



# San Gabriel Valley Council of Governments\*

## AGENDA AND NOTICE OF THE REGULAR MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE

Monday, September 20, 2021 – 12:00 PM

Zoom Link: <https://zoom.us/j/96751152070>

Livestream Link: [https://youtu.be/gKkQ0\\_fjNtc](https://youtu.be/gKkQ0_fjNtc)

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**Rene Guerrero**  
City of Pomona

Vice Chair  
**David Liu**  
City of Diamond Bar

Immediate Past Chair  
**Phil Doudar**  
L.A. County DPW

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*Azusa*  
*Baldwin Park*  
*Diamond Bar*  
*El Monte*  
*Glendora*  
*Industry*  
*Irwindale*  
*La Verne*  
*Monrovia*  
*Monterey Park*  
*Pasadena*  
*Pomona*  
*Rosemead*  
*San Dimas*  
*San Marino*  
*South El Monte*  
*South Pasadena*  
*Temple City*  
*Walnut*  
*L.A. County DPW*

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

**MEETINGS:** *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12:00 PM at the Monrovia Community Center – 119 W. Palm Ave., Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, [www.sgvcog.org](http://www.sgvcog.org). Copies are available via email upon request ([sgv@sgvcog.org](mailto:sgv@sgvcog.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

**PUBLIC PARTICIPATION:** Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

**TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE:** At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

**AGENDA ITEMS:** The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

**CONSENT CALENDAR:** Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



**\*MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Public Works Technical Advisory Committee meeting scheduled for September 20, 2021 at 12:00 p.m. will not be allowed. To allow for public participation, the Public Works Technical Advisory Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/96751152070>. You may also access the meeting via the livestream link on the front of the agenda page.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by Zoom.

- Email: Please submit via email your public comment to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email “FOR PUBLIC COMMENT.” Emailed public comments will be read into the record and will be part of the recorded meeting minutes. Public comment may be summarized in the interest of time, however the full text will be provided to all members of the Committee prior to the meeting.
- Zoom: Through Zoom, you may speak by using the web interface “Raise Hand” feature. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes. Public comment is taken at the beginning of the meeting for items not on the agenda. Public comment is also accepted at the beginning of each agenda item.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Senior Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or at [afung@sgvcog.org](mailto:afung@sgvcog.org).

## **PRELIMINARY BUSINESS**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.

## **CONSENT CALENDAR** (*It is anticipated that the Committee may take action on the following matters*)

6. Review Public Works TAC Meeting Minutes: 08/16/2021 (**Page 1**)  
*Recommended Action: Review and approve.*

## **UPDATE ITEMS** (*It is anticipated that the Committee may take action on the following matters*)

7. Caltrans District 7 Quarterly Updates – Roger Yoh, PE, District Asset Manager, California Department of Transportation (**Page 5**)  
*Recommended Action: For information only.*
8. Measure M Multi-Year Subregional Program FY 2022-2025 Active Transportation, Bus System Improvements, and First/Last Mile Funding Application – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 39**)  
*Recommended Action: For information only.*

## **DISCUSSION ITEM** (*It is anticipated that the Committee may take action on the following matters*)

9. H.R. 3684 – Infrastructure Investment and Jobs Act – Paul Hubler, Director of Government and Community Relations, SGVCOG (**Page 74**)  
*Recommended Action: Discuss and provide direction to staff.*

## **STAFF ANNOUNCEMENTS**

10. Next Committee Meeting  
*Recommended Action: For information only.*

## **ANNOUNCEMENTS**

## **ADJOURN**



**SGVCOG Public Works TAC Meeting Minutes**

Date: August 16, 2021  
Time: 12:00 PM  
Location: Zoom Virtual Meeting

**PRELIMINARY BUSINESS**

1. Call to Order  
R. Guerrero called the meeting to order at 12:01pm.
2. Pledge of Allegiance  
R. Guerrero led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call  
**A quorum was in attendance.**

**Committee Members Present**

Arcadia	P. Wray
Azusa	R. Delgadillo
Diamond Bar	D. Liu, H. Ghafari
El Monte	L. Torres, L. Ortiz, S. Mendez
Glendora	A. Sweet
Industry	J. Nelson, M. Hudson
Irwindale	D. Co
La Verne	S. Igoe
Monrovia	C. Casitruita
Monterey Park	F. Lopez
Pomona	R. Guerrero, M. Pilarz
Rosemead	B. Janka
San Dimas	S. Garwick
San Marino	M. Throne
South El Monte	C. Cataldi, R. Pelayo
South Pasadena	G. Shelleh, T. Gerber
Temple City	A. Avery
Walnut	M. Rooney
L.A. County DPW	A. Ross, J. Yang, J. Pletyak, S. Lai

**Absent**

Baldwin Park  
Pasadena

**Guests**

City of Covina	A. Bullington
City of La Cañada Flint.	P. DeChellis
City of La Cañada Flint.	J. Dodd
City of Monrovia	B. Shevlin
SoCalGas	R. Bailes
SoCalGas	J. Wong
SoCalGas	R. Cruz
HDR/WKE	D. Cadena

**SGVCOG Staff**

M. Creter, Executive Director  
E. Shen, Staff  
K. Ward, Staff  
A. Fung, Staff  
S. Pedersen, Staff  
B. Logasa, Staff  
T. Lott, Staff  
V. Urenia, Staff

Fehr and Peers                      R. Liu                      S. Sousa, Staff  
Fehr and Peers                      N. Chyba  
Ghirardelli Associates              N. DeBenon

4. Public Comment  
R. Cruz provided a verbal public comment to acknowledge the SGVCOG's leadership to support SB 1383 implementation for cities.
5. Changes to Agenda Order  
There were no changes to the Agenda Order.

#### **CONSENT CALENDAR**

6. Review Public Works TAC Meeting Minutes: 06/21/2021  
*Action: Review and approve.*

**There was a motion to approve consent calendar item 6. (M/S: M. Throne/M. Rooney)**  
**[Motion Passed]**

<b>AYES:</b>	Arcadia, Azusa, Diamond Bar, El Monte, Irwindale, La Verne, Monrovia, Monterey Park, Pomona, Rosemead, San Marino, South Pasadena, Temple City, Walnut, L.A. County DPW
<b>NOES:</b>	
<b>ABSTAIN:</b>	South El Monte
<b>NO VOTE RECORDED:</b>	Glendora, Industry, San Dimas
<b>ABSENT:</b>	Baldwin Park, Pasadena

#### **PRESENTATION**

7. Remarks from New SGVCOG President  
SGVCOG President, Becky Shevlin, provided welcoming remarks and shared that public works directors are the unsung heroes of the region. Ms. Shevlin acknowledged that new energy monitoring regulations will be enacted in 2023 and expressed appreciation for the Committee's dedication and hard work.
8. SoCalGas Energy Efficiency Project Presentation  
SoCalGas Senior Account Executive, Rob Bailes, provided a presentation on this item. Local jurisdictions that utilize SoCalGas' services are eligible to participate in the company's Energy Efficiency Business Rebate Program, which provides financial assistance for qualifying energy efficiency equipment. Jurisdictions that participate in the Program must have active SoCalGas accounts and must have their eligible equipment installed by December 31, 2021 to receive the rebates. The SoCalGas Energy Efficiency Business Rebate Program allows jurisdictions to receive rebates for replacing or upgrading water boilers, tankless water heaters, economizers, laminar flow restrictors, pipe/tank/fittings insulation, pool heaters, recirculating pumps, and insulation products.
9. San Gabriel Valley Regional Food Recovery Program  
SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this

item. At the SGVCOG Solid Waste Working Group meeting on March 25, 2021, several cities expressed an interest in participating in a regional endeavor to comply with SB 1383's edible food recovery regulations, which can include the hiring of an external consultant to conduct activities such as assessing potential food recovery agencies and their capacities for cities to utilize for SB 1383 requirements, assessing Tier 1 and Tier 2 generators for current compliance with edible food recovery, preparing guidance, assisting with outreach efforts, and implementing inspection and enforcement programs.

Key Questions/Discussions:

- R. Guerrero emphasized how important it is to keep up to date with all the mandates of SB 1383. Projections for Pomona to comply with SB 1383 is currently at \$1.9 million per year. Mr. Guerrero further suggested that committee members encourage their city councils to adopt model ordinances as soon as possible.
- M. Rooney inquired about whether there was any consideration on scaling the cost to be part of the program based on the size of the city. Mr. Fung responded that the base tasks would require an equal contribution from each city, but the optional portion of the scope of work will be scaled by each member city's edible food waste generator size.
- M. Rooney inquired about whether the food recovery targets are meant to be achieved by each agency or collectively by each region. Mr. Fung clarified that the targets must be met by each individual agency.
- R. Delgadillo shared that he will be bringing SB 1383 compliance information to his city council tonight at 7:30pm and encouraged committee members to attend the Azusa City Council meeting to learn more.
- D. Liu inquired about the differences are between Tier 1 and Tier 2 generators. Mr. Fung clarified that the tiers are separated by the amounts of food waste the commercial entities generate. Tier 1 generally includes supermarkets and grocery stores, while Tier 2 includes hotels, large restaurants, and large events.

**ACTION ITEM**

- 10.** Review of FY 2022-2025 Measure M Multi-Year Subregional Program (MSP) Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for San Gabriel Valley Subregion

SGVCOG Senior Management Analyst, Alexander Fung, provided a presentation on this item. The SGVCOG is responsible for administering Measure M funds, but all proposed MSP projects need to be approved by the Metro Board of Directors. The Committee reviewed the proposed Funding Guidelines to allocate and distribute MSP funds for FY 2022-2025.

Key Questions/Discussions:

- D. Liu sought additional information on highway projects in accordance with MSP funds. Mr. Fung responded that MSP highway funds are generally allocated to regional highway and goods movement projects. The SGVCOG Capital Projects and Construction Committee reviews highway improvement projects, including projects and programs such as the 57/60 Confluence Project.

**There was a motion to recommend the Governing Board to approve the FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for the San Gabriel Valley Subregion. (M/S: M. Rooney/D. Liu)**  
**[Motion Passed]**

<b>AYES:</b>	Arcadia, Azusa, Diamond Bar, El Monte, Industry, La Verne, Monrovia, Monterey Park, Pomona, Rosemead, San Dimas, San Marino, South El Monte, South Pasadena, Temple City, Walnut, L.A. County DPW
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>NO VOTE RECORDED:</b>	Glendora, Irwindale
<b>ABSENT:</b>	Baldwin Park, Pasadena

#### **UPDATE ITEMS**

**11. Legislative Updates: AB 43 (Friedman)**

SGVCOG Senior Management Analyst, Alexander Fung, provided updates on this item. AB 43 provides Caltrans and local authorities greater flexibility in setting speed limits based on recommendation made by Zero Traffic Fatality Task Force in January 2020. The bill authorizes Caltrans and local authorities can limit reduce speed limits based on specific circumstances. This allows local authorities more flexibility to lower speeds to decrease accidents and injuries.

**12. 2021 San Gabriel Valley Energy Champion Awards Progress Updates**

SGVCOG Management Analyst, Sam Pedersen, provided updates on this item. Mr. Pedersen reported that the City of San Gabriel is the first city to achieve silver status in the 2021 San Gabriel Valley Energy Champion Awards. He also highlighted the Cities of Irwindale, Monrovia, and Monterey Park for being close to reaching the Silver recognition tier.

#### **STAFF ANNOUNCEMENT**

**13. Next Committee Meeting**

The upcoming committee meeting is scheduled for Monday, September 20, 2021 at 12:00pm.

#### **ANNOUNCEMENTS**

There were no additional announcements.

#### **ADJOURN**

R. Guerrero adjourned the Public Works Technical Advisory Committee meeting at 1:23pm.

# REPORT

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DATE: September 20, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **CALTRANS DISTRICT 7 QUARTERLY UPDATES**

## **RECOMMENDED ACTION**

For information only.


## **BACKGROUND**


Last year, the California Department of Transportation (Caltrans) launched a City Ambassador Program to allow for additional comprehensive discussions regarding transportation-related projects in the region. The Program aims to provide opportunities for cities and agencies to further engage, communicate, and coordinate transportation and infrastructure projects with Caltrans.

To increase engagements with the SGVCOG and San Gabriel Valley cities, Caltrans representatives will be providing updates to the SGVCOG Public Works Technical Advisory Committee on a quarterly basis. Caltrans District 7 representatives will be providing updates on ongoing Caltrans projects in the San Gabriel Valley region, as well as the Clean California Local Grant Program, at this meeting.

Caltrans is currently developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds will be allocated to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. To develop the grant program's guidelines, Caltrans will solicit input from local communities through two stakeholder workshops that are scheduled for September 1, 2021 and October 7, 2021. The October workshop's flyer can be found in Attachment A and the draft program guidelines can be found in Attachment B.

General questions regarding Caltrans projects can be directed to [D7inquiries@dot.ca.gov](mailto:D7inquiries@dot.ca.gov) or (213) 897-3656.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director



## **ATTACHMENTS**

Attachment A – Clean California Local Grant Program October Workshop Flyer

Attachment B – Draft Clean California Local Grant Program Guidelines



# CLEAN CALIFORNIA

## LOCAL GRANT PROGRAM GUIDELINES WORKSHOPS

Stakeholders are invited to participate in the second of two workshops to develop guidelines for the Clean California Local Grant Program. Draft Guidelines are accessible [HERE](#).

The Clean California Local Grant Program will provide approximately \$296 million in funds to communities to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

**WORKSHOP #2**  
**OCTOBER 7TH**  
**10:00 A.M. - NOON**  
**REGISTER [HERE](#)**

# Clean California Local Grant Program

Program Guidelines (DRAFT)

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## Clean California Local Grant Program Overview

### Background

The Clean California Local Grant Program is a competitive statewide program created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. Assembly Bill 149 (Sec.16) created the Clean California Local Grant Program of 2021 and was codified under Streets and Highway Code §91.41 et.al. The Program is one part of the nearly \$1.1 billion Clean California initiative that takes direct aim at the continuous trash generation that has overwhelmed the significant investment of time and resources by Caltrans and its partners collecting, recycling, and disposing of litter and hazardous waste.

These guidelines describe the policy, criteria, and procedures for the development, adoption, and management of the Clean California Local Grant Program. The guidelines were developed in consultation with representatives from the California Department of Transportation (Caltrans) and through public

workshops that include participation from local government agencies, transit agencies, other stakeholders, and tribal governments.

## Budget

The budget is approximately \$296 million from the General Fund, for projects to be open to the public with all funds expended by June 30, 2023.

Each grant shall not exceed five million dollars (\$5,000,000). There is no minimum award.

## Goals

Pursuant to statute, the intent of the Clean California Local Grant Program is to achieve the following goals:

- Reduce the amount of waste and debris within public rights -of -way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

## Schedule

The following schedule lists the major milestones for the Clean California Local Grant Program:

<b>Table 1. Grant Program Timeline*</b>	
<b>Milestone</b>	<b>Date</b>
Public Workshop #1	September 1, 2021
Public Workshop #2	October 7, 2021
Call for Projects	December 1, 2021**
Project Application Deadline	February 1, 2022**
Project Award Notification	March 1, 2022**
Date by when projects must be open to the public or all non-infrastructure activities are complete	June 30, 2023**
Date by when final invoicing and project closeout must be complete	December 30, 2023**
*Visit <a href="https://cleancalifornia.dot.ca.gov/local-grants">https://cleancalifornia.dot.ca.gov/local-grants</a> for the most up-to-date information.	
**Schedule is still being finalized and is subject to change. Stakeholders will be notified of any changes to the schedule.	

## Eligibility

### Eligible Applicants

The applicant must be local or regional public agencies, transit agencies, or [federally recognized tribal governments](#). Nonprofit organizations may be sub-applicants and are encouraged to partner with eligible applicants.

### Eligible Project Types

Eligible projects shall include, but not be limited to either or both of these project types:

- Community litter abatement and beautification projects
- Community litter abatement events and/or educational programs

### Example Projects

- Beautification and placemaking of existing public spaces, including but are not limited to:
  - Community park space/public space
  - Transit centers
  - Park-and-ride facilities
  - Viaducts, underpasses, or pedestrian overpasses
- Educational campaigns or community events about litter abatement, proper waste disposal or how to get involved with doing sanctioned artwork in a community

### Eligible Project Area

The location of the projects within the Clean California Local Grant Program are determined by the applicant. Project locations that can be accessed through the multimodal transportation network are encouraged and can include local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

If the project area encroaches on Caltrans right of way, that is allowed, but the applicant must include the necessary encroachment paperwork upon submittal of the application.

### Eligible Activities and Expenses

Eligible activities must meet the Clean California Local Grant Program goals. Examples of eligible features within the project area include:

- Enhanced paving to address the needs of the space, using permeable pavements where possible
- Decreasing pavement

- Inert material
- Shade structures
- Shade trees or drought-tolerant planting
- Irrigation
- Bioretention, swales, and other green street elements
- Architectural fencing
- Art installations, including community identification elements
- Human-scale, energy-conserving lighting installed within the project area
- Walking and/or biking facilities through the space
- Wayfinding signage
- Amenities (signage, bins, etc.) related to proper waste collection or waste prevention
- Seating and play equipment
- Installation of public bathrooms and water fountains

### Ineligible Activities and Expenses

Some activities or project components are not eligible under this grant program. If an application has any of the following elements, it will be disqualified.

Ineligible activities and expenses include:

- Displacing people experiencing homelessness
- Acquisition of rights-of-way or land with the funds awarded by Caltrans. (Land acquisition can count towards the local match, however).
- Work performed prior to the execution of the grant agreement
- Acquisition of vehicles or shuttle programs
- Other items unrelated to the project

### Selection Criteria

Projects containing the following elements will be given priority consideration in funding decisions:

- Demonstrated needs of the applicant to address the goals of the program
- Production of the greatest population benefit, including to those underserved ([see Appendix A](#))
- Potential to enhance and beautify public space

- Potential for greening to provide shade, reduce the urban heat island effect, and use native drought-tolerant plants
- Potential for abatement of litter and debris to improve access to use of public space(s)
- Public engagement in the project proposal that reflects community priorities and are consistent with local or regional plans such as General Plans, Improvement Plans, bicycle and/or pedestrian plans, complete street plans, and the public outreach that may have already taken place during the preparation of such plans
- Benefit to [underserved communities](#)
- Low risk of deliverability, in which projects are open to public and/or all funds are expended by June 30, 2023.

### Underserved or Historically Excluded Communities

No less than 50 percent of the Clean California Local Grant Program funds are to fund projects that benefit underserved communities.

The definition for these communities may include disadvantaged communities and low-income communities, as defined in Sections 39711 and 39713 of the California Health and Safety Code, or another metric with verifiable information that identifies an historically excluded, disadvantaged, or underserved community. To qualify, the community served by the project must meet at least one of the following criteria:

- **Area Median Income:** is less than 80% of the statewide median based on the most current Census Tract level data from the 2019 American Community Survey 5-Year Estimates (<\$60,188). Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level. Data is available at the [United States Census Bureau Website](#).
- **CalEnviroScreen:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34). The mapping tool can be found [here](#) and the list can be found under "[SB 535 List of Disadvantaged Communities](#)"
- **National School Lunch Program:** At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion.



- **Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).
- **Native American Tribal Lands:** The project is located within or partially within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), lands owned by or held in trust for an Indian tribe, allotted lands, and/or sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest such as traditional cultural properties and sacred sites).
- **Other:** If the project may benefit a disadvantaged community, but the project does not meet the criteria above, another means of qualifying for consideration may be allowed. Suggested alternative assessment methods that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. Submit a quantitative assessment, such as a survey, to demonstrate that the community's median household income is at or below 80% of the state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. Submit an assessment to demonstrate that the community's CalEnviroScreen score is at or above 39.34.
  - A Regional Definition such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders and be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities should be used for the region's broader planning purposes.

An eligible project shall clearly demonstrate a benefit to an underserved community or be directly located in an underserved community.

### Other Selection Considerations

If the scoring methodology results in a tie, the State may consider additional factors including, but not limited to, previous grant performance, geographic

distribution of funds, [quality of the required maintenance plan](#), and feasibility to accept partial funding.

### **Local Match Requirement**

The local match component will range from 0% to 50% of the total project costs and will be based on the capacity of the community to leverage local capital. Depending on the applicant's severity of disadvantage, a grant may not require a local match.

Applicants will be held responsible for any local commitments at or above their minimum requirement as part of the grant agreement with Caltrans.

### **Severity of Disadvantage**

To determine the required match amount, the applicant must identify its severity of disadvantage using the thresholds provided in table 2:

DRAFT

**Table 2. Severity of disadvantage thresholds for determining local match**

Local match required of total project costs (%)	Threshold criteria	Threshold (if applicable)
<b>Area Median Income (AMI) compared Statewide Median Income (SMI)*</b>		
50	Greater than or equal to 80% of the SMI	Greater than \$60,188
37.5	75% through <80% of SMI	\$56,426.25 through \$60,188
25	70% through <75% of SMI	\$52,664.50 through \$56,426.25
12.5	65% through <70% of SMI	\$48,902.75 through \$52,664.50
0	<65% of SMI	Less than \$48,902.75
<b>CalEnviroScreen v3.0</b>		
50	Above 25% most disadvantaged	Less than 39.34
37.5	20% through 25% most disadvantaged	39.34 through 42.86
25	15% through <20% most disadvantaged	42.87 through 46.63
12.5	10% through <15% most disadvantaged	46.64 through 51.18
0	<10% most disadvantaged	51.19 through 94.09
<b>Free or Reduced Lunches</b>		
50	Less than 75% of students receive free or reduced lunches	Not applicable (N/A)
37.5	≥ 75% through 80% of students receive free or reduced lunches	N/A
25	>80% through 85% of students receive free or reduced lunches	N/A
12.5	>85% through 90% of students receive free or reduced lunches	N/A
0	>90% of students receive free or reduced lunches	N/A
<b>Healthy Places Index Score**</b>		
50	Healthy Places Index Score above 25 Percentile	N/A
37.5	Healthy Places Index Score 20 through <25 Percentile	N/A
25	Healthy Places Index Score 15 through <20 Percentile	N/A
12.5	Healthy Places Index Score 10 through <15 Percentile	N/A
0	Healthy Places Index Score <10 Percentile	N/A
<b>Tribal communities: applicable only for Federally Recognized Tribal Governments or Projects where a Tribal community is a sub-applicant</b>		
0	The project applicant or sub-applicant is a Federally Recognized Tribal Government or the project area is located within (or partially within) Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), lands owned by or held in trust for an Indian tribe, allotted lands, and/or sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest such as traditional cultural properties and sacred sites)	N/A
<p>*Statewide median income is based on the most current Census Tract level data from the 2019 American Community Survey 5-year estimates (where 80% of SMI = &lt;\$60,188). Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level.</p> <p>**Healthy Places Index Score considered should only be the overall HPI Score.</p>		

## Local Match Sources

The local match can be all cash, all third-party in-kind contributions, or a combination of the two:

- Cash Match
  - Revenue sources for local cash match can include local sales tax, special bond measures, private donations, private foundations, etc.
  - Staff time from the primary applicant counts as cash match. Staff time charged to a specific project that has been funded and or reimbursed, cannot be used to meet the match requirement for another project.
- Third-Party In-Kind Match
  - Third party in-kind contributions are typically goods and services donated from outside the primary applicant's agency. If third party in-kind contributions are used to satisfy the local match requirements, they must be itemized in the application.
  - Land acquisition to support the project area (note: Caltrans-awarded funds cannot be used for land acquisition)
  - Examples of Third-Party In-Kind contributions is the value of donated:
    - Plants/trees
    - Art (materials, labor, supplies)
    - Equipment and materials
    - Future maintenance as part of the maintenance plan
    - Volunteered time from stakeholders
    - Other goods and services

## Payment Process

For an item to be eligible for payment, the primary use or function of that item must meet the goals of the program and be consistent with the approved grant scope. Payments can be made either by reimbursement or advanced payment.

The Clean California Local Grant Program is a reimbursement program for eligible costs incurred. An implementing agency may begin incurring eligible costs upon execution of a grant agreement with Caltrans. Reimbursement is requested through the invoice process detailed in the [Local Assistance Procedures Manual, Chapter 5, Invoicing](#). Applicants may request advanced payment at the time of application. Requests must be included in the project

application and include justification to support the request, as detailed in the [Advance Payment Process](#) section.

Caltrans can provide funding directly to federally recognized Tribal governments only if a Tribal government is willing to grant a limited waiver of sovereign immunity for the purposes of the Clean California Local Grant Program project and the period of time of the project. As an alternative to waiving sovereign immunity, Tribal governments may want to consider applying as a sub-applicant through partnership with a public agency or transit agency.

### **Advance Payment Process**

Caltrans may authorize advance payments necessary for projects funded by this grant, as mentioned in state statute. An applicant may be eligible for an advance payment from Caltrans for projects funded by the program only if all of the following conditions are met:

- The applicant for advance payment is a public agency.
- The grant application submitted requests an advance payment.
- The project or project component for which the advance payment is requested is well-defined and can be delivered by an agreed upon date.
- The applicant has a record of good financial management and has not been sanctioned by any state or federal agency within the last five years.
- Upon request of the department, the applicant offers sufficient capital, as determined by the department, as a security for an advance payment.
- Upon request of the department, the applicant provides a finding approved by its governing body that demonstrates a financial need for an advance payment under this program to deliver this project.

*The full guidelines for advanced payment will be added to this document by the date of the second workshop.*

### **Project Selection Process**

1. Applications, including the supporting documentation, are submitted Online. *More detailed submittal instructions will be added to the guidelines by the date of the second workshop.*
  - a. Access to the application and other required templates are available on the Clean California website. *A direct link will be added to the guidelines here by the date of the second workshop.*
  - b. No hardcopy applications are required.
2. Project Proposals are reviewed and evaluated:
  - a. Caltrans grant program staff, with district representation, conducts a review of all applications for eligibility, submission of proper

documentation, deliverability, and overall relationship to the goals of the grant program.

- b. Incomplete or ineligible applications may be removed from the competitive process.
- c. Subject matter experts from Caltrans HQ then score the applications using a standardized approach. The specific standardized scoring methodology is described in the [scoring criteria section](#).
- d. Caltrans HQ grant program staff then verifies the scores and provides the award recommendations list to be approved by every level of Caltrans management.
- e. Award recommendations are submitted to the California Secretary of Transportation for concurrence.

3. Awarded projects are announced.

All information contained in the application and supporting documentation is confidential until grant awards are announced.

The State reserves the right to reject an applicant who is in violation of law or policy at any other public agency. Potential violations include, but are not limited to, being in default of performance requirements in other contracts or grant agreements issued by the State, being engaged in or suspected of criminal conduct that could poorly reflect on or bring discredit to the State or failing to have all required licenses necessary to carry out the project.

The State further reserves the right to reject any applicant who has a history of performance issues with past grants or other agreements with any public entity.

### **Conflict of Interest**

All applicants and individuals who participate in the review of submitted applications are subject to state and federal conflict of interest laws. Any individual who has participated in planning or setting priorities for a specific solicitation over and above the public comment process, or who will participate in any part of the grant development and negotiation process on behalf of the public, is ineligible to receive funds or personally benefit from funds through that solicitation. Failure to comply with conflict of interest laws, including business and financial disclosure provisions, will result in the application being rejected and any subsequent grant agreement being declared void. Other legal actions may also be taken. Applicable statutes include, but are not limited to, California Government Code section 1090 and Public Contract Code sections 10365.5, 10410, and 10411.

## Scoring Criteria

Applications will be scored using an index score, as explained in table 3 and in the following sub-sections of this document. The scoring methodology is designed to support performance of the grant objectives and encourages context-sensitive proposals. The scoring is designed to prioritize quality of transformation over quantity of space transformed. For communities that may not have a lot of public space, but can still benefit from a transformative project, their application would be competitive under this scoring methodology. If the index score in table 3 results in ties, [additional funding considerations](#) will factor into the reconciliation of ties.

<b>Table 3. Scoring Methodology</b>		
<b>Scored component</b>	<b>Possible score (points)</b>	<b>Weight (percent of overall score)</b>
Narrative (Qualitative)	20	10
Project's population Benefit (Quantitative)	25	12.5
Project's benefit to underserved communities (Quantitative)	35	17.5
Needs Assessment (Quantitative)	50	25
Estimated Performance (Quantitative)	40	20
Maintenance Plan*	Pass/Fail	N/A
Scope, cost, schedule	30	15
<b>Sum</b>	<b>200</b>	<b>100</b>
*Application must include a quality maintenance plan to be evaluated.		

### Narrative

The narrative portion of the application will assess how well the application meets the statutory requirements.

The narrative component will be scored by a committee of subject matter experts that will review the narrative section using a scoring rubric, awarding up to 20 points for this component. For this action, a rubric will be developed to standardize scoring based on grant criteria. The narrative portion will consist of the following questions/topics:

- Demonstrated Need:
  - Provide evidence there is a recurring issue of litter or land misuse in the project area under existing conditions.
- Project Potential:



- Describe how the project will enhance and beautify public space (greening, shade, reduce urban heat island effect, usage of low-water plants)
- Describe how the project will improve access to public space (public health, cultural connection, community placemaking, public space for walking and recreation).
- Community Engagement:
  - Describe the local public engagement process that culminated in the project proposal and reflects community priorities.
- Maintenance:
  - Describe how the project will be maintained to keep the site free of litter and debris, vandalism, and support healthy greenery.
- The project will not displace people experiencing homelessness (true/false). Note: If the applicant answers “false,” the application will be disqualified. Per statute, Clean California funds may not be used in any way to support the displacement of people experiencing homelessness.

#### Project’s Population Benefit and Benefit to Underserved Communities

The project’s population benefit is worth 12.5 percent of the total application score, and the project’s population benefit to underserved communities is worth 17.5 percent of the total application score. For guidance on how to calculate these two components, see [Appendix A.1.](#) and [Appendix A.2.](#) For guidance on how to define underserved communities, see section [“Underserved or Historically Excluded Communities”](#).

An applicant’s responses for these two components will each be evaluated on a curve among the pool of applicants, to receive the subtotal point score for each of these components.

#### Needs Assessment

The needs assessment component is worth 25 percent of the total application score. The needs assessment asks a series of questions about existing conditions related to the program objectives. The applicant should choose up to two metrics per grant objective to be scored on. See [Appendix B](#) for more information.

#### Estimated Performance

The estimated performance component is worth 20 percent of the total application score. The estimated performance asks a series of questions about the proposal related to the program objectives. The applicant should choose up to two metrics per grant objective to be scored on. See [Appendix B](#) for more information.



## Maintenance Plan

Applications must include a detailed maintenance plan that describes anticipated life-span of the proposed improvement, the effort, needed resources and commitment of those resources to maintain the improvement for that life.

## Scope, Cost and Schedule

The Scope, Cost, Schedule component will be scored by a committee of subject matter experts that will review these submissions using a scoring rubric, awarding up to 30 points for this component. For this action, a rubric will be developed to standardize scoring based on how well the scope, cost, and schedule meet the grant criteria and maximize the benefits. The following includes specific attributes we will be looking for within the scope, cost and schedule.

The scope must include detailed engineering project plans and/or an educational programming workplan. *Templates will be developed by the date of the second workshop.*

The application must include a schedule of when the various components of construction and/or educational programming will occur. *Templates will be developed by the date of the second workshop.* The application must propose to be open to the public and expend all funds by June 30, 2023.

The application must include a cost breakdown of all project components. Do not provide costs as lump sum expenses. *Templates will be developed by the date of the second workshop.*

## Project Award Process

After evaluation is complete, a list of awarded projects will be posted to the Caltrans website. Successful grant applicants (now called grantees) will receive an award letter from Caltrans that outlines important next steps, such as executing the grant agreement, as well as program requirements the grantee must adhere to.

A grant agreement developed specifically for this program will be utilized for the distribution of funds. The agreement will specify, among other things, the amount of funds granted, match funds required, timeline for expenditure of funds, delivery schedule, and the approved project scope. Reporting timeframes and other requirements will also be identified in the agreement. Once the agreement is executed, the grantee can begin work. *Note: more details about the Agreement will be added to these guidelines by the date of the second guidelines workshop.*

The Clean California Local Grant Program is limited to one cycle of funding. As a result, unsuccessful grant applicants will not receive a debrief.

## Grant Project Administrative Requirements

### Sub-contracts

If a grantee or a sub-grantee is going to hire a third-party to perform work during the project, proper procurement procedures should be used. Grantees may use their agency's procurement procedures as long as they comply with all applicable sections of the California Public Contract Code and Government Code and any other applicable code. In addition, work cannot be sub-contracted unless it has been stated in the applicant's Scope of Work and Cost and Schedule. A grantee is fully responsible for all work performed by its sub-recipient, consultant, or sub-consultant. Caltrans solely enters into a contract directly with the grantee.

### Financial Requirements

#### Accounting Requirements

Grantees and sub-recipients are required to maintain an accounting system that properly records, and segregates, incurred project costs and matching funds by line item. The accounting system of the grantee, including its sub-applicants and subcontractors, must conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim points of completion and provides support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs must comply with [2 Code of Federal Regulations \(CFR\), Part 200](#). It is the grantee's responsibility, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Cost and Schedule. Grantees must monitor work and costs to ensure invoices are submitted on a regular and timely basis (on a minimum quarterly basis). Costs incurred prior to an executed agreement are not eligible for reimbursement. Grantees must communicate with their local Caltrans district office to ensure any issues are addressed early during the project period.

#### Audits and Investigations

Audits may be required.

### Reporting

Upon execution of a Clean California Local Grant Program agreement, grantees must submit quarterly Project Progress Reports and a Final Delivery Report to Caltrans. Quarterly reports will be required to assess whether projects are meeting their scope and are being delivered on time and on budget. Before and after photos are required as part of the reporting process. If there are faces of minors in the before and/or after photos you must also submit a [photo release form](#). Reporting will be conducted through CalSMART, an Online reporting system.

The State may make periodic visits to project sites, including a final inspection. The State will determine if the work is consistent with the approved project scope. Staff from the Division of Local Assistance within Caltrans districts will be responsible for conducting and coordinating site visits with the awarded projects.

The final invoice will be paid upon submission and acceptance of the Final Delivery Report to Caltrans.

### **Project Amendments**

The Clean California Local Grant Program will not participate in cost increases to the project. Any cost increases must be funded from other fund sources. If there is a change in the project cost, it must be reported through the quarterly report process.

Scope changes will not be considered unless the change is minor, does not reduce the project benefits and does not change the approved overall schedule. Scope changes must be requested in writing and submitted to the Caltrans HQ Division of Local Assistance, with a CC to the [District DLAE](#) to keep the Districts aware of scope changes.

Projects must be open to the public with all funds expended by June 30, 2023. Time amendments are not permitted.

### **Program Evaluation**

The Clean California Local Grant Program will be evaluated for its effectiveness in meeting the goals of the program. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the [Reporting](#) section.

As part of the 2022–23 and 2023–24 California budgets, Caltrans shall report to the Legislature on the Clean California Local Grant Program of 2021, including, but not limited to, cubic yards of litter collected, the locations and types of projects, and any other important program outcomes. The report will include a discussion on the effectiveness of the program in terms of planned and achieved outcomes in litter abatement and beautification efforts and timely use of funds, and will include a summary of its activities relative to the administration of the Local Grant Program including projects awarded, projects completed to date by project type, projects completed to date by geographic distribution, projects completed to date by benefit to disadvantaged communities.

### **Guidelines Disclaimer**

Caltrans may amend the program guidelines after conducting at least one public hearing. Caltrans will make a reasonable effort to amend the guidelines and communicate amendments prior to a call for projects or may extend the deadline for project submission to comply with the amended guidelines.

## Appendix A.1. Calculate Your Project's Population Benefit (and Benefit to Underserved Communities)

Note: see [Appendix A.2.](#) to see demonstration notes, which provide all the answers below.

### 1. Does your application propose to improve a physical space?

	Check the box that is most applicable	
Yes	<b>X</b>	If yes, continue filling out this worksheet.
No		If no, skip to 2.c.

### 2. Calculate the population benefit of your project through the steps outlined in this worksheet

[Project population benefit = Reach x Dose]

Total Population Benefit				
Your answer:	<b>411,240</b>	<b>359,040</b>	<b>N/A</b>	<b>52,200</b>
	<b>Total Population Benefit</b>	No. of underserved people who benefit by dose	No. of other who benefits by dose	(No. of people reached by campaign by dose) + (no. of people reach by an event by dose)

## 2.a Calculating number of underserved people who benefit

**[no. of underserved people who benefit = (the sum of the population of all the underserved census tracks<sup>1</sup> within a quarter mile<sup>2</sup> of the project site(s)) + (Combined total of average daily ridership of transit routes that stop within ½ mile of the project site(s))]**

Total reach of underserved population benefit			
Your answer <sup>3</sup> *:	14,690	13,690	1,000
	No. of underserved people who benefit	No. of underserved people within ¼ mi	Combined total of average daily ridership of transit routes that stop within ½ mile of the project site(s)

## 2.b Calculating number of others who benefit

**[no. of others who benefit = ((the sum of the population of all census tracks within a quarter mile of the project site(s) minus the sum of the population of all the underserved census tracks within a quarter mile of the project site(s))]**

Total reach of others who benefit		
Your answer:	0	0
	No. of others who benefit	No. of people within ¼ <sup>1</sup> mi
	1. minus the No. of underserved people within ¼ mi	

<sup>1</sup> See Guidelines section on “Underserved or historically excluded communities” for guidance on what is defined as an underserved census track.

<sup>2</sup> ¼ mi = “within walking distance”

<sup>3</sup> \*This question is required for legislative reporting purposes.

## 2.c Total reach of non-infrastructure portions of project

Optional: If your application proposes educational campaigns or events about litter abatement, proper waste disposal or how to do sanctioned artwork (opposed to vandalism), in addition to improving a physical space(s), please calculate the reach for that component here:

**[No. of people reached by campaign or event = (number of people reached by an educational campaign)<sup>4</sup> + (number of people who will attend an event)]**

Total reach of non-infrastructure portions of project		
Your answer:	1,000	200
	No. of people reached by a campaign	No. of people reached by an event

## 2.d. Factoring in Dose

Dose factors by which you will multiply reach components			
Your answer:	24	52	1
	No. of hours per day the project site will be accessible to the public under improved conditions <sup>1</sup>	No. of campaigns	No. of events
1. If you have more than one project site and their hours differ, use the average number of hours here.			

<sup>4</sup> This could be based on the size of a media market (of a radio, tv station, website or newspaper you would use to communicate), or the size of the market you can reach on social media for a given amount of money (response in people, not dollars), or classroom size, for examples

## Appendix A.2. Demonstration Notes on How to Calculate your Project's Population Benefit (and Benefit to Underserved Communities)

Note: this appendix item should be used to complete [Appendix A.1.](#)

### Demo

#### Project Summary

*The sample project proposes improving the parkland at the Greenside Park in the City of Eureka, CA (M St & 12th St, Eureka, CA 95501) with beautification upgrades and litter abatement. In addition to physical improvements, the project proposes to launch a litter abatement campaign on social media that will reach 1,000/week for 52 weeks in total and will host a ribbon cutting event/litter abatement event with 200 people invited. I have filled this worksheet out as the applicant for the purposes of showing how this would be accomplished and the results you might see from this.*

#### Demonstration Notes

1. Consult Clean California Local Grant Program guidelines on how to define an underserved community [insert jump link].
2. Determine whether your project site(s) are within an underserved census tract and the number of underserved census tracts it is within walking distance to (1/4 mile or less).
  - a. Is the median income of Humboldt County less than 80% of the statewide median income? Yes, it is. The Median household income of Humboldt County, CA is \$51,662, which is less than 80% of the statewide median income, meaning the project site is within an underserved community by Clean California Local Grant Program guidelines.
    - i. This census tract (6023000500, or census tract 5 in ACS) is also considered a low-income community (Low-income definitions per Assembly Bill [\(AB\) 1550](#) (Gomez, Chapter 369, Statutes of 2016))
      1. It is also within walking distance of two additional low-income census tracts:
        - a. 6023000600 (or Census tract 6, ACS)
        - b. 6023000100 (or Census tract 1, ACS)
      - ii. This census tract is also considered an underserved community based on its Healthy Places Index (HPI) overall Score that is in the 8.7 percentile

- iii. This census tract is not considered underserved by its calenviroscreen 3.0 ranking, but is within walking distance (1/4 mi or less) to census tract 6023000100 (or Census tract 1, ACS), which is considered underserved based on its Calenviroscreen score.
  - b. What is the population of the underserved census tract(s) that the project site(s) are within and within walking distance to? *(Note: This question tells us the number of underserved people who directly benefit from this project.)*
    - i. 13,690, as detailed in Table 1.
3. Are there any other census tracts within walking distance from the project site? If yes, what is the population of them? *(Note: this question allows us to understand the full number of people who benefit directly from the project if you add it to the answer of 2b.)*
  - a. No, there are only two census tracts within walking distance of the project's sites, and they are the underserved census tracts we've already calculated.

<b>Table 1. Direct Benefit Population</b>				
<i>Location Relative to Project Site(s)</i>	<i>Census Tract Name (ACS, 2019)</i>	<i>Population (no. of people)</i>	<i>Population Benefit</i>	<i>Underserved Population Benefit</i>
The project site	Census Tract 5 (the location of the project)	4,450	4,450	4,450
Within walking distance	Tract 6	4,998	4,998	4,998
Within walking distance	Tract 1	4,242	4,242	4,242

4. Is the project site accessible by transit? *(draw half mile buffer around project site(s) and identify if there are transit stops within the buffer)*
  - a. Yes, I see some transit stops within the ½ mile buffer.
5. What is the average daily ridership of the transit that stops within the ½ mile buffer?
  - a. There are two routes that stop within the ½ mi buffer at least once each, and the average daily ridership for each route is 500 people,



as detailed in Table 2. The total indirect, underserved population benefit is therefore 1,000 people.

<b>Table 2. Indirect Benefit Population (counts towards underserved and overall population benefit)</b>	
<i>Transit routes that have stops within ½ mile of project site(s)</i>	<i>Average daily ridership of routes that serve each stop*</i>
Redwood Transit System	500
Southern Humboldt Intercity Route	500
<i>*These are made-up numbers for the purposes of the demo. For accurate average daily ridership numbers, please use verifiable data sourced from the transit provider.</i>	

6. Calculate the total of direct and indirect population reach
  - a. (Direct population benefit = 13,960)+ (indirect population benefit = 1,000) = 14,960
7. How many hours per day is the project site accessible to the public under improved conditions? Note: If you have more than one project site and their hours differ, use the average number of hours here.
  - a. 24 hours
  - b. 24 hours = dose of the infrastructure components of your project
  - c.  $24 \times 14,960 = 359,040$
8. Calculate reach and dose of non-infrastructure components of your project.
  - a. How many people will you reach with your campaign?
    - i. 1,000
  - b. How many campaigns will you hold?
    - i. 1 per week for a year, so 52 campaigns.
    - ii.  $52 \times 1,000 = 52,000$
  - c. How many events will you hold about litter abatement?
    - i. 1, the ribbon cutting event
  - d. How many people will attend each event?
    - i. 200 people
    - ii.  $200 \times 1 = 200$
  - e. What is the total reach and dose of non-infrastructure components of your project?
    - i. 52,200
9. Add non-infrastructure and infrastructure population benefit together to get total population benefit.
  - a.  $359,040 + 52,200 = 411,240$
10. Fill out [the worksheet \(Appendix A.1.\)](#) with the data analysis you've done

## Appendix B. Sample Needs Assessment and Estimated Performance Scoring Sheet

*Example applicant project: 1 acre public space that will include landscaping, three shade trees, improved street furniture, new bins for proper waste disposal, enhanced lighting, a mural by a local artist, and upgrades to the bus stop shelter at the site. Youth volunteers will be recruited to help clean the space before improvements are made, and they will learn about litter abatement and the free dump days in our community.*

### Legend

■=the metrics this applicant chose to be scored on (an applicant should pick up to two metrics per each subsection of metrics of each grant objective.

■=Reviewer's score

## Section 1 of 5

Grant Program Objective	ID #	Metrics	My Response	Scoring Suggestion	Max Score per Metric	Reviewer's Score
Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	NA1	Provide evidence there is a recurring issue of trash production or land misuse in the project area under existing conditions.	Yes, many 311 records. See summary of records in application attachment	If evidence, get the max of points for this section. If no evidence, get zero.	5	5
	EP1	Waste and debris within the public rights of way are reduced by what percent?	100	Curve scoring, where a higher number gets more points	4	7
	EP2	The total project space is cleaned or improved by what percent?	100	Curve scoring, where a higher number gets more points	3	

## Section 2 of 5

Grant Program Objective	ID #	Metrics	My Response	Scoring Suggestion	Max Score per Metric	Reviewer's Score
Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.	NA2	Under existing conditions less than 1/3 of the space is landscaped and/or softscaped. (true/false)	true	if true = give max points; if false = give zero points here	7	15
	NA4	Under existing conditions, space is well utilized to provide both beauty and function. (true/false)		if false = give max points; if true = give zero points here	5	
	NA5	Under existing conditions, the space can be utilized for multiple functions during the daylight as well as after sunset (true/false/NA = we don't allow access to this space after sunset and will not/cannot change that rule upon receiving this grant award)	false	if false = give max points; if true = give zero points here. If NA = give zero points.	8	
	EP3	Percent increase of shade at each improved site, measured at the noon hour.		Curve scoring, where a higher number gets more points	5	10
	EP4	Percent decrease of impervious surface	30%	Curve scoring, where a higher number gets more points	5	
	EP5	Percent increase of tree canopy at each improved site.		Curve scoring, where a higher number gets more points	4	
	EP6	Percent increase of native, low drought plantings at each improved site.		Curve scoring, where a higher number gets more points	5	

	EP7	Percent of the day that the site will now be lighted using human-scale, energy-conserving lights and/or daylight.		Curve scoring, where a higher number gets more points	4	
	EP8	The improved space increases the number and diversity of viable uses within the space. (true/false)		if true = give max points; if false = give zero points	5	
	EP9	The improved space will improve previously underutilized space that was prone to vandalism (such as blank walls) with beautification solutions (true/false)	true	if true = give max points; if false = give zero points	5	
	EP10	The improved space includes visual art. (true/false)		if true = give max points; if false = give zero points	4	

### Section 3 of 5

Grant Program Objective	ID #	Metrics	My Response	Scoring Suggestion	Max Score per Metric	Reviewer's Score
Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.	NA6	The project area is used as a public space currently		if yes = give max points; if no = give zero points here	5	12
	NA7	The project area could or does provide a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking or transit. (true/false)	true	if true = give max points; if false = give zero points here	5	
	NA8	The space is on a safe route to school (SRTS) or is a gap in an otherwise SRTS		if yes = give max points; if no = give zero points here	6	
	NA9	Under existing conditions, there are enough places to sit. (true/false)	false	if false = give max points; if true = give zero points here	7	
	EP11	Percent increase of improved public space		Curve scoring, where a higher number gets more points	3	7
	EP12	The improved space incorporates features or elements that connect the space to the culture or history of the surrounding community. (true/false)	true	if true = give max points; if false = give zero points here	4	
	EP13	The improved space is visible from a distance, with its interior visible from the outside. (true/false)	true	if true = give max points; if false = give zero points here	3	

## Section 4 of 5

Grant Program Objective	ID #	Metrics	My Response	Scoring Suggestion	Max Score per Metric	Reviewer's Score
Advance equity for underserved communities.	NA10	Under existing conditions, the number of public space acres accessible in a half-hour walk from project area is lower than the region's average (true/false)	true	if true = give max points; if no = give zero points here	5	10
	NA11	The project area is one of 5 or less opportunities within a 1 mi radius to cross a major physical barrier (true/false/NA)		if yes = give max points; if no = give zero points here; if N/A = give zero points here	5	
	NA12	Does the space function for people with special needs? (yes/no)	no	if no = give max points; if yes = give zero points here	5	
	EP14	The improved space is within a ¼ mile of X number of underserved census tracts.		Curve scoring, where a higher number gets more points	4	(would depend on curve scoring, but will give max score for example purposes) 9
	EP15	The improved space is within a ½ mile of X number of transit stop(s) on routes that reach underserved census tract(s) on their route.	12	Curve scoring, where a higher number gets more points	4	
	EP16	The improved space functions for people with special needs (true/false).	true	if true = give max points; if no = give zero points	5	

## Section 5 of 5

Grant Program Objective	ID #	Metrics	My Response	Scoring Suggestion	Max Score per Metric	Reviewer's Score
<b>Support local events and educational programming about litter abatement, proper waste disposal, and/or how to do sanctioned art within a community</b>	NA13	Under existing conditions, there are X average number of existing programmed activities within the space per week.		Curve scoring, where a lower number gets more points	3	7
	NA14	Under existing conditions, the improved space has adequate signage or amenities for proper waste disposal. (true/false)	false	If false = give max points; if true = give zero points here	4	
	NA15	Under existing conditions, the applicant feels the improved space, or the benefitting community needs an increase in educational programs or events about litter abatement or proper waste disposal. (true/false)	true	If true = give max points; if false = give zero points here	3	
	EP17	The number of events you will hold, either at the improved space, or not tied to a space but about litter abatement and proper waste disposal, will increase by what percent?	1	Curve scoring, where a higher number gets more points	3	(would depend on curve scoring, but will give max score for example purposes) 7
	EP18	The number of educational programs, either within the improved space, or not tied to a space but about litter abatement and proper waste disposal, will increase by what percent?		Curve scoring, where a higher number gets more points	3	
	EP19	Number of people reached about litter abatement or proper waste disposal will increase by what percent?		Curve scoring, where a higher number gets more points	3	



	EP20	Number of amenities (signage, bins, etc.) related to proper waste collection or waste prevention within the space will increase and or upgraded by what percent?	125%	Curve scoring, where a higher number gets more points	4	
	EP21	The number of educational programs, either within the improved space, about how to do sanctioned artwork in the community (as opposed to vandalism), will increase by what percent?		Curve scoring, where a higher number gets more points	3	

Total Needs Assessment Combined Score: 49/50  
Total Estimated Performance Combined Score: 40/40

# REPORT

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DATE: September 20, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM FY 2022-2025  
ACTIVE TRANSPORTATION, BUS SYSTEM IMPROVEMENTS, AND  
FIRST/LAST MILE FUNDING APPLICATION**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

Measure M, which was a ½ cent sales tax measure to provide funding for transportation improvements across Los Angeles County, was approved by voters in November 2016. The funds generated from Measure M are expected to fund \$3.3 billion in transportation improvements in the San Gabriel Valley over the course of 40 years. In June 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted Measure M Guidelines to establish a process by which subregional funds under Measure M would be programmed and allocated by the subregions' respective governing/planning entities. As a result, the SGVCOG is tasked with programming and administering the Measure M Subregional Program (MSP) funds. While subregions are granted the authority to program and allocate MSP funds, all MSP projects must be reviewed and approved by the Metro Board of Directors before the allocated funds can be distributed.

The SGVCOG was recently informed by Metro that plans to program the FY 2022-2025 MSP funds for eligible projects can be submitted to Metro as early as January 2022. In total, the SGVCOG anticipates that approximately **\$22 million** will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects.

Given the limited funding available, the SGVCOG will prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley's major corridors, with a goal of maximizing regional transportation benefits. As a result, the SGVCOG plans to award the \$22 million for multi-jurisdictional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley as follows:

- Category 1: Planning/Design and Construction of Major Corridor Projects
  - Up to **\$15 million** will be awarded to eligible corridor projects for their planning/design and construction phases.
- Category 2: Planning/Design of Major Corridor Projects
  - Up to **\$7 million** will be awarded to eligible corridor projects' planning/design phases. Under this category, each project can apply for up to \$1 million.

The SGVCOG will serve as the default implementer for projects funded under this cycle of MSP funds given feedback provided by cities under the initial round related to the Metro reporting requirements and the SGVCOG's experience in coordinating and managing multi-jurisdictional planning and capital projects. However, if a city or the County desires to serve as the lead implementer for any of these multi-jurisdictional projects, they would do so, provided that they had the concurrence of the other jurisdictions<sup>1</sup>.

### **APPLICATION SCREENING CRITERIA**

The SGVCOG will allocate the FY 2022-2025 MSP funds for multi-jurisdictional projects that can effectively enhance active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M project eligibility criteria as previously stated. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 Project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the MSP project proposal. Funds for Category 1 Projects cannot be used for right-of-way acquisitions. Additionally, proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro's policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project's uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

A copy of the approved FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Distribution Guidelines can be found in Attachment A.

### **APPLICATION SCORING CRITERIA**

Based on the goals highlighted in the Measure M Guidelines and the MSP Project Screening Criteria listed in the previous section, the SGVCOG will be implementing the following scoring system to evaluate the FY 2022-2025 MSP project proposals:

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<sup>1</sup> Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

## Category 1 Project Scoring Criteria (100 Points Total):

- Project Feasibility (50 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
<b>Local Match (10 Points)</b>	The project includes at least a 20% combined local match. Projects with at least a 5% combined local match will receive partial scores.
<b>Capital Improvement Plan (15 Points)</b>	The proposed project is identifiable in at least one participating agency's five-year Capital Improvement Plan (CIP).
<b>Project Readiness (15 Points)</b>	The proposed project has a minimum of 25% design completion. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.

- Regional Impact (20 Points):**

<b>Mobility and Accessibility (5 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (5 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (10 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- Demonstrated Support (30 Points):**

<b>Community Outreach (15 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
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<b>Committed Partnerships (15 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

**Category 2 Project Scoring Criteria (100 Points Total):**

- Project Feasibility (25 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases
<b>Design Progress (15 Points)</b>	The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.

- Regional Impact (25 Points):**

<b>Mobility and Accessibility (5 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (5 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (15 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative

	that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.
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- **Demonstrated Support (50 Points):**

<b>Community Outreach (25 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
<b>Committed Partnerships (25 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

Copies of the funding application and scoring rubric can be found in Attachments B and C, respectively.

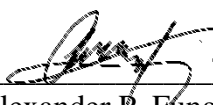
### **PROJECT SOLICITATION AND AWARD TIMELINE**

In accordance with the adopted SGVCOG Measure M MSP Public Outreach Plan (Attachment D), the SGVCOG will be proceeding with the following timeline to award the FY 2022-2025 MSP funds:

Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021 at 4:00 PM
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021

Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers' Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors' Technical Advisory Committee	Thursday, December 2, 2021
Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

As indicated in the timeline above, funding applications must be submitted by Monday, October 18, 2021. An application workshop will also be hosted on Monday, October 4, 2021 at 4:00pm. Individuals who are interested in attending the application workshop can register at [https://us06web.zoom.us/webinar/register/WN\\_pfUVT37wQ\\_yVSglg\\_dfaTw](https://us06web.zoom.us/webinar/register/WN_pfUVT37wQ_yVSglg_dfaTw). Workshop attendance is not required for cities or agencies to submit funding applications.

Prepared by:   
 Alexander P. Fung  
 Senior Management Analyst

Approved by:   
 Marisa Creter  
 Executive Director

## **ATTACHMENTS**

Attachment A – FY 2022-2025 MSP Funding Distribution Guidelines  
 Attachment B – FY 2022-2025 MSP Funding Application  
 Attachment C – FY 2022-2025 MSP Funding Application Scoring Rubric  
 Attachment D – SGVCOG Measure M MSP Public Outreach Plan (Resolution 18-11)



**San Gabriel Valley Council of Governments**  
**FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile**  
**Funding Distribution Guidelines**

**Section 1: Overview**

Under Metro's Measure M Guidelines, **active transportation** is defined as non-motorized transportation via walking, bicycling, or rolling modes. Projects under this category should include capital improvements that:

- Improve access to transit;
- Support the establishment of active transportation as integral elements of the County's transportation system;
- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activities;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions; and
- Improve public health through traffic safety, reduced exposure to pollutants, and design infrastructure that encourage residents to utilize active transportation as a way to integrate physical activities in their daily lives.

The Metro Measure M Guidelines also define **first/last mile improvements** as infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes, but not limited, to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g. information kiosks and mobile apps).

Eligible projects include:

- ADA-compliant curb ramps;
- Crosswalk upgrades;
- Traffic signals;
- Bus stops;
- Carshare and bikeshare;
- Bike parking;
- Context-sensitive bike infrastructure;
- Signage/wayfinding;
- Crossing enhancements and connections;
- Safety and comfort;
- Allocation of street space; and
- Plug-in components



Additionally, the SGVCOG was informed by Metro that **bus system improvements** include construction of or improvements to transit centers, bus layover areas, park and ride lots, transit stops, commuter rail stations, and transit maintenance facilities.

Metro also informed that the SGVCOG can submit plans to program the FY 2022-2025 MSP funds for eligible San Gabriel Valley projects as early as January 2022. Additionally, the SGVCOG can program up to the following amounts for eligible active transportation, bus system improvements, and first/last mile projects:

**Active Transportation Available Funding:**

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$0	\$2,624,012	\$2,690,925	\$2,709,761	TBD	\$8,024,698

**Bus System Improvement Available Funding:**

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$43,190	\$624,765	\$640,696	\$645,181	TBD	\$1,953,832

**First/Last Mile Available Funding:**

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$0	\$2,249,153	\$2,306,507	\$2,322,652	TBD	\$6,878,312

The FY 2025 amount will be available for programming starting October 2021. The SGVCOG anticipates that approximately **\$22 million<sup>1</sup>** in total will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects. Given the limited funding available, the SGVCOG intends to prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley's active transportation and other major corridors.

The SGVCOG anticipates awarding the funds for regional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley. Cities are encouraged to submit projects for the SGVCOG to manage and implement should the proposed projects be selected for funding awards; however, cities are also welcomed to submit eligible multi-jurisdictional projects that they can manage. The \$22 million will be awarded as follows:

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<sup>1</sup> The \$22 million includes the funding amount from FY 2022-2024, as well as the anticipated funding amount from FY 2025.

*Category 1: Planning/Design and Construction of Major Corridor Projects*

Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases.

*Category 2: Planning and Design of Major Corridor Projects*

Up to \$7 million will be awarded to eligible corridor projects' planning and design phases. Under this category, each project can apply for up to \$1 million.

Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

**Section 2: Screening Criteria**

The FY 2022-2025 MSP funds will be focused on providing active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. Specifically, projects that are listed within the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or within an adopted regional plan are given priority. Additionally, projects proposed on active transportation corridors that are listed in Metro's Active Transportation Strategic Plan are also given priority.

One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M eligibility criteria stated above. Proposed projects must be multi-jurisdictional and demonstrate regional benefits. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.

Proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro's policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project's uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

### **Section 3: Application Requirements and Scoring**

- **Basic Information:**
  - Contact Individual
  - Sponsoring Agency and Partnering Agencies
- **Category 1 Scoring Criteria: 100 Points**
  - **Project Feasibility (50 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Local Match (10 Points): The project includes at least a 20% combined match. Projects with at least a 5% combined local match will receive partial scores.
    - Capital Improvement Plan (15 Points): The proposed project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP).
    - Project Readiness (15 Points): The proposed project has a minimum of 25% design completed. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.
  - **Regional Impact (20 Points):**
    - Mobility and Accessibility (5 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (5 Points): Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
    - Demonstrated Need (10 Points): Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by

providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (30 Points):**
  - Community Outreach (15 Points): Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - Committed Partnerships (15 Points): Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - Regional Plan Adoption (+5 Bonus Points): Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.
- **Category 2 Scoring Criteria: 100 Points**
  - **Project Feasibility (25 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Design Progress (15 Points): The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.
  - **Regional Impact (25 Points):**
    - Mobility and Accessibility (5 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (5 Points): Project improves access to transit facilities, enhances safety, corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.

- **Demonstrated Need (15 Points):** Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.
- **Demonstrated Support (50 Points):**
  - **Community Outreach (25 Points):** Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - **Committed Partnerships (25 Points):** Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - **Regional Plan Adoption (+5 Points):** Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

#### **Section 4: Project Solicitation and Award Timeline**

Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021 at 4:00 PM
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021
Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers' Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors' Technical Advisory Committee	Thursday, December 2, 2021

Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Funding Application**

**SECTION 1: PROJECT SPONSOR INFORMATION**

Lead Agency:

Contact Individual Name:

Contact Individual Title:

Contact Individual Email Address:

Contact Individual Phone Number:

Partnering Agency 1:

Partnering Agency 2:

Partnering Agency 3:

Partnering Agency 4:

Partnering Agency 5:

## **SECTION 2: PROJECT DESCRIPTION**

**Project Name:**

**Proposal Category:** Category 1 / Category 2

- Category 1: Planning/Design and Construction of Major Corridor Projects
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- Category 2: Planning/Design of Major Corridor Projects
  - Up to \$7 million will be awarded to eligible corridor projects' design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Project Location Description:**

Enter a project location that conveys road names, intersection cross street names, and/or geographical references of where the project is located.



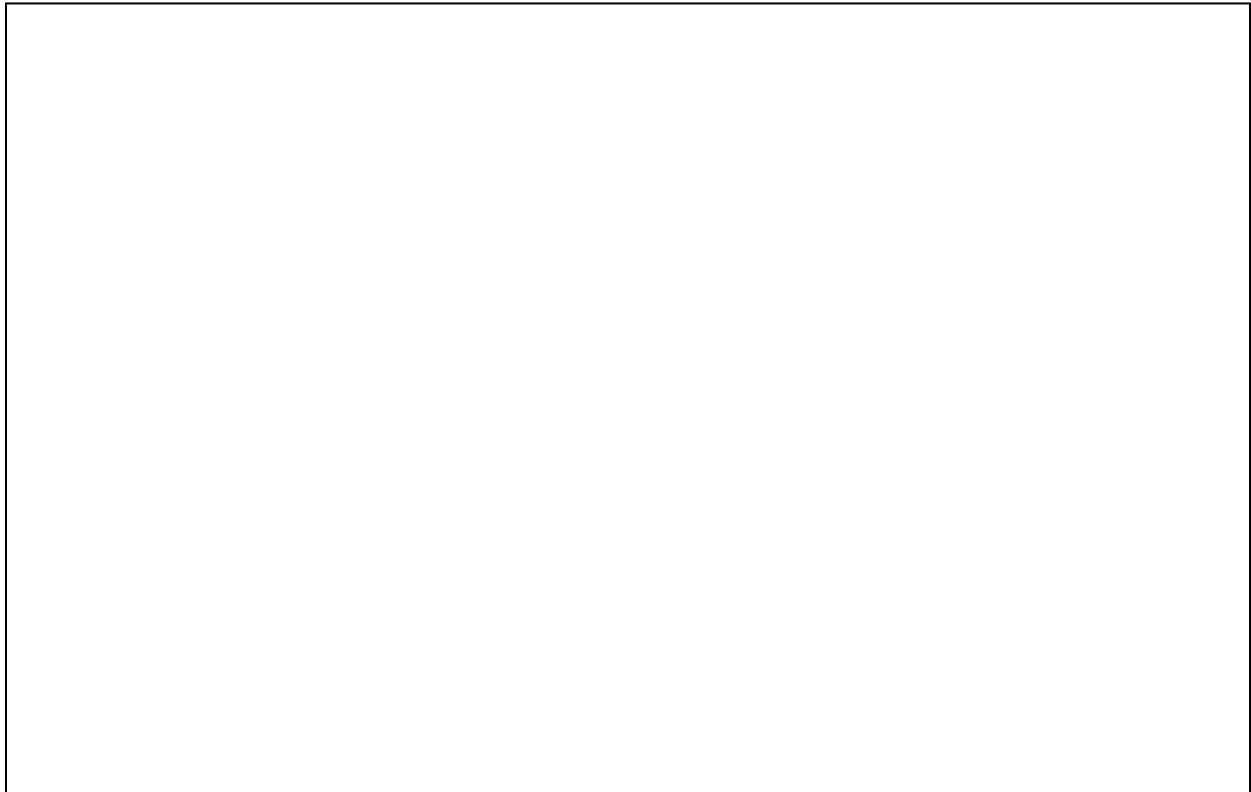
**Project Scope (500 words maximum):**

Provide a clear and concise explanation of the types of work and/or the major elements that are proposed. Clearly indicate how the proposed improvements would fit under the active transportation, bus system improvements, and/or first/last mile categories based on the definitions provided under Measure M.

**Regional Impact (500 words maximum):**

Describe existing conditions and explain how the project impacts each and/or all of the following:

- Improves and/or enhances traffic flow, relieves congestion, enables individuals to travel quickly in the San Gabriel Valley.
- Improves access to destinations such as jobs, recreation, medical facilities, schools, and other key locations.
- Improves access to transit facilities, enhances safety, and corrects unsafe conditions.
- Demonstrates specific active transportation, bus system improvement, and/or first/last mile needs.
- Demonstrates benefits to disadvantaged communities and addresses the lack of connectivity and the lack of non-motorized users in the community.



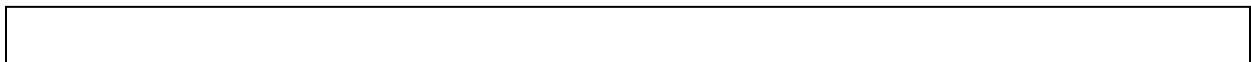
**Project Map:**

Provide a map of the project including existing conditions and proposed improvements. Please include the map in the attachments.



**Capital Improvement Plan:**

Is the project identifiable in at least one participating agency's five-year Capital Improvement Plan? Yes / No



If so, please include the Capital Improvement Plan in the attachments. Please also note that a Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP).

**Project Readiness:**

Identify the progress of the project's design completion:

% Completed

Please note that Category 1 projects should achieve a minimum of 25% design completion and Category 2 projects should achieve a minimum of 10% design completion. In the attachments, please provide any evidence or documents that can highlight the design progress of the proposed project.

**SECTION 3: PROJECT SCHEDULE**

Project Phase	Start Date	End Date
PAED		
PS&E		
ROW		
CON		
CLOSEOUT		

**What phase is the project currently in?**

**Identify any significant work and milestones that have been completed to date. (250 words maximum)**

**Please provide any planned strategies or strategies taken to ensure that the schedule can be met, as well as the steps that will be taken to mitigate schedule impacts of any unforeseen circumstances (250 words maximum).**

#### **SECTION 4: PUBLIC OUTREACH AND COMMUNITY SUPPORT**

**Describe the evidence of support from key local decision makers and stakeholders, as well as partnerships with local community organizations and/or groups. Please also describe the community-based public participation process that culminated in the project and include evidence of community support, including letters of interest and/or community meeting documents (500 words maximum).**

**Describe the roles and responsibilities of partnering jurisdictions in detail. Please also include letters of commitment/support from each partnering jurisdiction (500 words maximum).**

**Regional Plans:**

Provide any regional plans that the project is included in. Please include any applicable regional plans in the attachments.

**Metro Active Transportation Corridor:**

Is the project located on an active transportation corridor listed in the Metro Active Transportation Strategic Plan? Yes / No

**SECTION 5: FUNDING STRATEGY AND BUDGET**

**Note: For projects that are still in initial planning phases, for which design and/or engineering has not been completed, estimated costs are sufficient.**

Project Phase	Total Cost:	Secured Funding	Funding Requested from MSP
PAED			
PS&E			
ROW			This cycle of MSP funds cannot be used for ROW acquisition.
CON			
OTHER			
<b>TOTAL:</b>			

If “Other” is included, please describe additional phase(s) (250 words maximum).

**For any funding that has been secured, please complete the table below. Please note that Category 1 proposals should at least have a combined total of 20% local match.**

Amount	Source	Federal (Yes/No)	Additional Requirements (Ex. Deadline for Use of Funds)

Percentage of Local Match:  %

**For any additional funds required to complete the project, please list any potential sources of funding that have been identified (250 words maximum).**

#### **SECTION 6: APPLICATION SUBMISSION INSTRUCTIONS**

Please label all attachments appropriately and submit the attachments, along with the completed application form, to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) before Monday, October 18, 2021 at 5:00pm.

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Funding Application Scoring Rubric**

**Section 1: Project Category Introductions**

- **Category 1: Planning/Design and Construction of Major Corridor Projects**
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- **Category 2: Planning/Design of Major Corridor Projects**
  - Up to \$7 million will be awarded to eligible corridor projects' planning/design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Section 2: Category 1 Scoring Rubric**

**Overview:**

Project Feasibility	50 Points
Regional Impact	20 Points
Demonstrated Support	30 Points
<b>TOTAL</b>	<b>100 Points</b>

**Project Feasibility - Project Schedule (5 Points):**

The submitted schedule <b>fully incorporates</b> necessary phases, provides adequate time to complete the phases, describes how the schedule can be met, and highlights steps taken to expend the funds within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points



The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases, provide information on how the schedule can be met, and highlight steps taken to expend the funds within the funding deadlines.	0 Points

**Project Feasibility - Funding Strategy and Budget (5 Points):**

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy, budget, and/or cost estimates.	0 Points

**Project Feasibility - Local Match (10 Points):**

The proposal includes <b>at least a 20%</b> combined local match.	10 Points
The proposal includes <b>at least a 15%</b> combined local match.	7 Points
The proposal includes <b>at least a 10%</b> combined local match.	4 Points
The proposal includes <b>at least a 5%</b> combined local match.	1 Point
The proposal includes a combined local match of <b>less than 5%</b> .	0 Points

**Project Feasibility - Capital Improvement Plan (15 Points):**

The proposal <b>includes</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	15 Points
The proposal <b>does not include</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	0 Points

**Project Feasibility - Project Readiness (15 Points):**

The proposed project reached <b>at least 65% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 25% design</b> completion.	15 Points
The proposed project reached <b>at least 10% design</b> completion.	5 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	3-4 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity	3-4 Points

where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (10 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	7 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	4 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (15 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	15 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	10 Points

The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (15 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	10 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	0 Bonus Points

### Section 3: Category 2 Scoring Rubric

#### Overview:

Project Feasibility	25 Points
Regional Impact	25 Points
Demonstrated Support	50 Points
<b>TOTAL</b>	<b>100 Points</b>

#### Project Feasibility - Project Schedule (5 Points):

The submitted schedule <b>fully incorporates</b> necessary phases and provides a realistic description of how funds could be expended within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases and provides a description of how funds could be expended within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points
The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases and how funds could be expended within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases. A description on how funds could be expended within the funding deadlines is <b>missing</b> .	0 Points

#### Project Feasibility - Funding Strategy and Budget (5 Points):

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy,	0 Points

budget, and/or cost estimates.	
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**Project Feasibility - Design Progress (15 Points):**

The proposed project reached <b>at least 25% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 10% design</b> completion.	15 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	3 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	1 Point
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in	3 Points

areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	1 Point
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (15 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	15 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	5 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (25 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	25 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public	15 Points

participation process, and showcases community support for the project.	
The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (25 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	25 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel	0 Bonus Points



Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	
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**RESOLUTION NO. 18-11**

**RESOLUTION OF THE SAN GABRIEL VALLEY  
COUNCIL OF GOVERNMENTS (SGVCOG) APPROVING MEASURE M  
SUBREGIONAL PUBLIC OUTREACH PROGRAM FOR INITIAL FIVE-YEAR  
PROGRAMMING PLAN**

**WHEREAS**, Measure M, a ½ cent sales tax for Countywide transportation improvements, was approved by voters in November 2016; and

**WHEREAS**, Measure M is projected to fund \$3.3 Billion in transportation improvements in the San Gabriel Valley over the next 40 years; and

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Measure M guidelines to establish a process by which subregional funds under Measure M will be programmed by the subregional entities through the development of five-year subregional fund programming plans; and

**WHEREAS**, San Gabriel Valley Council of Governments (SGVCOG) Staff has received from Metro the projected five-year cash flow for each subregional fund in the San Gabriel Valley subregion; and

**WHEREAS**, under its Measure M Guidelines, the Metro Board requires each COG to develop and submit a Public Participation Element which will cover how interest groups within the COG's jurisdiction are addressed, identify the processes involved in the engagement effort, and key components of the MSP plan; and

**WHEREAS**, at minimum, the Public Participation Element must address the interests of: the subregion represented by the COG cities, county and other local jurisdictions and communities, and stakeholders, such as advocacy organizations and non-profits; and

**WHEREAS**, this Public Participation Element must be included in the MSP 5-Year Plan which will be adopted by both the COG Governing Board and the Metro Board.


**NOW THEREFORE, BE IT RESOLVED** that the Governing Board does hereby approve the Public Participation Plan for the SGVCOG's initial MSP 5-Year Plan, as follows:

1. Staff will develop a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.
2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG's website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendized for the Public Works and Planning TACs, and the City Managers' Steering Committee, for discussion and public input.

4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendaized for discussion and public input.
5. Final recommendations from the COG's Transportation Committee will be forwarded to the COG's Governing Board for final approval
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

Additionally, throughout this entire process, SGVCOG Staff will share Measure M project selection information on social media, use social media to inform the public and pertinent stakeholders about opportunities to engage in the project selection process, and work closely with cities to conduct outreach in an innovative matter through different technologies and mediums.

**PASSED AND ADOPTED** by the Governing Board of the San Gabriel Valley Council of Governments, County of Los Angeles, State of California, on the 15<sup>th</sup> day of February 2018.

  
Cynthia Sternquist, President  
San Gabriel Valley Council of Governments

**Attest:**

I, Marisa Creter, Interim Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 18-11 was adopted at a regular meeting of the Governing Board held on the 15<sup>th</sup> day of February 2018, by the following roll call vote:

<b>AYES:</b>	Alhambra, Arcadia, Azusa, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, La Canada Flintridge, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 4, LA County District 5, Water Districts
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Baldwin Park, Bradbury, Industry, Irwindale, Pasadena, San Marino, Sierra Madre

  
 Marisa Creter, Secretary

# REPORT

DATE: September 20, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **H.R. 3684 – INFRASTRUCTURE INVESTMENT AND JOBS ACT**

## **RECOMMENDED ACTION**

Discuss and provide direction to staff.

## **BACKGROUND**

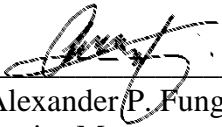
On August 10, 2021, the U.S. Senate voted to pass the Infrastructure Investment and Jobs Act (H.R. 3684) to provide funding to support the nation's infrastructure, including roads, bridges, rail, transit, ports, airports, electric grids, water systems, broadband, and other priorities. The legislation would provide \$944 billion in total spending over five years, including \$550 billion in new spending. The Senate's passage of the bill follows months of negotiations between the White House and a bipartisan cohort of senators on the infrastructure component of President Biden's original American Jobs Plan.


Specifically, H.R. 3684 includes the following multimodal programs:

<b>Multimodal Programs</b>	<b>Amount/5 years</b>
New railroad crossing elimination program for rail-highway grade separations or closures, track relocation, protective devices and signals	\$3 billion
Railway-Highway Crossings (Section 130) Program of funds apportioned to the states for the elimination of hazards at rail-highway crossings	\$1.2 billion
INFRA discretionary grant program	\$8 billion
BUILD discretionary grant program	\$7.5 billion
New PNRs/Megaprojects discretionary grant program for highway, bridge, freight intermodal or freight rail projects, grade separation or elimination projects and intercity passenger rail	\$5 billion

H.R. 3684 includes several authorizing bills, including the Surface Transportation Reauthorization Act of 2021 (S. 1931), Surface Transportation Investment Act (S. 2016), Drinking Water and Wastewater Infrastructure Act (S. 914), and the Energy Infrastructure Act (S. 2377). The bill also provides supplemental appropriations for many of the authorized programs. The bill has been sent to the U.S. House of Representatives for consideration. A copy of the nearly 3,000-page bill text can be found on <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.

SGVCOG Director of Government and Community Relations, Paul Hubler, will provide a presentation on this item.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director