit eligibility verification documents prior to submitting the project nomination package.

Eligible Projects

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 of the following:

- A) Improvements to the state highway system including, but not limited to, all of the following:
1. Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;

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2. New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
 3. 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:
4. Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
 5. New construction and facilities to increase capacity, improve mobility, or enhance safety; and
 6. 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.