

FAQ

1. How is SRTA determining which agency to partner with? Is it based on RFP responses?

A call for REAP 2.0 projects has been published to identify the potential projects. The formal call for projects is available online at: <https://www.srta.ca.gov/Bids.aspx?BidID=72>

2. Would funding that implements ATP projects have to include any nexus for increased housing capacity/development? Or could the funding simply just address ATP project implementation?

In general, projects that will be funded through the REAP 2.0 Program will share the following characteristics:

- A. The project needs to be included in one or more of the following categories (*see REAP 2.0 guidelines, section 204(E), page 11*):
 - Accelerating Infill Development that facilitates Housing supply, choice, and affordability
 - Realizing Multimodal Communities
 - Shifting travel behavior through reducing driving
 - Increasing transit ridership
- B. The project needs to have a significant impact on all the following objectives (*see REAP 2.0 guideline, section 202, page 6*):
 - Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
 - Affirmatively Furthering Fair Housing
 - Reducing VMT
- C. The project needs to address all the following details:
 - Transformative Planning and Implementation Activities (*see REAP 2.0 guideline, attachment 2, number 28, page 39*)
 - Regionwide benefits
 - Benefit Disadvantaged and Historically Underserved Communities (*see REAP 2.0 guideline, attachment 2, number 8, page 36*)
 - Infill development area satisfaction (*see REAP 2.0 guideline, attachment 2, number 14, page 37*)

3. Are these one-time funds?

REAP 2.0 builds on efforts from California's 2019 REAP program (REAP 1.0). However, the availability of REAP 3.0 is not decided now.

4. If awarded funds, when would those funds need to be expended?

Funds must be encumbered by June 30, 2024, and spent by March 31, 2026.

5. Is your plan to spread the grant over the regional area or would one project that could use all funds be competitive?

A call for REAP 2.0 projects is published to identify the potential projects. [Please click here to see the call](#). The projects will be selected based on the mentioned selection criteria in the call.

6. It is our understanding that as long as a Proposed Use meets all three of the primary REAP 2.0 Objectives, it can consist of Eligible Uses that may only meet one or two of the goals. For example, a hypothetical application for a Proposed Use consisting of an Eligible Use that rezones a particular area (Infill and Fair Housing) and another Eligible Use that improves bike/ped facilities (Reduce VMT) Can you confirm this interpretation is correct?

All independent proposed uses of funding must demonstrate a clear nexus to all three REAP 2.0 objectives (Accelerating Infill Development, AFFH, and reducing VMT). If SRTA proposed a cohesive set of activities that, when implemented together, work to significantly further all REAP 2.0 objectives, this may be considered eligible. However, all proposed uses are subject to HCD approval after submittal of the full application.

7. Can you please provide clarification about activities such as preparing an EIR—would this be considered a planning activity or an implementation activity?

The answer would be dependent on the context of the activity. In most cases however, preparation of an EIR would be considered an implementation activity. For example, if the report directly supports the construction of an infill development, the task of preparing the EIR would be considered part of the overall implementation project.

8. Is it possible to use REAP 2.0 funds to help fund a project that is partially funded by another state program?

As long as the project meets all REAP 2.0 objectives, supplementing other state funds is allowable.

9. When performing the self-evaluation component of the application, how does one determine how many points to award themselves? I understand that Row 3 and Row 11 are all or nothing (0 or 10), but the pre-application doesn't appear to quantify how one could award partial points (i.e, 1-9) rather than all or nothing?

Points from 0 to 10 need to be considered as a scale to show how your project is going to address the related criteria. For example, if your project is mostly about reducing vehicle miles traveled and it has also moderate impacts on Accelerating Infill Development and low impacts on Affirmatively Furthering Fair Housing, your points will be 8-10 for impacts on reducing vehicle miles traveled, 6-4 for Accelerating Infill Development, and 3-1 for Affirmatively Furthering Fair Housing. So, there is no need and sometimes is not possible to have the full points for all criteria. In summary, this is a way to quantify and justify the potential impacts of your project using a scale from 0 (non) to 10 (very high) instead of all or nothing, and the full point for all is not needed to be competitive. The self-evaluation exercise is meant to help you evaluate your application's responsiveness and help you submit the most responsive application possible.

10. Can you clarify "roadway or highway capacity increases" as listed under the Ineligible Uses section? For example, if two streets are running parallel, but the project site requires creating an intersecting road between the two parallel roads adjacent to project site, would this be considered an "increase?" If ineligible, would the entire project/application be ineligible or just the cost to create the intersecting road be ineligible?

Assuming the project itself meets all program objectives and is an eligible use, implementing complete streets, road diets, active transportation improvements, and access to transit as part of the project should be eligible for funding. On the other hand, proposed projects that facilitate congestion management issues for vehicles (e.g., paving and striping new roads, lane expansion, roadway improvements for vehicles, driveway improvements, etc.) would fall in the roadway capacity category listed as an ineligible use in Section 205 of the guidelines. These activities also have VMT inducing implications which counter REAP 2.0 objectives.

In the examples you provided, eligibility would be dependent on whether other pedestrian and non-vehicular transportation was developed as part of the project site access, for example. Roadway construction for vehicles alone would not be a preferred use of REAP 2.0 funding.