

FUNDS FACTSHEET

FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP)

Fix-it-First Road Preservation

Federal Surface Transportation Block Grant Program funds are available for Local Streets and Roads (LSR) Preservation. The program's goal is preservation of the local streets and roads on federally eligible arterials and collectors.

Further information can be found at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm> and <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Requirements

- Agency must have a certified Pavement Management Program (PMP) (StreetSaver® or equivalent) updated at least once every three years (with an one-year extension allowed), and **all projects must be generated by the agency's PMP**. MTC is responsible for verifying the certification status. The certification status can be found at <https://mtc.ca.gov/tools-resources/technical-assistance/streetsaverr/pavement-management-program-pmp-certification>
- Agency fully participates in the statewide local streets and roads needs assessment survey.
- Agency provides updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with an one-year grace period allowed).
- Federal-aid eligible: roadway must be a public road that is not classified as a rural minor collector or local road or lower. Confirmation is required through the Highway Performance Monitoring System and attached to the application prior to award of funds. <https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system>
- Pavement Rehabilitation: All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) **below 70**, must be consistent with segments recommended for treatment in the programming cycle by the jurisdiction's PMP.
- Preventive Maintenance: Only projects where pavement segments have a PCI of **70 or above** are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
- Non-Pavement: Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards.
- Agency must provide a minimum 11.47% non-federal match. Additional matching funds are voluntary; however, project sponsor should be aware that if it is included in the Caltrans finance letter, agency will be held to that reimbursement ratio.
- Bike facilities will be included in the final striping wherever feasible and consistent with local plans.
- Agencies should coordinate fiber optic cable installation and other intelligent transportation system elements in conjunction with pavement projects.

Planning

Under OBAG 3, various planning exercises are available for STP funds. These may include local plans for Priority Development Area (PDA) plans, safety, Vision Zero, community-based transportation plans, mobility hub, and regional advance mitigation planning.

FUNDS FACTSHEET

CONGESTION MITIGATION & AIR QUALITY (CMAQ)

Complete Streets

This fund source rewards projects that are in or support a PDA by MTC definition. The predominate federal fund source is CMAQ but may include STP funds. It is open to all jurisdictions within the county and VTA to fund pedestrian, bicycle, and signal systems projects designed to support dense development and use of alternative transportation modes by installing complete streets elements.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and must reduce vehicle trips resulting in air pollution reductions. To meet the needs of users, hours of operation need to be reasonable and support bicycle/ pedestrian needs particularly during commute periods.

General project categories include the following:

- Transit station improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community.

Safe Routes to School - infrastructure only

The Safe Routes to School (SRTS) category is funded exclusively by federal CMAQ. CMAQ funds in this category focus on reducing greenhouse gases as well as the health and safety of school-aged children by promoting walking, biking, transit and carpooling to school, targeting grades K-12. Additional programming in the Complete Streets category would be available for SRTS projects.

Ineligible activities: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Further CMAQ information can be found at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> and <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>