

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

2026 GUIDELINES & POLICIES FOR THE ADMINISTRATION OF REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS

**ADOPTED BY THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY BOARD OF
DIRECTORS: March 25, 2026**

What is the Regional Surface Transportation Program?

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The State of California allows smaller counties to exchange their apportionment of federal RSTP funds for State Highway Account funds, which are easier for local agencies to use for transportation with less stringent paperwork than with federal funds.

The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as a Regional Transportation Planning Agency through several programs, which are detailed in the following section.

Programming of Regional Surface Transportation Program Funds

Since 1991, TAMC has funded transportation projects in three categories, Fair Share, Competitive, and Transportation for Livable Communities. As of 2013, the Transportation for Livable Communities program has been suspended as the goals of that program are being met with the Complete Streets program. The Transportation Agency also sets aside RSTP in a reserve for use on eligible transportation projects by the Agency. Any interest accrued on the balance of RSTP funds that have been deposited into an interest-bearing account will be used only for RSTP eligible projects. The 2026 program updates the Quick-Build and Pilot Program for project clarification, simplified scoring, and ease of implementation.

The programming categories are described as follows:

RSTP Reserve: This program reserves up to 10% of the annual RSTP funding amount off the top for use by TAMC for eligible transportation projects and planning activities. In addition to the RSTP Reserve, the Transportation Agency Board maintains discretion to approve other one-time off the top set asides to fund special projects. These approvals typically occur when approving the RSTP fund estimate.

RSTP Fair Share: This formula program distributes part of the RSTP funding to the cities and county based on 50% population (as estimated by the California Department of Finance) and 50% centerline miles (as reported in the jurisdiction's pavement management program). Ultimately approved by the Board of Directors with the fund estimate, the three-year total of Fair Share funding has historically been set at \$3.6 million.

RSTP Competitive Grants: After the RSTP Reserve, any project-specific set asides, and Fair Share, the remainder of the RSTP funding is awarded to eligible jurisdictions on a competitive basis. The competitive amount varies from year to year based on the annual apportionment of RSTP funds. TAMC has distributed this competitive funding every two to three years. The distribution of competitive funds is based on the project scoring criteria, peer review, and approval by the Board of Directors. The scoring criteria used in the application reflect the Board's goals of improving safety for all road users, improving access for disadvantaged communities, and encouraging biking and walking.

The ideal project is consistent with an adopted planning document that involves formal public outreach (e.g., local transportation plan, general plan, neighborhood traffic calming program). The project must be consistent with locally or nationally recognized guidelines for complete street designs. The project must be completed within three years of receiving funds. Application materials and scoring criteria are included in Appendix B. Once funds are programmed to projects by the TAMC Board of Directors, the grantee may submit a claim for reimbursement using the form included in Appendix E. Applicants not awarded may debrief with staff after RSTP funding is approved.

RSTP Quick-Build & Pilot Program: A subset of the Competitive program, the RSTP Quick-Build & Pilot Program funds projects that provide immediate, low-cost safety and comfort improvements using semi-permanent materials (Quick-Build) or projects that test more complex or potentially controversial street design changes for at least two years with significant outreach and before-and-after evaluation (Pilot). TAMC will distribute this competitive funding every three years in alignment with the RSTP Competitive Grant cycle. The distribution of Quick-Build & Pilot funds is based on the project scoring criteria, peer review, and approval by the Board of Directors.

Projects must be consistent with a local transportation plan or complete streets guidelines. The project must be installed within two years of receiving funds. Application materials and scoring criteria are included in Appendix C. Once funds are programmed to projects by the TAMC Board of Directors, the grantee may submit a claim for reimbursement using the form included in Appendix E.

Regional Surface Transportation Grant Procedures

The Transportation Agency for Monterey County staff will advise prospective claimants (eligible entities: cities, County, and Monterey-Salinas Transit) of the funds anticipated to be available, and of the procedures for applying for Regional Surface Transportation Program grant-awarded funds. The Transportation Agency Board may elect to reprogram some or all the RSTP funds set aside for the Competitive Grant cycle to fund projects of regional significance. Transportation Agency staff will adhere to the following procedures when administering the RSTP Competitive Grant program:

- To be considered for funding, a grant application must be received by TAMC by the deadline specified in the call for projects.

- TAMC will appoint an ad hoc committee to evaluate and rank all applications according to the “Criteria” listed in these policies. Committee members are anticipated to be comprised of Technical Advisory Committee members, Bicycle & Pedestrian Committee members, partner agency staff, and Transportation Agency staff. Committee members will present their findings to the Technical Advisory and Bicycle & Pedestrian Committees. Committee members will be restricted to those members without a conflict of interest.
- The Technical Advisory and Bicycle & Pedestrian Committees will review the ad hoc committee’s initial rankings and project scoring.
- The Bicycle & Pedestrian Committee will forward their recommendations to the Technical Advisory Committee for consideration. If the Bicycle & Pedestrian Committee’s comments cannot be incorporated, differences in recommendations will be discussed with the Transportation Agency Board of Directors.
- The Technical Advisory Committee will recommend approval for funding by the Transportation Agency Board. Alternative projects may also be listed in case recommended projects fail to be constructed.
- The Transportation Agency Board will consider the recommendations made by the Technical Advisory and Bicycle & Pedestrian Committees. The Transportation Agency Board will vote to approve projects for funding by adopting a resolution.
- Transportation Agency staff will notify all applicants reporting the projects to be funded.

Project Eligibility

RSTP funding is eligible for a wide variety of transportation projects. In general projects must meet the criteria in Sections 133(b) and 133(c) of Title 23 of the United States Code (USC) and Article XIX of the State Constitution. Refer to Appendix A for a complete list of eligibility requirements.

Project Programming and Delivery

Projects using RSTP funds are not required to have a local match like federal transportation programs. Once funds are allocated to an approved project, the project sponsor has three years to expend the funds, or two years for quick-build projects. Funds are paid to projects on a reimbursement basis and upon claim by the project sponsor to the Transportation Agency, provided the jurisdiction has entered into a funding agreement with TAMC. Invoiced costs must comply with state and federal regulations. Claims for reimbursement must include documentation (receipts, vendor invoices, and progress reports) to be deemed valid. The Transportation Agency RSTP Project Manager, Finance Officer, and Director of Programming & Project Delivery will review and recommend approval or rejection of the claims.

Programming Policies

The cities and County may program funds to eligible transportation projects within their Fair Share amounts apportioned by TAMC. With Transportation Agency Board approval, Fair Share funds can be deleted from one project and added to another project at the discretion of the project sponsor

by submitting a written request to the Transportation Agency, provided that the change does not cause an over programming of total Fair Share available to the city or County. Fair Share funds provide the most amount of flexibility for the cities and County to move funds between projects.

Moving funds from the competitive and quick-build categories is not allowed. If a project is not built or the project sponsor decides not to build the project, the funds revert back to the pool of funding for the next round of programming. If a city or County was awarded funding for two projects under the competitive or quick-build categories, the city or County may submit a written request for Transportation Agency Board approval to adjust funds between the two projects provided the total amount remains the same.

Local Jurisdictions Responsibility in RSTP Project Implementation

Once a project has been recommended and approved for RSTP funding then the local jurisdiction will need to implement the project in a timely manner, set forth as follows:

Local Agency Funding Agreement: Each jurisdiction receiving RSTP funds must execute a Local Agency Funding Agreement with the Transportation Agency prior to receiving reimbursement of any RSTP funds. The Local Agency Funding Agreement is designed to comply with a State requirement that the Transportation Agency for Monterey County enter into contracts with its member agencies for the reimbursement of Regional Surface Transportation Program funds. The Local Agency Funding Agreement now covers all sources of discretionary funding that passes through the Transportation Agency, including Regional Surface Transportation Program, Transportation Development Act 2%, Regional Development Impact Fees, and Local Transportation Funds. The agreement details state and federal requirements for funds and other fiscal provisions required to comply with state and federal regulations.

The Local Agency Funding Agreement anticipates that specific projects and amounts may vary for any member agency over time and that the parties will only need to approve revised “Exhibit A” documents, rather than the entire Agreement. Each Exhibit A to the funding agreement will identify the project for which funds are allocated, the source of the funding, as well as the timing and amount of such funds for each identified project, in order to ensure compliance with state and federal requirements. Exhibit A’s will be updated each time new funds are allocated, existing allocations are modified, or claims for reimbursement are approved.

Timely Use of Funds: California State Assembly Bill 1012 (AB1012) - Torlakson requires that RSTP funds are subject to a “timely use of funds” provision. AB1012 requires that once funds are obligated towards a project then the jurisdiction has up to three years to use the funds or lose them. The TAMC Board also has implemented a timely “Use of Funds Provision” that is similar to AB1012. The TAMC Timely Use of Funds policy stipulates that funds will be de-programmed from a local agency if project implementation is not moving forward in a satisfactory manner and reapplied towards a project that is ready for implementation. This process of fund redistribution requires the approval of the TAMC Board of Directors.

Annual Reporting: Recipients of RSTP funding will be required to submit an annual report to TAMC describing the use of funds. This report will provide interagency coordination to better assist in timely project implementation.

Scope Change Consultation: Recipients of RSTP Competitive funding are required to meet with TAMC staff if the project's scope changes from the original application. The meeting is intended to provide an update of the change in scope, schedule, and funding. Minor scope changes require approval and major scope changes are not allowed.

Project Completion Report: Recipients of RSTP funding will be required to submit a Project Completion Report, which includes before and after photos of the project, within sixty (60) days of the project being accepted as complete by the sponsor.

Before-and-After Study: Additionally, recipients of all RSTP Competitive projects except Quick-Build funding will be required to submit a Before-and-After Study that assesses the impact of the project after it's built. The Before and After Study is an eligible expense and is required prior to construction/installation and the After Study shall be completed up to twelve (12) months after installation. The Before-and-After Study must evaluate the project benefits outlined in the RSTP grant application and can include measures such as mode share; sales tax data to show faster-than-average retail growth on redesigned streets; number of collisions; and vehicle speeds, volumes, and travel times. Before and After Studies are only required for Competitive and Pilot Projects. Before and After Studies for Pilot Projects will be conducted in collaboration with TAMC. A sample Before-and-After Study is provided in Appendix D. Measures not included in the example need to be approved by TAMC staff.

Media: Any press releases or media events held by the project sponsor to promote a RSTP funded project will include mention of the Transportation Agency for Monterey County's role in funding the project.

Schedule

Tasks	Deadline
TAMC Board Action	
Guidelines & Policies approval	March 25, 2026
Call for projects	March 25, 2026
Establish Review Committee	
Bicycle & Pedestrian Committee nominates committee members	May 6, 2026
Technical Advisory Committee nominates members	May 7, 2026
Grant Applications Due	
Applications due to TAMC	June 5, 2026
Review Committee Scores Applications	
Review committee members complete scoring of applications	June 26, 2026
Review of Committee Recommendations by Standing Committees	
Bicycle and Pedestrian Committee will review the committee recommendations and provide input to the Technical Advisory Committee	August 5, 2026
Technical Advisory Committee will recommend approval of projects for funding to the Board	August 6, 2026
TAMC Board Approval	
Board approves projects for Competitive Grants via resolution	August 26, 2026

APPENDIX A

PROJECT ELIGIBILITY

23 USC § 133 - Surface transportation block grant program

(b) Eligible Projects.-Funds apportioned to a State under section 104(b)(2) for the surface transportation block grant program may be obligated for the following:

- 1) Construction of-
 - a. highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
 - b. ferry boats and terminal facilities-
 - (A) that are eligible for funding under section 129(c); or
 - (B) that are privately or majority-privately owned, but that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in section 101(b)(3)(D);
 - c. transit capital projects eligible for assistance under chapter 53 of title 49;
 - d. infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - e. truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note);
 - f. border infrastructure projects eligible for funding under section 1303 of SAFETEA-LU (23 U.S.C. 101 note); and
 - g. wildlife crossing structures.
- 2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- 3) Environmental measures eligible under sections 119(g), 148(a)(4)(B)(xvii), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- 4) Highway and transit safety infrastructure improvements and programs, including projects eligible under section 130 and installation of safety barriers and nets on bridges.
- 5) Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
- 6) Recreational trails projects eligible for funding under section 206 including the maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 208.
- 7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- 8) Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
- 9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- 10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of this title.
- 11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- 12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- 13) Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance.
- 14) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- 15) The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- 16) Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- 17) Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under this section.
- 18) Measures to protect a transportation facility otherwise eligible for assistance under this section from cybersecurity threats.
- 19) At the request of a State, and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a project eligible for assistance under this section.
- 20) The creation and operation by a State of an office to assist in the design, implementation, and oversight, including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- 21) Any type of project eligible under this section as in effect on the day before the date of enactment of the FAST Act, including projects described under section 101(a)(29) as in effect on such day.
- 22) Rural barge landing, dock, and waterfront infrastructure projects in accordance with subsection (j).
- 23) Projects to enhance travel and tourism.

California Constitution - Article 19 Motor Vehicle Revenues

SEC. 2. Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust fund, and shall be allocated monthly in accordance with Section 4, and shall be used solely for the following purposes:

- (a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- (b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

APPENDIX B

COMPETITIVE FUNDING APPLICATION FORM

Grant Application Materials

Regional Surface Transportation Program Competitive Grants

Applications due: June 5, 2026 – 12:00 PM via email to janneke@tamcmonterey.org



Transportation Agency for Monterey County

55B Plaza Circle

Salinas, California 93901

Purpose & Principles

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as the Regional Transportation Planning Agency for Monterey County.

The purpose of the program is to provide funding to local jurisdictions for a wide variety of transportation planning and improvement projects, such as research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects. A full listing of eligible projects can be found in the Transportation Agency for Monterey County's Guidelines & Policies for the Administration of Regional Surface Transportation Program Funds.

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include funding and delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects in meeting the program's goals are also taken into consideration when awarding grant funds.

Instructions

- (1) You must complete an application form for each project. All projects must submit an application, even if it has previously applied and received RSTP funding.
- (2) If your agency submits more than one project application, you must identify your highest priority project.
- (3) You are responsible for completing all sections of the application form and attaching any relevant information. Your project application will only be scored based on the information that is provided in your application. Additional information will not be accepted after the deadline.
- (4) Your project must pass the "Screening Criteria" section of this application form in order to qualify for funding.
- (5) You should refer to the included RSTP Scoring Criteria when preparing the relevant section of your application. You are responsible for providing complete and accurate information in order to receive the highest points possible.
- (6) The deadline for applications is June 5, 2026 by 12:00 PM. All applications must be received by TAMC on this date. No postmarks or faxes will be accepted. No application forms or additional information will be accepted after this date.
- (7) For each application, you must submit one electronic PDF document. If you are submitting supplemental information, it must all be compiled into one PDF document.

Screening Criteria

To qualify for RSTP funding, you must state how your project meets all of the following criteria:

- A. Your project must be implemented within a 3-year timeframe. Please specify if your project will meet this deadline. Please note that after three years, your project will lose the funding if it has not yet been implemented.

The proposed project will be implemented within 3 years: _____

- B. Your project must be consistent with a minimum of one of the local or regional plans listed below. Please check off the applicable plans:

- Local General Plan: _____
- Capital Improvement Program (CIP): _____
- Safe Routes to Schools Plan (SRTS): _____
- Active Transportation Plan: _____
- Short Range Transit Plan (SRTP): _____
- MST Service Improvement Plan: _____
- Regional Transportation Plan (RTP): _____
- Approved Transportation Impact Study: _____
- Corridor Plan: _____
- Vision Zero Plan or Local Roadway Safety Plan: _____
- Other (please specify): _____

- C. For intersection projects that increase capacity or make changes to the control type, the California Department of Transportation Intersection Safety and Operational Assessment Process, ISOAP, must be completed or a commitment to completing the evaluation prior to receiving RSTP funds. Information can be found at: <https://dot.ca.gov/programs/traffic-operations/isoap>.

An ISOAP has been completed (include with grant application): _____
An ISOAP will be completed prior to receiving grant funds: _____

- D. For all Competitive projects, a pre-construction Before Study, in alignment with stated project benefits, must be completed, or there must be a commitment to complete as part of the project implementation. A sample Before-and-After Study can be found in Appendix D. Measures not included in the example need to be approved by TAMC staff.

A pre-construction Before Study has been completed (include with grant application): _____
A pre-construction Before Study will be completed as part of the project implementation (include in project completion report): _____

- E. The proposed project has been coordinated with relevant stakeholders (e.g. MST, Caltrans, Schools, etc.): _____

If yes, list relevant stakeholders:

Section A: Project Information & Regional Significance

Project Title	Sponsor / Lead Agency
Contact Person	Contact Information (address, phone, email)
Project Description (include Average Daily Traffic data – vehicle, bike & pedestrian, or transit passengers)	
<p>Describe the project location’s history of collisions and any other safety concerns which this project will mitigate. Describe how this project will mitigate the safety concerns. Is the project located on the High Injury Network for your jurisdiction?</p> <p>(Attach the High-Injury Network map for your jurisdiction or collision heat map if applicable, using the Transportation Injury Mapping System (TIMS), (https://tims.berkeley.edu/)). If the applicant is trying to direct bike/walk traffic away from dangerous areas, data from nearby locations/corridors may be used. User testimonials from sources such as Street Story (https://streetstory.berkeley.edu/) can be used to justify improvements to non-motorized user comfort.</p>	

Project Benefits (attach additional information if needed)

Describe how your project links regional origin / destinations or serves regional travel

Using CalEnviroScreen or other tool approved by TAMC staff, make the case for how the project improves access/benefits disadvantaged community

Describe how your projects addresses the needs of people with disabilities

Section A Scoring Categories	Points
A1) Traffic volume in the corridor	1-5
1 point = 1 - 5,000 ADT;	
2 points = 5,001 - 10,000 ADT	
4 points = 10,001 - 20,000 ADT	
5 points = 20,001+ ADT	
A2) Project is on the High-Injury Network (5 points) or will mitigate safety hazards (up to 5)	0-5
A3) Regional Significance	0-5
0-5 points based on how well the project serves travelers from other areas or more than one jurisdiction or provides an alternative route.	
A4) Benefits to Disadvantaged Communities	0-5
0-5 points based on how well the project serves disadvantaged communities. Can serve disadvantaged communities by being either within a disadvantaged community or on a route commonly used by disadvantaged communities. Is the project in a disadvantaged community? Is the project on a route to destinations that serve disadvantaged communities? Is the project on a route between a disadvantaged community and job center?	
A5) Benefits to people with disabilities	0-5
0-5 points based on how well the project will serve people with disabilities.	
<hr/> Subtotal (max.)	25

Section B: Complete Streets

The Monterey Bay Area Complete Streets Program is a policy tool that helps local jurisdictions improve their transportation networks by making streets safe and accessible for everyone. The Monterey Bay Area Complete Streets Guidebook is a comprehensive resource designed to assist jurisdictions in developing complete streets projects. For reference, the guidebook is accessible online at:

<https://www.tamcmonterey.org/complete-streets>

Fill out the Complete Streets Checklist on the following pages and include with your application.

Complete Streets Checklist

Existing Conditions			
Function Classification (circle one): Local Collector Arterial			
Complete Streets Design Type (circle one):			
Main Street		AvenueBoulevard	
Local/Subdivision Street		Parkway	
Rural Road			
Refer Chapter 4 of the Complete Streets Guidebook			
ROW Width: _____ feet		Roadway Width: _____ feet	
Number of lanes N/B: _____		S/B: _____	
2-Way Center Turn Lane: Yes No	Sidewalk Width: _____ feet		
Landscaping: Yes No	Parking: Yes No		
Shoulder Width: _____ feet	Bike Lane Width: _____ feet		
Signalized Intersection Yes No	Pavement Condition: _____ PCI		
Posted Speed Limit: _____ mph	Traffic Volume: _____ AADT		
Transit Route/Stops: Yes No	Truck Route: Yes No		
Based on the matrix linked below*, indicate the <u>existing</u> bicycle level of traffic stress:			
LTS 1		LTS 2	
LTS 3		LTS 4	
* https://www.boston.gov/sites/default/files/file/2020/12/BLTS%20Table.pdf			
Based on the appropriate matrix linked below*(starting on page 19), indicate the <u>existing</u> pedestrian level of traffic stress:			
PLTS 1		PLTS 2	
PLTS 3		PLTS 4	
* https://tamcmonterey.specialdistrict.org/files/70a8b7600/Pedestrian+Level+of+Traffic+Stress.pdf			

Note: The methodology and analysis used to develop the Bicycle Level of Traffic Stress table linked above is an adaptation to fit Boston’s context from the Mineta Transportation Institute’s report “Low-Stress Bicycling and Network Connectivity” and NACTO’s “Urban Bikeway Design Guide”.

The methodology and analysis used to develop the Pedestrian Level of Traffic Stress table was conducted by the Department of Transportation Office of Research, Development, and Technology.

Stakeholder Outreach			
Which stakeholder groups provided input on the project scope and design? (circle all that apply)			
Neighborhood Group	Bicycle Committee	Business	Pedestrian Committee
School	Senior Group	Property Owners	Transit Agency
Environmental Group	Transportation Disadvantaged		
Describe how the outreach was conducted in one paragraph or less:			

Opportunities & Challenges

The project will implement the following Complete Streets elements (check all that apply):
<input type="checkbox"/> Road Diet (road width > 56'; AADT < 20,000; bike/pedestrian supportive land use; safety)
<input type="checkbox"/> Traffic Calming
<input type="checkbox"/> Roundabout
<input type="checkbox"/> Transit-Oriented Development
<input type="checkbox"/> Neighborhood Shared Street
<input type="checkbox"/> Pedestrian Place
<input type="checkbox"/> Transit / Bicycle / Pedestrian Prioritization at intersections

Anticipated Level of Traffic Stress with Improvements				
Based on the matrix linked below*, indicate the anticipated bicycle level of traffic stress after the proposed improvements are constructed :				
LTS 1	LTS 2	LTS 3	LTS 4	
* https://www.boston.gov/sites/default/files/file/2020/12/BLTS%20Table.pdf				
Based on the appropriate matrix linked below*(starting on page 19), indicate the <u>existing</u> pedestrian level of traffic stress:				
PLTS 1	PLTS 2	PLTS 3	PLTS 4	
* https://tamcmonterey.sharepoint.com/:b:g/ETrBWByL-jVBoysE81QVnKABqR0_XFKM32es1BkV_8ZFyA?e=WjH31k				

Note: The methodology and analysis used to develop the Bicycle Level of Traffic Stress table linked above is an adaptation to fit Boston’s context from the Mineta Transportation Institute’s report “Low-Stress Bicycling and Network Connectivity” and NACTO’s “Urban Bikeway Design Guide”. The methodology and analysis used to develop the Pedestrian Level of Traffic Stress table was conducted by the Department of Transportation Office of Research, Development, and Technology.

Which Complete Streets design features are included in this project? (Circle all that apply)		
Pedestrian Design	Bicycle Design	Transit Design
Minimize Driveways	Bicycle Lanes	Priority Bus Lane
Sidewalk/Path	Shared-Lane Marking	Bus Bulb/Pull-Outs
Landscaping/Parking Buffer	Multiuse Path	Shelter
ADA Access	Wayfinding Signs	Real Time Bus Arrival Info
Street Trees	Bicycle Parking	ITS / Signal Priority
Crossing Treatments	Bicycle Detection	Transit (15 min headway)
Traffic Calming	Bicycle Box	Wi-Fi Service
Wayfinding Signs	Color-Treated Bike Lanes	Stop/Station Amenities
Audible Countdown	Floating Bike Lanes	

Other (describe below):

Project Trade-Offs			
The recommended cross section and/or design is supported in the Complete Streets Guidelines:			
Yes		No	
If not, explain why (circle all that apply):			
Lack of ROW	Existing structures	Environmental features	
Insufficient funding		Other: _____	
Alternative designs have been considered:		Yes	No
What refinements to the cross section were needed and why?			
Removed/partially removed zones for:			
Pedestrians	Bicyclists	Landscaping	Vehicles
Considered alternative routes/locations for:			
Pedestrians	Bicyclists	Landscaping	Vehicles

Opportunities		
Is this a pavement maintenance project?	Yes	No
What types of destinations does the project connect transportation disadvantaged communities to? (circle all that apply)		
Transit	Schools	Senior Housing
		Affordable Housing
	Parks	Community Center
		Library
Does the project close a gap in the network for (circle all that apply):		
	Bicycle	Pedestrian
		Transit

Section B Scoring Categories	Points
B1) Stakeholder outreach was conducted on the project scope and design	0-5
B2) The project is expected to reduce bicycle and/or pedestrian level of traffic stress	0-5
B3) The project incorporates one of the following complete street elements as defined in the Monterey County Complete Streets Guidelines (5 points for any treatments listed below)	0 or 5
Road Diet with Bike and Ped Improvements	
Traffic Calming	
Roundabout	
Transit-Oriented Development / Transit Corridor	
Neighborhood Shared Street	
Pedestrian Place	
Transit/Bicycle/Pedestrian Prioritization at Intersections	
Other (must reference Monterey County Complete Streets Guidelines)	
B5) This is a pavement maintenance project with Complete Streets enhancements	0 or 5
B6) Improve access and/or close a gap for transportation disadvantaged communities	0 or 5
<hr/> Subtotal (max.)	25

Section C: Project Readiness & Cost Effectiveness

Provide a schedule of when the project components (e.g. design, construction) will be started and completed. Attach supporting documentation and additional information as needed. List all costs associated with the project. The RSTP money requested would be granted for a three-year time frame. Indicate whether matching funds are secured or unsecured under Fund Status.

Total Project Cost: \$ _____

Total RSTP funding request: \$ _____

Total Other funding: \$ _____

	Start Date (MM/YY)	End Date (MM/YY)	Funding (\$1,000s)			Fund Source	Funds Secured (Y/N)
			Prior	FY26/27	FY27/28		
<i>Phase</i>							
<i>Public Outreach and Education</i>							
<i>Environmental Review</i>							
<i>PS&E Design: ____% Complete To Date</i>							
<i>Right of Way</i>							
<i>Construction</i>							
<i>Operating</i>							
<i>Maintenance</i>							

Other:

Benefit / Cost Analysis

For all projects, a benefit / cost analysis must be completed and submitted with the application demonstrating the positive financial benefits of the project. You can use one of the established models developed by Caltrans or you may use your own model approved by TAMC staff 30 days prior to application deadline.

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning/transportation-economics>

Benefit / Cost Ratio Result:

Section C Scoring Categories	Points
C1) The construction start date is scheduled for: 1 point = 2029 3 points = 2028 5 points = 2027 or earlier	0-5
C2) Request for funding will fully fund the project 0 points = Not all funds have been identified 1 point = Funding has been identified, but less than 50% of “Other” funds are secured 3 points = Funding has been identified, more than 50% of “Other” funds are secured 4 points = Funding has been identified, more than 75% of “Other” funds are secured 5 points = Funding has been identified and 100% of “Other” funds are secured	0-5
C3) Project has already started and/or has completed the following phase(s): 5 points = Environmental Review 5 points = Plans, Specifications, and Estimates (PS&E) 1 point = 30% complete 2 points = 60% complete 4 points = 90% complete 5 points = 100% complete	0-10
C4) Benefit / cost ratio 0 points = <1 5 points = >1	0 or 5
<hr/> Subtotal (max.)	25

Section D: Prior Project Delivery Performance

Jurisdictions applying for RSTP Competitive Grant funds should be fully utilizing all available RSTP Fair Share funds. The jurisdiction’s ability and commitment to deliver the proposed project within the three-year timely-use of funds programming cycle, as well as past performance on competitively awarded projects, is also critically important to ensure grant funds are not reserved for projects that do not move forward.

What is your jurisdiction’s RSTP Fair Share unprogrammed balance?	
If your jurisdiction has unprogrammed Regional Surface Transportation Program Fair Share funds, how are you proposing to fully utilize those funds?	
If your jurisdiction has previously received Regional Surface Transportation Program Competitive funds, discuss your track record with delivering those projects within the 3-year program cycle and any challenges encountered with project delivery.	
Does this request for grant funding cover a cost overrun?	Yes No
If yes, please explain the issue related to the cost overrun.	

Section D Scoring Categories	Points
D1) The jurisdiction is maximizing the use of RSTP Fair Share	0 or 10
D2) The jurisdiction has delivered previously awarded competitive projects on time	0-10
D3) This funding request does not fund a cost-overrun	0 or 5
Subtotal (max.)	25

APPENDIX C

QUICK-BUILD/PILOT PROJECT APPLICATION FORM

Grant Application Materials

Regional Surface Transportation Program Quick-Build/Pilot Project Grants

Applications due: June 1, 2023 – 12:00 PM via email to janneke@tamcmonterey.org



Transportation Agency for Monterey County

55B Plaza Circle

Salinas, California 93901

Purpose & Principles

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The Transportation Agency for Monterey County (TAMC) distributes these funds to local agencies as part of its responsibilities as the Regional Transportation Planning Agency for Monterey County.

The 2026 RSTP grant program will include funding for quick-build and pilot projects. TAMC is dedicating a maximum of \$2,000,000 to quick-build/pilot projects. The purpose of the quick-build/pilot program is to provide funding to local jurisdictions for interim capital improvement projects. These projects require minor construction activities and are typically built with durable, low to moderate cost materials, and last from two to five years. These projects have moderate design flexibility to anticipate adjustments that may occur based on community feedback.

The purpose of a quick-build project is to immediately implement safety needs or improve non-motorized user comfort, allowing a community to benefit quickly from improvements made. Quick-build projects should be relatively non-controversial and require minimal community outreach.

The purpose of a pilot project is to implement projects that are more controversial on a pilot basis, to allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed. Pilot projects require significant community outreach and data collection before and during the project. Consultant support with outreach and data collection is an allowable cost for pilot project applications. TAMC will work in coordination with project applicants to collect data, if necessary.

The best time to implement quick-build or pilot projects is during regular pavement maintenance. This provides the greatest cost efficiency and the longest lifespan for improvements. As such, additional points will be granted to projects that include quick builds/pilots as part of a regular pavement management project. RSTP funds may be used for additional striping and semi-permanent materials, such as bollards, that are used to implement quick-build and pilot projects during regular pavement maintenance. RSTP Quick-Build/Pilot Project grant funds may not be used for paving costs. Quick-Build projects must go beyond basic striping. RSTP Fair Share and Measure X funds are a fund source to cover paving costs.

The following chart illustrates the differences between quick-build and pilot projects:

	Quick-Build	Pilot
Design Type	Formal design	Conceptual design
Timeframe	Semi-permanent, maintain as needed	Installed for a minimum of 2 years
Materials	Semi-permanent (bollards, striping, etc.)	Semi-permanent (bollards, striping, etc.)
Community Support Difficulty	Easy, can be implemented during pavement maintenance	Difficult, testing a new concept
Pavement Condition	New pavement preferred, but not required	New pavement preferred, but not required
Data Collection	Not required	Before and after study, ongoing outreach

Examples of a Quick-Build or Pilot Project



Instructions

- (1) You must complete an application form for each project.
- (2) If your agency submits more than one quick-build or pilot project application, you must identify your highest priority project. Agencies may include multiple locations in one application.
- (3) You are responsible for completing all sections of the application form and attaching any relevant information. Your quick-build or pilot project application will only be scored based on the information that is provided in your application. Additional information will not be accepted after the deadline.
- (4) Your quick-build or pilot project must pass the “Screening Criteria” section of this application form in order to qualify for funding.
- (5) You should refer to the included RSTP Quick-Build/Pilot Project Scoring Criteria when preparing the relevant section of your application. You are responsible for providing complete and accurate information in order to receive the highest points possible.
- (6) The deadline for applications is June 5, 2026 by 12:00 PM. All applications must be received by TAMC on this date. No postmarks or faxes will be accepted. No application forms or additional information will be accepted after this date.
- (7) For each application, you must submit one electronic PDF document. If you are submitting supplemental information, it must all be compiled into one PDF document.

Screening Criteria

In order to qualify for RSTP funding, you must state how your project meets all of the following criteria:

- A. Your quick-build or pilot project must be installed within a 2-year timeframe. Please specify if your project will meet this deadline. Please note that after two years, your project will lose the funding if it has not yet been installed.

The proposed project will be installed within 2 years: _____

- B. Your project must be identified as a treatment consistent with a minimum of one of the following design guides or local or regional plans. Please check off the applicable plans:

Monterey Bay Area Complete Streets Guidebook _____
Safe Routes to Schools Plan (SRTS): _____
Monterey County Active Transportation Plan: _____
Local Road Safety Plan or Vision Zero Plan _____
Corridor Plan _____
NACTO's Urban Bikeway Design Guide _____
NACTO's Urban Street Design Guide _____
Other (please specify): _____

- C. For Pilot projects, a pre-installation Before Study in alignment with stated project benefits must be completed or a commitment to complete as part of the project implementation. An After Study must be completed two (2) years after installation. TAMC staff will conduct the Before and After Study in coordination with the applicant. A sample of the type of data that may be collected in the Before-and-After Study can be found in Appendix D. Measures not included in the example need to be approved by TAMC staff.

This application is for a pilot project: _____

The applicant will cooperate with TAMC to complete a Before and After Study: _____

- D. The proposed project has been coordinated with relevant stakeholders (e.g. MST, Caltrans, Schools, etc.): _____

If yes, list relevant stakeholders:

Quick-Build/Pilot Project Information Cover Sheet

Project Title	Sponsor / Lead Agency
Contact Person	Contact Information (address, phone, email)
Project Description. Are you proposing a quick-build or a pilot project?	
Project Location (attach a map)	
Total Project Cost	
Project Layout Plans (Project Map/Plans showing existing conditions and the initial project layout.)	
(Attach to application submission)	
Anticipated project installation duration (pilot project only)	
Project Schedule. Is project construction incorporated into your regular pavement maintenance program?	

For Quick-Build and Pilot Projects:

Provide a narrative addressing the following items in no more than 4 pages.

- a) Statement of project need: Describe the issue(s) that this project will address. How will the proposed project improve safety and/or benefit non-motorized users? What is the project's desired outcome?
- b) Using CalEnviroScreen or other tool approved by TAMC staff, make the case for how the project improves access/benefits disadvantaged community
- c) Describe the project location's history of collisions and any other safety concerns which this project will mitigate. Is the project located on the High Injury Network for your jurisdiction? (Attach the High-Injury Network map for your jurisdiction or collision heat map if applicable, using the Transportation Injury Mapping System (TIMS), (<https://tims.berkeley.edu/>). If the applicant is trying to direct bike/walk traffic away from dangerous areas, data from nearby locations/corridors may be used. User testimonials from sources such as Street Story (<https://streetstory.berkeley.edu/>) can be used to justify improvements to non-motorized user comfort.
- d) Will the project be implemented during a pavement maintenance project?
- e) Referencing the potential project layout plan(s), describe the anticipated scope of the quick-build project.
- f) Describe your agency's long-term plan for the quick-build project. How will it inform future capital infrastructure projects?
- g) What is the maintenance plan for the project? Describe the plan for the time, funding, and equipment needed for replacing damaged materials or other required maintenance.

For Pilot Projects only, answer the following questions in addition to the questions above:

- h) How will the project serve as an engagement strategy? Address how the engagement will encourage potential users to experience the project and provide feedback. How will stakeholders continue to be engaged throughout the duration of the project? How will users provide input on the project?
- i) How will community input inform future permanent improvements?
- j) How will the effectiveness of the project be measured?
 - a. Discuss the data collection methods that will be used to evaluate the success of the pilot project.
 - b. Discuss the effectiveness measures that will be evaluated (public support, mode shift, safety, etc.) and the tools that will be used (such as surveys, counts, observations, etc.) to quantify the success. Using your proposed metrics, what is an estimated measurement of the project's effectiveness?

Scoring Categories for Quick-Build Projects:	Points
QB1) The project will quickly address an urgent safety need and/or improve comfort for non-motorized users, including students, older adults, and disadvantaged communities.	
a) There is a clear safety need. Is the project on the High-Injury Network? Are there recorded collisions in the last 5 years in the project limits? Are the proposed improvements safety countermeasures?	0-20
b) The project will improve comfort for people biking, walking, and/or using transit. Does the project provide dedicated space for people biking and walking? Does the project include priority signal phasing? Will the improvements slow vehicle speeds?	0-20
c) The project will improve access to/for a disadvantaged community. Is the project in a disadvantaged community? Is the project on a route to destinations that serve disadvantaged communities? Is the project on a route between a disadvantaged community and job center?	0-20
QB2) Will the project be implemented during a pavement maintenance project?	0 or 20
QB3) There is a maintenance strategy in place for the quick-build project (i.e. Is there a plan to replace damaged bollards or sweep the separated bike lane?)	0-20
<hr/>	
Total (max.)	100

Scoring Categories for Pilot Projects:

P1) The project will quickly address an urgent safety need and/or improve comfort for non-motorized users, including students, older adults, and disadvantaged communities.	
a) There is a clear safety need. Is the project is on the High-Injury Network? Are there recorded collisions in the last 5 years in the project limits? Are the proposed improvements safety countermeasures?	0-15
b) The project will improve comfort for people biking, walking, and/or using transit. Does the project provide dedicated space for people biking and walking? Does the project include priority signal phasing? Will the improvements slow vehicle speeds?	0-15
c) Project will improve access to/for a disadvantaged community. Is the project in a disadvantaged community? Is the project on a route to destinations that serve disadvantaged communities? Is the project on a route between a disadvantaged community and job center?	0-15
 P2) Engaged the community in the identification and initial planning of the project. What outreach/engagement has been conducted?	 0-10
 P3) The pilot project provides a foundation for a potential permanent infrastructure project. Does the agency have plans to apply for additional funding to construct a permanent project in the future?	 0-15
 P4) There is a maintenance strategy in place for the pilot project (i.e. Is there a plan to replace damaged bollards or sweep the separated bike lane?)	 0-10
 P5) Plans include continuous community engagement for the duration of the project and the final project design is adjustable based on community feedback	 0-10
 P6) The pilot project's performance will be measured	 0-10
 Total (max.)	 100

APPENDIX D

BEFORE AND AFTER STUDY SAMPLE

(NOT REQUIRED FOR QUICK-BUILD PROJECTS)

The following table is an example of possible performance measures that can be used in the before and after study. Not all measures are required. The study only needs to use measures related to the benefits described in the project application. If the applicant wants to use a measure other than those listed below, they must receive TAMC staff approval 30 days prior to submission. TAMC staff will provide guidance to projects that are funded on metrics to measure.

BEFORE-AND-AFTER STUDY			
Project Name			
City			
	BEFORE	AFTER	CHANGE
AADT			
Vehicle Speed (85 th %)			
Bike Count			
Pedestrian Count			
Collisions Involving Bikes			
Collisions Involving Pedestrians			
Collisions Involving Vehicles-Only			
OPTIONAL			
<i>Commercial Corridor:</i> Gross Receipts			
<i>Commercial Corridor:</i> Business-owner Feedback			
<i>Commercial Corridor:</i> Building Vacancy			
<i>Commercial Corridor:</i> Number of Jobs			

APPENDIX E

REIMBURSEMENT FORM

**TRANSPORTATION AGENCY FOR
 MONTEREY COUNTY (TAMC)
 CLAIM FOR PAYMENT**

55-B Plaza Circle
 Salinas, CA 93901-2902
 831-775-0903 Tel

Claim For **694 Funds**

From Fund:

Name and Address of Claimant	Dept.'s Control No.																				
	Page of																				
	Vendor Code																				
	PV Number																				
	MW Number																				
Description of Project or Purposes of Expenditures:											Check one to indicate use of funds:										
											<input type="checkbox"/> Street and Road Purposes										
											<input type="checkbox"/> Public Transit - Operating										
											<input type="checkbox"/> Public Transit - Capital										
											<input type="checkbox"/> 2% Bicycle and Pedestrian Account Purposes										
											<input type="checkbox"/> Other :										
Expended to Date on this Project:											FUND	ACCOUNT	AMOUNT								
Less Amount Claimed to date on this project:																					
Amount of this claim:																					
											694	2530									
Special Handling Instructions:																					
											TOTAL CLAIM										

SIGNATURE OF CLAIMANT

I certify that this claim is in accordance with provisions of the Transportation Development Act:

 Signature , Title of Claimant Date

APPROVAL OF DEPARTMENT

This claim is based on TAMC approved application and there are adequate funds available in claimant's account:

 TAMC Executive Director Date

 TAMC Finance Department Date

APPROVAL OF AUDITOR

I certify that I have received all required documents for this claim and that the computations on the documentation and claim are correct. This claim is approved for payment.

 AUDITOR – CONTROLLER, By Deputy Auditor Date