

## **California Regional Blueprint Program Grant Program Criteria**

Each successful applicant will use the grant funds to prepare a Regional Blueprint Plan, which shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups, and the general public. Connection to existing interregional partnerships, studies in progress, and modeling enhancements are essential. Each Regional Blueprint Plan shall be based on a twenty-year horizon, and shall identify the most efficient and effective transportation system and preferred land use pattern that will:

- Improve mobility through a combination of strategies and investments to accommodate growth in transportation demand and reductions in current levels of congestion.
- Reduce dependency on single-occupant vehicle trips, fostering neighborhood and project designs that enable more walking and bicycling for healthier communities by:
  - Reducing the growth in traffic congestion and making more efficient use of existing transportation infrastructure through comprehensive transportation system management;
  - Encouraging public transit usage, ridesharing, walking and bicycling;
  - Deploying transportation demand management practices, which may include economic incentives and value pricing;
  - Promoting mixed-use development and increasing housing and commercial development around transit facilities and in close proximity to employment centers; and
  - Promoting equity in growth and development by rehabilitating, maintaining and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed land.
- Accommodate a sufficient housing supply within the region (and within each sub-region and jurisdiction to the extent possible) to accommodate the projected population and workforce needs for the full spectrum of the population (very low, low, moderate and above moderate income households) over the next twenty years.
- Minimize impacts on valuable habitat and productive farmland.
- Increase resource use efficiency, including energy, water and building materials conservation.
- Establish a process for public and stakeholder engagement that can be incorporated into future planning processes.

Grantee selection and grant criteria used for award recommendations was based on the following nine criteria:

1. Clearly Stated Purpose and Need including overall project objective, justification and benefits to the region.

2. Program Vision that will result in a more efficient and effective transportation system and land use pattern to achieve the three outcomes defined by the 3E's – prosperous economy, quality environment, and social equity in the region.
3. Public Participation and Regional Support and Commitment that includes MPO Board resolution and letters of support from county and other key local governments; demonstrates how the project approach to public participation will involve the public and private stakeholders, including local officials, city and county agencies, civic organizations representing business, labor, environmental, and community leaders, neighborhood groups, and the general public; and demonstrates regional support and commitment from key stakeholders, cities, counties, Native American Tribal Governments, employers, labor, environmental and community organizations.
4. Incorporation of Program Policy Goals that foster a more efficient land use pattern; provide consumers more housing and transportation choices; improve California's economic competitiveness and quality of life; reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement; secure local government and community support, including that of under-represented groups to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities; and establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.
5. Housing Policy Goals and Considerations that accommodate an adequate supply of housing and housing choices.
6. Environmental Considerations that include a process for engaging environmental resource/regulatory agencies and consider the location of sensitive environmental resources.
7. Performance Measures for the region and key transportation and housing performance measures that address statewide priorities in the blueprint planning process so the State can measure the effectiveness of the program.
8. Project Outcomes and Management describing planned project outcomes, including demonstration of effective management, coordination and accountability to ensure cost-effective, reliable and reasonable management of resources.
9. Scope of Work that clearly defines the project area and demographics; identifies responsible party, fund source, budget and deliverable products for each task; provides project schedule and funding chart; includes milestones, interim and final products and steps that will be taken throughout the project to ensure successful outcomes; and describes staffing and institutional relationships of each organization.