



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE **SPECIAL** MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE

Monrovia Community Center: 119 W. Palm Ave.; Monrovia, CA 91016
Monday, October 15, 2018 – 12:00 PM

2018/2019 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Immediate Past Chair:
Phil Doudar

Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Glendora

Irwindale

Monrovia

Pomona

San Dimas

San Gabriel

South El Monte

South Pasadena

Temple City

West Covina

LA 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 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, 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.sgvkog.org. Copies are available via email upon request (sgv@sgvkog.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.

CITIZEN 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.



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*)

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

5. Review Public Works TAC Meeting Minutes: 9/17/2018 -- Page 1
Recommended Action: Review and approve.

PRESENTATIONS

6. Renewable Natural Gas and SoCalGas' Innovative Tariff Services: Presentation by Jim Lucas, Market Development Manager, SoCalGas -- Page 7
Recommended Action: For information only.

DISCUSSION ITEMS

7. Metro Congestion Management Program (CMP) Opt-Out: Presentation by Paul Backstrom, Manager, Transportation Planning, Sustainability and Active Transportation, LA Metro
Recommended Action: For information and discussion. -- Page 17

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

INFORMATION ITEMS

8. SB 1 Sustainable Communities Grants: Presentation by Peter Duyshart, Project Assistant, SGVCOG -- Page 43
Recommended Action: For information only.
9. SCAG Sustainable Communities Program Grants: Presentation by Peter Duyshart, Project Assistant, SGVCOG -- Page 55
Recommended Action: For information only.

UPDATE ITEMS

10. Measure M MSP Funding Update
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S COMMENTS

ANNOUNCEMENTS

- The next Public Works TAC Meeting will be on Monday, November 19, 2018.

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: September 17, 2018

Time: 12:00 P.M.

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Suite B, Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:06 p.m.
2. Pledge of Allegiance. R. Guerrero led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call

Public Works TAC Members Present

P. Wray; Arcadia
C. Curiel; Azusa
F. Lopez, M. Tipping; Claremont
D. Liu, K. Young; Diamond Bar
J. Chung, B. Yu; El Monte
S. Hopkins, A. Sweet; Glendora
A. Tachiki, C. Velarde; Monrovia
R. Guerrero; Pomona
K. Patel, S. Barragan; San Dimas
R. Salas; South El Monte
R. Casillas; South Pasadena
M. Forbes; Temple City
M. Heredia; West Covina
J. Lu, A. Ross, J. Yang; LACDPW

Public Works TAC Members Absent

Irwindale
San Gabriel

Guests

M. Chavez; City of Alhambra	D. Kessey, A. Ciotti; City of La Verne
D. Lopez; City of Baldwin Park	T. Renteria; City of Duarte
R. Alfonso; City of Monterey Park	B. Janka; City of Pasadena
C. Marcarello; City of Covina	J. Nelson, T. Dutta; City of Industry/CNC
B. Schmith; LA Metro	J. Martinez, M. Yapp, C. Palmer; NCE
F. Alamolhoda; LAE Associates	V. Sedagat, S. Ariannia; Geo-Advantec, Inc.
G. Jaquez; MNS Engineers	S. Abegunrin; SAA Associates
S. Novotny; Caltrans	S. Morgan, D. Purcell; SCE
P. Bollier; Infrastructure Engineers	O. Denird; Transtech Engineers
J. Quan; League of California Cities	R. Cruz; SoCalGas

SGVCOG Staff

M. Christoffels
P. Hubler
P. Duyshart

4. Public Comment.

There was no public comment.

CONSENT CALENDAR

5. Review Public Works TAC Meeting Minutes: 07/16/2018
There was a motion to approve the minutes (M/S: R. Salas/K. Patel).

[Motion Passed]

Ayes	Arcadia, Azusa, Claremont, Diamond Bar, El Monte, Glendora, Monrovia, Pomona, San Dimas, South El Monte, South Pasadena, Temple City, West Covina, LACDPW
Noes	
Abstain	
Absent	Irwindale, San Gabriel

PRESENTATIONS

6. Save California Streets 2018 -- Findings

Margot Yapp, P.E., the Vice President of Nichols Consulting Engineers (NCE) presented the findings of the California Statewide Local Streets and Roads Needs Assessment 2018 to the Public Works TAC. Ms. Yapp explained that the objectives of the study are:

1. What are the pavement conditions statewide?
2. How much will it cost to maintain local roads, bridges, and essential components?
3. What is the funding shortfall?
4. What are the impacts and consequences if Prop. 6 passes?
5. Communicate results to elected officials and to the voting public.

Yapp also discussed what the Pavement Condition Index (PCI) is, how it's used to grade the condition of roads, and which counties have poor PCI scores. According to Ms. Yapp, the study found that, on average, LA County's roads are in the "At-Risk" category, with many roads in "Poor" condition. Additionally, Ms. Yapp provided information about pavement needs, future trends of needed construction expenditures, and cost overrun. The total pavement needs across California total \$61.7 billion over the next 10 years, and LA County has only met 40-60% of its pavement improvement needs.

Moreover, "Percent Needs Met" was also a metric which was analyzed and studied, and the assessment revealed that there are 9,667 miles of unpaved roads that need \$947 million over a 10-year period. LA County's Pavement Needs Met falls within the 40%-60% range, which falls only within the "Fair" range. Also, the funding analysis portion of this study found that cities and counties will lose out on about \$1 billion in annual funding for road repairs if SB 1 is repealed.

Questions/Discussion: The following issues were discussed:

- There was a question regarding what the timespan is regarding the Good/Fair/Poor breakdown pertaining to PCI scores. Ms. Yapp responded that it is a 10-year timeframe for this calculation.
- A TAC guest asked: Any thought about analyzing how PCIs can be improved? What financial strategies can enable more PCIs to be improved?
- A TAC member asked how statewide average PCIs get determined and calculated? Yapp said this comes down to, in qualitative terms: how many roads do you have, and out of those roads, which ones are major and which ones are minor? PCIs are determined by a manual survey of the pavement, and then major roads across the state are compared with each other and minor roads are compared to each other (for an apples-to-apples comparison).

ACTION ITEMS

7. Measure M MSP Subregional Fund Programming – Proposed Projects List for First Five-Year Programming Plan

Peter Duyshart, a Project Assistant with the SGVCOG, provided the staff report on this matter to the TAC. He began his presentation by mentioning how, in June 2017, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. Duyshart then described how there will be \$31,827,287 in available funds for Active Transportation, First/Last Mile, and Complete Streets projects for the first Measure M Multi-Year Subregional Program (MSP) 5-Year Plan, which includes FY 2017-18 through FY 2021-22.

Duyshart explained how the COG held a transparent and accessible call for projects process for about two months, through which cities could submit projects for Measure M programming consideration simply via email. The COG ended up receiving 54 projects from a total of 16 San Gabriel Valley agencies (cities and LA County). The total cost of all qualifying projects which were submitted to the SGVCOG for Measure M MSP subregional funding consideration was approximately \$158,096,065. Out of the \$158 million, SGV local agencies requested about \$142,703,919 in Measure M MSP subregional dollars to fund their respective projects.

Since there is only \$31,827,287 in available funds, but \$142,703,919 in funding and programming requests from 16 different SGV agencies, COG staff tried to come up with an equitable way to distribute the allocation of funding. Duyshart stated that COG staff felt the fairest way to distribute the funding is to fund each submitting-agency's top priority project. When considering only each agency's top project, the total amount of MSP-requested funds totals \$31,242,200, which is below the \$31,827,287 cap.

P. Duyshart also asked the TAC to consider whether or not there should be a local 10% match requirement for each agency, too.

Mark Christoffels, the Chief Engineer of the SGVCOG, then added that cities which have submitted a project for Measure M funding need to make conservative monetary projections and need to be very realistic when assessing whether or not project delivery of their projects is attainable. The reason for these warnings is LA Metro's Measure M Guidelines and eventual funding agreements stipulate that cities must draw down and fully expend funds for a project within 3 fiscal years of their award fiscal year. If cities do not fully draw down these funds, then Metro reserves the right to take back the allotted funding. While the funding is still required to be programmed for SGV projects, Metro has the right to not apportion the funding to the subregion for another 20-30 years, for example. Additionally, Mr. Christoffels went over the funding and project documents that cities are required to submit to Metro for their projects which are being recommended for programming. These documents and funding projections are required in order to execute funding contracts with Metro.

Questions/Discussion: The following issues were discussed:

- A member of the TAC, who is a Public Works staffer for a City which did submit projects for Measure M MSP funding consideration, pointed out that many cities like his own are resource-limited and capital-limited. Since Metro does not require a local match for MSP subregional programming dollars, this is one of the few transportation grant opportunities that his City has in which the City does not have to provide a

monetary match. Thus, he does not think it would be fair for the COG to require cities which are awarded funding for an MSP project to provide a 10% match.

There was a motion made to approve the SGVCOG Staff's methodology for determining which submitted projects are to receive MSP programming funding, and to approve Staff's proposed project recommendations list (M/S: R. Salas/R. Guerrero).

[Motion Passed]

Ayes	Arcadia, Azusa, Claremont, Diamond Bar, El Monte, Glendora, Monrovia, Pomona, San Dimas, South El Monte, South Pasadena, Temple City, West Covina, LACDPW
Noes	
Abstain	
Absent	Irwindale, San Gabriel

Additionally, there was a motion made to recommend that SGVCOG staff NOT require cities which are awarded Measure M MSP subregional programming funds to provide a local 10% match for these awarded projects (M/S: R. Salas/R. Guerrero).

[Motion Passed]

Ayes	Arcadia, Azusa, Claremont, Diamond Bar, El Monte, Glendora, Monrovia, Pomona, San Dimas, South El Monte, South Pasadena, Temple City, West Covina, LACDPW
Noes	
Abstain	
Absent	Irwindale, San Gabriel

INFORMATION ITEMS

8. SB 1 Local and Municipal Education and Engagement Strategies

Jennifer Quan, who is the Regional Public Affairs Manager and the Executive Director of the LA County Division of the League of California Cities, gave this short presentation to the TAC. She discussed ways and strategies by which cities and local agencies can engage with their constituents and residents and share factual information with them about the local road repair projects and repairs that SB 1 provides local agencies funding for. Ms. Quan stressed that cities, as public entities are required by law to *not* advocate; however, cities are permitted to *educate* the public about the financial benefits of SB 1 funds. She mentioned that cities should utilize multiple mediums and platforms in order to share information about SB 1-funded projects that cities have been working on or have even completed. Local governments can effectively make use of posting before and after photos on social media, websites, newsletters, local TV stations, and roadside signs and banners. Quan also provided TAC members with useful tools and fact sheets from the League of California Cities, Rebuilding California, and the CTC/Caltrans.

DISCUSSION ITEMS

UPDATE ITEMS

9. Capital Project Review Process & ACE/COG Integration

No update.

EXECUTIVE DIRECTOR'S COMMENTS

No comments.

ANNOUNCEMENTS

R. Guerrero announced that the next Public Works TAC meeting will take place on Monday, October 15th, 2018.

ADJOURN

The meeting adjourned at 1:09 p.m.

DATE: October 15, 2018

TO: SGVCOG Public Works TAC

FROM: Marisa Creter, Executive Director

RE: Renewable Natural Gas and SoCalGas' Innovative Tariff Services

RECOMMENDED ACTION

For information only.

BACKGROUND ON RENEWABLE NATURAL GAS

Biogases are gases which are produced from raw, organic materials such as plant material, sewage, food waste, manure, municipal waste, etc. without the presence of oxygen. While biogas can be considered to be a sustainable and renewable energy source it still presents more public health dangers than other forms of renewable energy, due its composition containing to a relatively high concentration of pollutants, such as hydrogen sulfide and, occasionally small amounts of unburned methane. Methane, of course, is a greenhouse gas, more potent than carbon dioxide is.

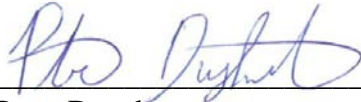
In 2014, CR&R Waste and Recycling Services began a biogas conditioning and upgrading project to convert biogas into "renewable natural gas" (RNG). Renewable natural gas, also known as biomethane, pipeline quality gas, or conditioned/upgraded biogas, is cleaner than both biogas and even "conditioned" biogas in that it has a much lower carbon dioxide level (biogas and "conditioned" biogas contain carbon dioxide values of 37.6%, whereas RNG's carbon dioxide value is 0.8%), and far less siloxanes (there are 4,000 ppb of siloxanes in biogas, 70 ppb of siloxanes in "conditioned" biogas. But only 1 ppb of siloxanes in RNG). CR&R's Renewable Natural Gas Project reached the point in mid-2018 where the RNG that it produced, through anaerobic digestion and conditioning, began to flow into SoCalGas' pipeline. Currently, two of the four phases of this project are complete. New infrastructure will be needed in the near-future to have the capacity to move the volume of RNG that will ultimately be produced.


BACKGROUND ON THE SOCALGAS TARIFF SERVICES

Recently, SoCalGas has been instituting its Biogas Conditioning/Upgrading Services (BCS) Tariff. This tariff is an optional, cost-based service which allows SoCalGas to design, install, own, operate, and maintain biogas conditioning and upgrading equipment, such as for advanced anaerobic digestion or fermentation processes, on or adjacent to the customer's premises. Additionally, SoCalGas also has the Compression Services Tariff, which is an optional cost-based service which allows SoCalGas to install, own, operate, and maintain compression facilities on customer premises in order to meet on-site pressure requirements. Additionally, a third tariff service program that SoCalGas has is its Distributed Energy Resources Services (DERS) Tariff. This tariff is an optional, cost-based service which allows SoCalGas to design, install, own, operate, and maintain combined heat and power assets on or adjacent to a customer's property.

NEXT STEPS

Jim Lucas, a Market Development Manager with SoCalGas, will provide the Public Works TAC with a presentation on both renewable natural gas and the innovative tariff services. He will go into more depth about the process of converting biogas into RNG, and how RNG is defined as a renewable energy source. Regarding the tariff service offerings, he will discuss opportunities for local governments to participate in these programs, and the support that SoCalGas provides for participants.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

Attachments:

Attachment A – SoCalGas PowerPoint Presentation Slides -- Page 9

Overview of Renewable Natural Gas and SoCalGas' Innovative Tariff Services

SGVCOG Public Works TAC

October 15, 2018

Jim Lucas

Market Development Manager



Discussion Topics

1. Differences Between Biogas and Renewable Natural Gas (RNG)
2. Example of Biogas Conditioning and Upgrading Project
3. Biomethane Interconnection Incentive
4. RNG Toolkit
5. Overview of Behind the Meter Tariff Services:
 - a) Biogas Conditioning and Upgrading Services Tariff
 - b) Compression Services Tariff
 - c) Distributed Energy Resources Tariff

Differences Between Biogas & Renewable Natural Gas (RNG)

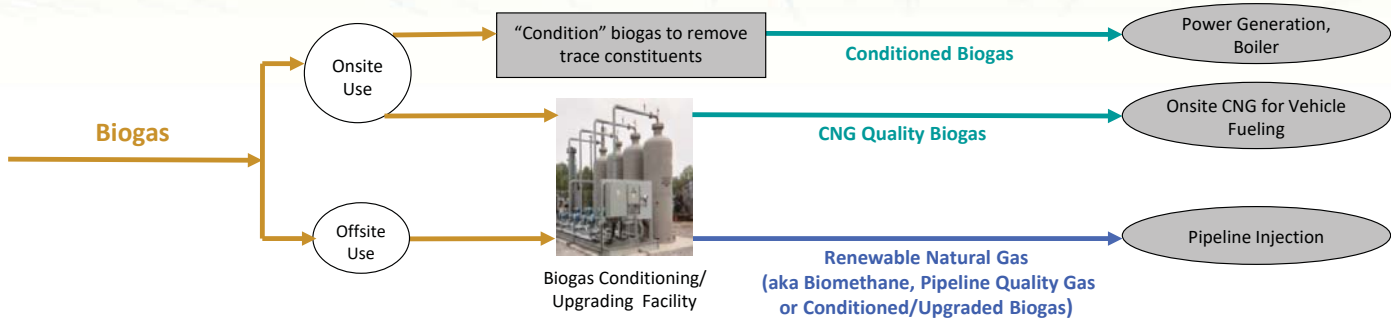


Illustration for Landfill Diverted Waste	Biogas	"Conditioned" Biogas	RNG
Gas Composition and Heating Value			
CH ₄	62.0%	62.0%	98.5%
CO ₂	37.6%	37.6%	0.8%
O ₂ , H ₂ , N ₂ , Others	0.4%	0.4%	0.7%
Heating Value (btu/scf)	625	625	991
Two of the Key Trace Constituents			
H ₂ S	300 ppm	1 ppm	1 ppm
Siloxanes	4,000 ppb	70 ppb	1 ppb

CR&R Renewable Natural Gas Project Overview

- CR&R Waste and Recycling Services is a recycling and waste collection company, serving more than 2.5 million people and 5,000 businesses throughout Orange, Los Angeles, San Bernardino, Imperial, and Riverside counties
- Project Details*:
 - Two of the four phases are complete with each phase capable of handling ~83K tons/year of organic waste
 - Each phase is expected to produce ~1,000,000 diesel gallon equivalent (DGE) of vehicle fuel per year, enough to fuel ~80 of CR&R's CNG waste trucks
 - Each phase is capable of producing 10 million gallons/year of liquids (fertilizer) and 35,000 tons/year of solids (soil product)
 - Equipment Vendors: Eisenman (anaerobic digestion) and Greenlane Biogas (biogas upgrading)
 - Cost: Over \$100 million at full buildout
 - Construction began in 2014 and RNG began to flow into SoCalGas pipeline mid-2018
- The CR&R project is the first RNG-to-pipeline project in SoCalGas' service territory

* Sources of Information

<http://biomassmagazine.com/articles/10641/crr-breaks-ground-on-california-ad-facility>

<http://www.paulreliis.com/california-msw-organics-digester-prepares-to-launch/>

<https://www.biocycle.net/2017/05/01/high-solids-digester-services-california-municipalities/>

CR&R Renewable Gas Project Overview



SoCalGas



A Semptra Energy utility

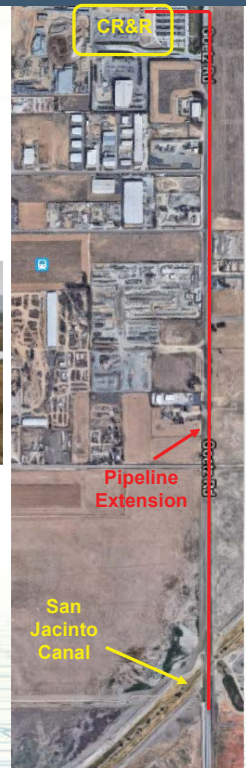
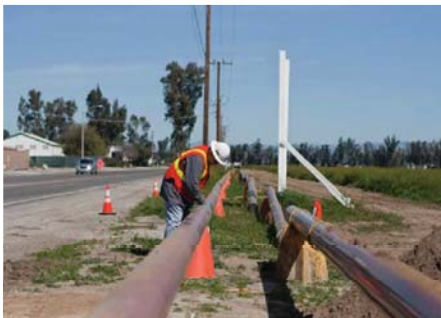
* Source of picture - <http://www.jrma.com/projectsdetails/cr-r-environmental-center-ad-facility>

5

Overview of SoCalGas Interconnection Facility (CR&R Perris Project)

Overview

- **Installation of Point of Receipt** (monitors gas quality, prevents non-compliant gas from entering utility pipeline system, meter and odorizes gas)
- **Installation of Pipeline Extension** ~1.4 miles of 8" high pressure steel pipe (directional bore method)
 - Majority of the street where pipe was installed does not have curb and gutter (minimized the need to cut asphalt/concrete)
 - Pipeline crossed the San Jacinto Canal



SoCalGas



A Semptra Energy utility

6

Biomethane Interconnection Incentive

Statewide Program Cap of \$40 million, Ending on 12/31/21

Interconnection project with 3 or more dairies in close proximity

Incentive of 50% of eligible costs with

\$5 Million Cap

Eligible costs include

Biogas collection lines

Compression equipment
for product gas

Utility Point of Receipt

Utility Pipeline Extension

All other interconnection projects
(e.g. landfill, wastewater, landfill
diverted organics, 1-2 dairies)

Incentive of 50% of eligible costs with

\$3 Million Cap

Eligible costs include

Compression equipment
for product gas

Utility Point of Receipt

Utility Pipeline Extension



7

RNG Toolkit
(Available at socialgas.com/rg)

[illegible]

8

Overview of SoCalGas' Innovative Tariff Services*

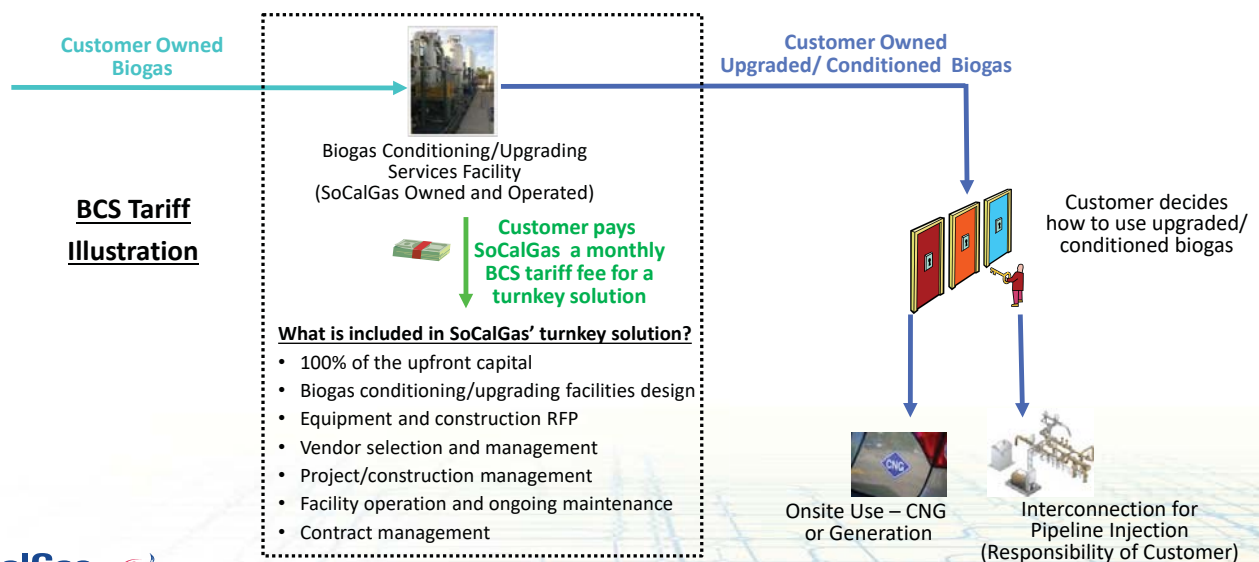


* SoCalGas shareholders bear the financial risk of these tariff services

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Overview of SoCalGas Biogas Conditioning/Upgrading Services (BCS) Tariff

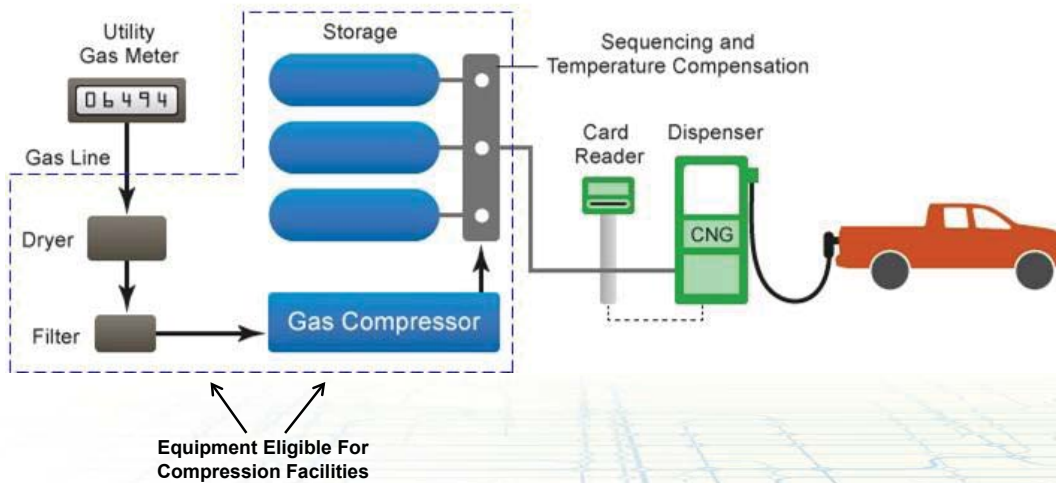
The BCS Tariff is an optional cost-based service which allows SoCalGas to design, install, own, operate & maintain biogas conditioning/upgrading equipment on or adjacent to the customers premise.



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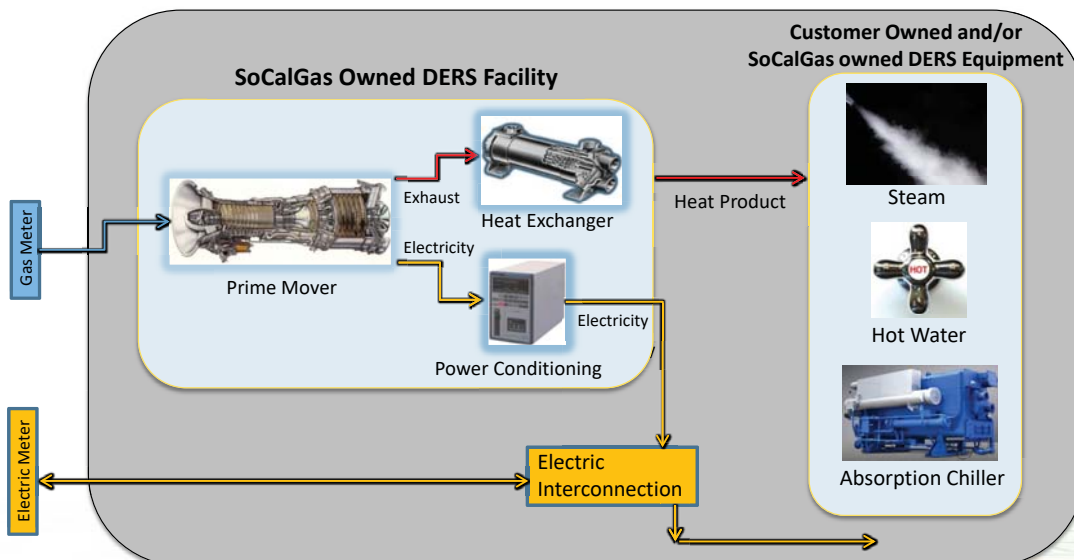
SoCalGas Compression Services Tariff (CST)

- » The Compression Services Tariff is an optional cost-based service that allows SoCalGas to install, own, operate, and maintain compression facilities on customer premises to meet on-site pressure requirements
- » For compressed natural gas (CNG) vehicle refueling stations, fuel dispensing equipment must be provided by the customer.



SoCalGas Distributed Energy Resources Services (DERS) Tariff

The DERS tariff is an optional cost-based service which allows SoCalGas to design, install, own, operate, and maintain combined heat and power assets on or adjacent to a customer premise



Questions?



REPORT

DATE: October 15, 2018

TO: SGVCOG Public Works TAC

FROM: Marisa Creter, Executive Director

RE: Metro's Congestion Management Program Opt-Out Process

RECOMMENDED ACTION

For information only.

BACKGROUND

The Congestion Management Program (CMP) is a program which is mandated by the State of California, and thus regional transportation planning agencies and their respective local agencies which fall within their respective jurisdictions must comply with the program standards. The CMP attempts to link transportation and land-use decisions in order to try to mitigate congestion. The CMP, which is a Transportation Demand Management (TDM) program, defines transportation deficiencies using a Level of Service standard. Local governments and regional transportation planning agencies must provide biennial monitoring reports to the State of California, which enables the State to review whether or not local agencies are complying with the CMP requirements and goals. Public agencies which are not in compliance with the CMP risk losing their allocated proportion of gas tax revenues.

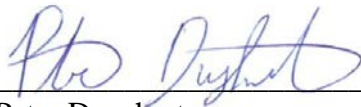
On June 28, 2018, the LA Metro Board of Directors approved a Metro staff recommendation to initiate the process to opt out of the State's Congestion Management Program. Metro staff recommends that the Los Angeles County metropolitan region opt out of the program because Metro holds the view that the CMP is outdated in relation to regional, state, and even federal transportation planning requirements. Metro staff also sees the CMP as not being consistent with Metro Best Practices, too. Additionally, if the LA County region opts out of the CMP, then it would eliminate the financial and staffing burden put on cities when they have to provide compliance reports to the State. Moreover, the Metro Board of Directors directed Metro staff to begin the CMP Opt-Out outreach process, in which Metro staff, over the course of the next few months, is engaging in a dialogue with its public agency partners about the future of the CMP.

The decision to formally opt out of the CMP is not one that Metro or any of its 89-member local jurisdictions can take unilaterally. According to California government Code §65088.3, public jurisdictions within a county can only opt out of the State's CMP requirements without penalty (i.e. losing gas tax revenues) if a majority of local agencies representing a majority of the county's population adopt actions and resolutions to request to opt out of the CMP.

NEXT STEPS

LA Metro has already begun conducting outreach with LA County cities in order to discuss the implications and consequences of opting out of the CMP; included in the engagement process was a workshop for local government staff, which was attended by SGVCOG staff and staff from eight SGV agencies. At this workshop, cities were able to participate in an open and comprehensive discussion with multiple Metro staff members. Metro continues to conduct outreach at the local level at this time.

Paul Backstrom, a Transportation Planning Manager with LA Metro's Sustainability and Active Transportation Division will provide a presentation which provides more details and context regarding CMP opt-out, and he will also lead an open discussion during which he will solicit feedback from SGV cities.

Prepared by: 
Peter Duyshart
Project Assistant

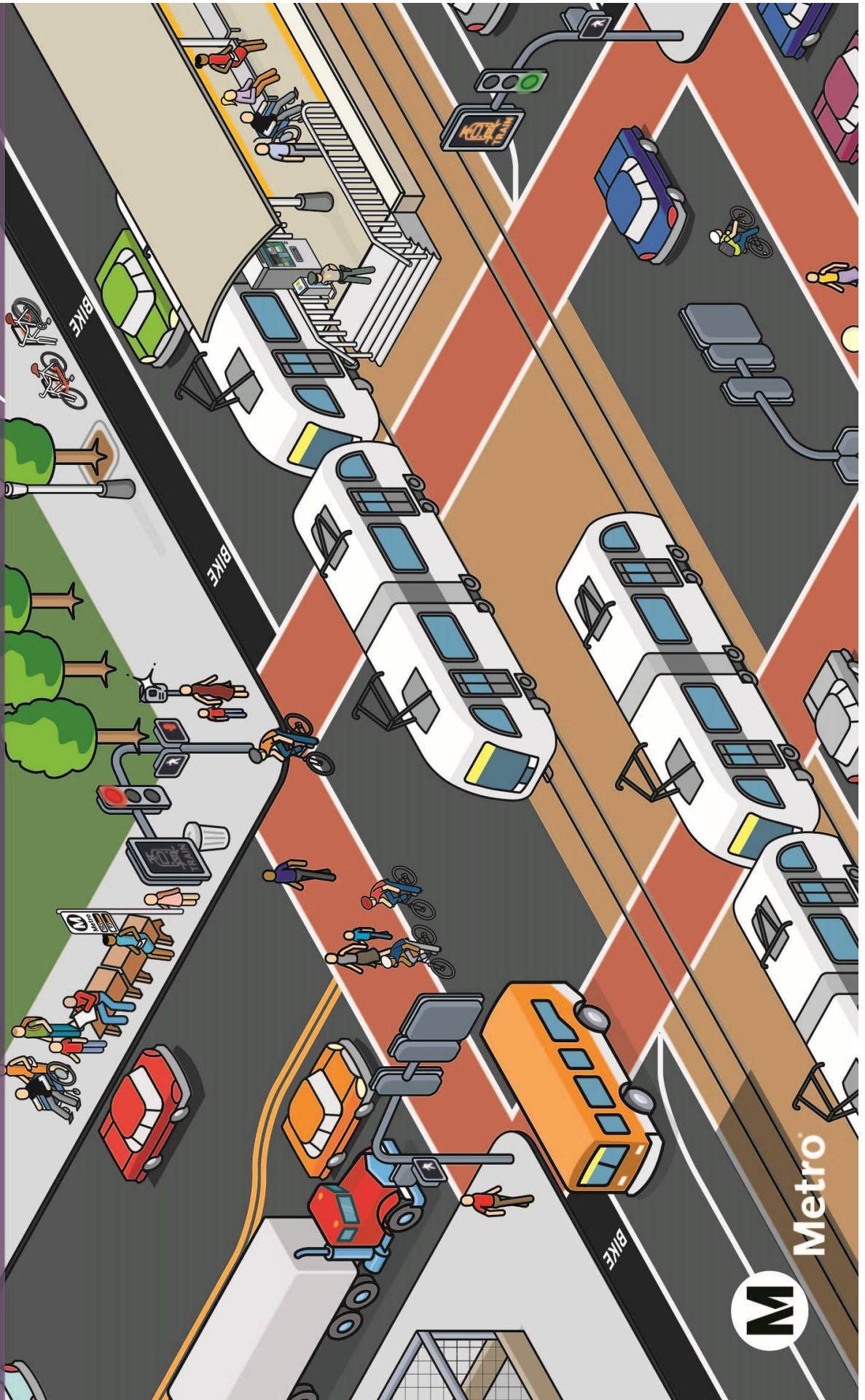
Approved by: 
Marisa Creter
Executive Director

Attachments:

- Attachment A – Metro CMP Presentation Slides -- Page 19
- Attachment B – LA Metro CMP Opt-Out FAQ Sheet -- Page 30
- Attachment C – Metro Board Report for the CMP -- Page 33
- Attachment D – Sample CMP Opt-Out Resolution for Municipalities -- Page 37
- Attachment E – LA County CMP Major Milestones Timeline -- Page 39
- Attachment F – CMP Opt-Out Workshop Summary Discussion Notes -- Page 40

Congestion Management Program Opt-Out

SGVCOG Public Works TAC: October 15, 2018



Goals for Today

- Inform
- Solicit Feedback
- Build Consensus
- Define Next Steps



Question for Today

Is the continued implementation of the
CMP worth the investment of our scarce
public dollars and staff resources?



Parameters for our Discussion

- CMP Yes or No?
- Here to Listen not Judge
- Alternative Performance Based Planning Tools



Metro

Congestion Management Program (CMP)

Metro Board – June 28, 2018

CMP Overview

- Program Description
- Challenges
- Next Steps



Metro

What is the CMP?

- State Mandated Program
- Attempts to link transportation and land use decisions to mitigate congestion
- Defines transportation deficiencies using Level of Service standard
- Requires biennial monitoring, reporting and review
- Nonconformance can result in withholding of gas tax revenues



Metro

Why Opt Out of the CMP?

- CMP is outdated in relation to regional, state, and federal transportation planning requirements.
- Relieves Metro and local jurisdictions of a mandate to use Level of Service to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds
- Eliminates the administrative and financial burden to cities to demonstrate conformance with the CMP.



Metro

7

CMP not consistent with Metro Best Practices

- Metro performance measures consider Vehicle Miles Traveled (VMT) reduction and safety improvement.
 - “Congestion” must address the broader context of mobility and access, among other metrics.
- Cities retain flexibility in determination and mitigation of impacts
- Metro self-help measures bolster financial resources available to mitigate



Metro

Requested Action

- CMP statute allows for opt-out without penalty, if a majority of local jurisdictions representing a majority of the county's population, formally adopt resolutions requesting to opt out of the program;
- If approved, staff will
 - Conduct outreach;
 - Coordinate with local jurisdictions; and
 - Report progress.



Metro

Open Discussion

To CMP or not
to CMP?



Next Steps

Friday, September 28: Summary matrix of comments received. Identification of follow-up steps from Metro to provide support or materials

Monday October 15: All support materials and or responses to inquiries for this information supplied.

September 28-June 30: Email and phone call follow through

June 2019: Report to the Board on progress.



Metro



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Attachment B

213.922.2000 Tel
metro.net

LA Metro Congestion Management Program Opt-Out FAQ

What is the Congestion Management Program (CMP)?

The CMP is a 1990 era state-mandated performance-based planning program that attempts to link land use and transportation decisions.

Who are the parties responsible for implementation of the CMP?

Metro is the Congestion Management Agency charged with administering the state-mandated program. All 89 jurisdictions (88 cities plus the County of Los Angeles) are responsible for compliance with the provisions of the program.

Why is Metro recommending an opt-out of the CMP?

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Is Metro replacing the CMP?

No, this is not a replacement effort. The opt-out is strictly about removing the LA County region from the state-mandated requirements of the CMP. Cities will retain local control over land use decisions.

What are the requirements to opt out of the CMP?

A majority consensus of 45 jurisdictions representing approximately 5.1 million people in the County of Los Angeles is required to opt out formally.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program.

Has Metro contacted representatives from the City of LA and or the County?

Recognizing the population that needs to be achieved for a successful opt-out, Metro did consult with City and County of Los Angeles officials to ensure that their respective agencies were amenable to the idea. Any final decision to opt out would require approval from their respective governing bodies.

Has Metro contacted anyone from the state about the decision to proceed with an opt-out?

Yes. Metro consulted with the State Controller's Office, Office of Planning and Research, Caltrans and the California Transportation Commission prior to initiating the opt-out process. None of the state agencies referenced raised any concerns.

Will local jurisdictions continue to receive their apportionment of 2105 gas tax funds if the opt-out is successful?

Yes. Cities will continue to receive gas taxes tied to the CMP.

Have other regions have opted out of the CMP?

Yes. Some of the regions that have opted out of the CMP include: Fresno, Santa Cruz, San Luis Obispo, Sacramento, Sonoma and San Diego.

What does Metro need from local jurisdictions who wish to opt out of the CMP?

Metro needs local jurisdictions to formally adopt resolutions requesting to opt out of the program. A sample resolution is attached to this email. Once your governing body has adopted the resolution, please scan and send the final signed copy to Paul Backstrom backstromp@metro.net.

What is your timeline for completing the opt-out?

Metro encourages local jurisdictions to adopt resolutions as soon as possible. Metro intends to provide an update to our Board in June. To meet that internally imposed timeline, Metro asks that local jurisdictions do their best to provide Metro with adopted resolutions by March 29, 2019.

What happens to our debits and credits accumulated under the CMP?

The debits and credits will exist and remain in our records but hold no current value outside of the CMP program.

What happens to the transportation demand ordinances that cities adopted to comply with the provisions of the CMP?

The ordinances remain intact as part of each city's municipal code. The only thing that would change is that cities would retain the option to remove or update those ordinances at their own discretion.

What if the effort to opt out is unsuccessful?

Should efforts to opt-out fail, Metro would continue to enforce the requirements of the CMP.

Who can I contact for more information?

Paul Backstrom by email backstromp@metro.net or by phone 213.922.2183.



File #: 2018-0122, File Type: Program

Agenda Number: 22.

PLANNING AND PROGRAMMING COMMITTEE JUNE 20, 2018

SUBJECT: CONGESTION MANAGEMENT PROGRAM OPT-OUT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE initiating the process for Metro and all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), in accordance with State CMP statute.

ISSUE

Metro is required by state law to prepare and update on a biennial basis a Congestion Management Program (CMP) for the County of Los Angeles. The CMP process was established as part of a 1990 legislative package to implement Proposition 111, which increased the state gas tax from 9 to 18 cents. The intent of the CMP was to tie the appropriation of new gas tax revenues to congestion reduction efforts by improving land use/transportation coordination.

While the CMP requirement was one of the pioneering efforts to conduct performance-based planning, the approach has become antiquated and expensive. CMP primarily uses a level of service (LOS) performance metric which is a measurement of vehicle delay that is inconsistent with new state-designated performance measures, such as vehicle miles travelled (VMT), enacted by SB 743 for California Environmental Quality Act (CEQA) transportation analysis.

Pursuant to California Government Code §65088.3 (Attachment A, C.G.C. §65000 et seq.), jurisdictions within a county may opt out of the CMP requirement without penalty, if a majority of local jurisdictions representing a majority of the county's population formally adopt resolutions requesting to opt out of the program. Given that the CMP has become increasingly out of step with regional, state, and federal planning processes and requirements, staff recommends that Metro initiate the process to gauge the interest of local jurisdictions and other stakeholders in opting out of State CMP requirements.

DISCUSSION

Under the CMP, the 88 incorporated cities plus the County of Los Angeles share various statutory responsibilities, including monitoring traffic count locations on select arterials, implementing transportation improvements, adoption of travel demand management and land use ordinances, and mitigating congestion impacts.

The framework for the CMP is firmly grounded in the idea that congestion can be mitigated by continuing to add capacity to roadways. This is evidenced by the primary metric that drives the program which is LOS. Recent state laws and rulemaking, namely AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 743 (Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects) and SB 32 (California Global Warming Solutions Act of 2006), all move away from LOS directly or indirectly. Therefore, the CMP contradicts these key state policies and Metro's own efforts to promote a more sustainable and equitable region.

A number of counties have elected to opt out of the CMP over the years including San Diego, Fresno, Santa Cruz and San Luis Obispo counties. The reasons for doing so are varied but generally concern redundant, expensive, administrative processes that come with great expense, little to no congestion benefit and continue to mandate the use of LOS to determine roadway deficiencies.

The passage of Measure M and the update of the Long Range Transportation Plan present Metro with an opportunity to consider new ways to measure transportation system performance, measures that complement efforts to combat climate change, support sustainable, vibrant communities and improve mobility. For Metro and cities alike, the continued administration of the CMP is a distraction at best or an impediment at worst to improving our transportation system.

Over the last several years, the CMP has become increasingly outdated in relation to the direction of Metro's planning process and regional, state, and federal transportation planning requirements. Additional reasons to opt out of the CMP include:

- Relieves Metro and local jurisdictions of a mandate to use a single measure (LOS) to determine roadway deficiencies.
- Eliminates the risk to local jurisdictions of losing their state gas tax funds or being ineligible to receive state and federal Transportation Improvement Program funds, as a result of not being in compliance with CMP requirements or performance standards.
- Eliminates the administrative and financial burden to cities associated with the preparation of documents to demonstrate conformance with the CMP.

ALTERNATIVES CONSIDERED

Metro could continue to implement the CMP as adopted by the Board or look to update the program. We do not recommend this as we have examined multiple ways to adapt state legislative requirements, but we have been unable to fit Los Angeles county mobility complexities to statutory requirements in a manner that achieves consensus of our stakeholders over the twenty-five-year life of the program. Opting out of the CMP gives Metro the flexibility to implement mobility improvements through the programs and projects in the Long Range Transportation Plan adopted by the Board, while furthering improvements to transportation capacity, choice and cost-effectiveness.

DETERMINATION OF SAFETY IMPACT

This Board action will have no adverse impact on safety standards for Metro.

File #: 2018-0122, **File Type:** Program**Agenda Number:** 22.

FINANCIAL IMPACT

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets or the continued flow of state gas tax revenues to local jurisdictions. The recommended action may have a positive impact on Metro and local jurisdiction budgets in future years by eliminating the annual costs associated with implementing the CMP. Annual costs to local agencies vary based on size but generally require a staff commitment of 25-60 hours per jurisdiction plus the cost of conducting traffic counts at the 164 CMP intersections at a cost of approximately \$250 per intersection. For Metro the annual burden of administering the CMP is approximately 1.2 Full Time Equivalents (FTE).

NEXT STEPS

Upon Board approval, staff will proceed in consulting with local jurisdictions and other interested stakeholders as follows:

- Consult with the Metro Technical Advisory Committee (TAC) regarding opting out of the CMP and conduct a workshop of our stakeholders to receive input on the interest in opting out of the CMP.
- With the concurrence of the TAC and workshop participants, request local jurisdictions to consider adopting draft resolution (Attachment B) to opt out of the program.
- Upon receipt of formally-adopted resolutions from a majority of local jurisdictions representing a majority of the population, notify the State Controller, Caltrans, and SCAG that Los Angeles County has opted out of the CMP in accordance with statutory requirements.

ATTACHMENTS

Attachment A - CMP legislation

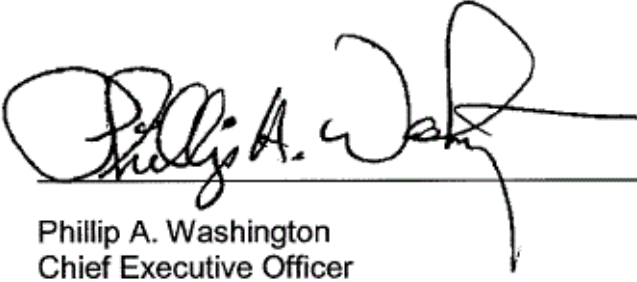
Attachment B - Draft Resolution to Opt Out of the Congestion Management Program in Los Angeles County

Prepared by: Paul Backstrom, Manager, Countywide Planning & Development, (213) 922-2183
Mark Yamarone, DEO, Countywide Planning & Development, (213) 418-3452
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

File #: 2018-0122, **File Type:** Program

Agenda Number: 22.



Phillip A. Washington
Chief Executive Officer

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
_____, CALIFORNIA, ELECTING TO BE EXEMPT FROM
THE CONGESTION MANAGEMENT PROGRAM

WHEREAS, in 1990 the voters of California passed Proposition 111 and the requirement that urbanized counties develop and implement a Congestion Management Program; and

WHEREAS, the legislature and governor established the specific requirements of the Congestion Management Program by passage of legislation which was a companion to Proposition 111 and is encoded in California Government Code Section 65088 to 65089.10; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) has been designated as the Congestion Management Agency responsible for Los Angeles County's Congestion Management Program; and

WHEREAS, California Government Code Section 65089.3 allows urbanized counties to be exempt from the Congestion Management Program based on resolutions passed by local jurisdictions representing a majority of a county's jurisdictions with a majority of the county's population; and

WHEREAS, the Congestion Management Program is outdated and increasingly out of step with current regional, State, and federal planning processes and requirements, including new State requirements for transportation performance measures related to greenhouse gas reduction; and

WHEREAS, on _____ the Metro Board of Directors took action to direct Metro staff to work with local jurisdictions to prepare the necessary resolutions to exempt Los Angeles County from the Congestion Management Program.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of _____, California, as follows:

- 1. That the above recitations are true and correct.
- 2. That the City of _____ hereby elects to be exempt from the Congestion Management Program as described in California Government Code Section 65088 to 65089.10.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of _____ on the ____ day of _____ by the following vote, to wit:

AYES:

NOES:

ABSENT:

(Name), Mayor

ATTEST:

(Name), City Clerk
(SEAL)



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Attachment E

213.922.2000 Tel
metro.net

Los Angeles County Congestion Management Program Major Milestones Timeline

- 1990** Passage of Prop 111, a state constitutional amendment, which among other things raises the Gas Tax from 9 to 18 cents over a 5 year period and establishes the Congestion Management Program (CMP). Receipt of new gas tax revenues generated through Prop 111 is contingent on participation in a congestion management program.
- 1990-91** All jurisdictions in LA County adopt resolutions designating the County Transportation Commission (predecessor agency to Metro) as the designated Congestion Management Agency (CMA) charged with implementing a countywide congestion management program.
- 1993** Metro begins implementation of the CMP initiating a Debits and Credits program that requires participants to maintain a positive balance of Credits (transportation improvements) to Debits (housing activity).
- 1996** AB 2419 (Bowler) enacted which establishes an option to opt-out of the CMP without penalty of losing 2105 Gas Tax funds made available through the original CMP legislation.
- 1999** Cities express concerns to Metro about their ability to maintain conformance under the Debit/Credit program. Urge Metro to explore alternatives. Cities cite the following concerns:
- Cities have difficulty maintaining a positive credit balance
 - Cities suffer funding shortfalls to deliver necessary transportation improvements
 - CMP achieves little real mitigation and amounted to only an accounting exercise
- 1999 – 2003** Metro undertakes study of alternatives to the Debits and Credits program.
- 2003** Metro Board direction to suspend the Debits and Credits program.
- 2004** Board directs staff to study a fee program exclusively as an alternate to the Debits and Credits program.
- 2013** Staff brings development fee program to Metro Board for consideration and local jurisdiction implementation. Metro Board directs staff to request state legislature hold hearings to determine relevance of the CMP. No such legislative hearings are held.
- 2014** Consensus on fee program not achieved. A decision is made to wait of Governor's Office of Planning and Research (OPR) to release SB 743 guidelines that were expected to be released in summer/fall 2014.
- 2014-18** OPR releases multiple draft guidelines and technical advisories that designate Vehicle Miles Travelled as the metric to evaluate transportation impacts under CEQA. The state Natural Resources Agency has begun the formal administrative rulemaking process.
- 2018** Metro Board adopts recommendation to initiate CMP opt-out process and begin meeting public agency stakeholders.

September 28, 2018

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CMP Opt-Out Workshop Summary Discussion

September 12, 2018

Comment (Main Points)	Response	Category
Do the debits and credits accumulated by cities under the CMP Debits and Credits program still exist?	Yes, on paper. The Debits and credits program was suspended in 2003. The debits and credits remain in Metro's records but have no current value.	FAQ
Will we still get our gas taxes if we opt out?	Yes. Other counties have opted out of the CMP and still receive their gas tax funding tied to the CMP.	FAQ
Is there or will there be an alternative to the CMP if we opt out?	No, this is not a replacement effort. The opt-out is strictly about removing the LA County region from the state-mandated requirements of the CMP.	FAQ
Is it correct to say there is no rule that would prevent cities from developing their own framework or alternative performance based planning tool?	Correct.	FAQ
Can individual cities opt out if Metro does not succeed in opting out?	No, cities cannot individually opt out of the CMP. The decision is a collective decision requiring the concurrence of a majority of the 89 jurisdictions in the County, representing a majority of the total County population.	FAQ
A while ago, the City of Los Angeles was not interested in opting out. Is the City of Los Angeles interested in opting out?	Metro consulted with the City of Los Angeles early to confirm that the City of Los Angeles is amenable to the idea. Formal adoption by the City of Los Angeles would of course be a decision subject to the approval of the City Council and Mayor.	FAQ
How many jurisdictions have opted out so far?	None to date but approximately 10 jurisdictions have expressed interest in taking resolutions to opt-out to their governing bodies.	FAQ
The Demand Management component of the CMP required cities to adopt Transportation Demand Management (TDM) ordinances. Would those ordinances remain an enforceable element of a city's municipal code?	Yes. Cities were required to adopt transportation demand management ordinances as part of their participation in the CMP. As those ordinances are part of a city's municipal code, it is up to the individual cities to maintain, update, or nullify as they deem appropriate.	FAQ
Analysis of project impacts is helpful to persuade developers to consider traffic and congestion impacts.	Opting out does not preclude cities from adopting their own project impact analysis requirements in their traffic study guidelines.	Comment
Is the current CMP has an evaluation framework based on level of service (LOS) that is inconsistent with the new CEQA evaluation criteria. Continued reliance on the CMP project level analysis may lead to CEQA problems going forward	Concur.	Comment

CMP Opt-Out Workshop Summary Discussion

September 12, 2018

Comment (Main Points)	Response	Category
Is there any other use for previously collected data other than for debit-credit purposes?	None that we are aware of at this time. This information would remain archived and publicly available to be used should the information be needed.	Comment
What are the teeth in the CMP if counties can opt-out and still receive their gas tax? Why did anyone ever choose to participate in the CMP?	The opt-out provision was not part of the original 1990 CMP legislation. Legislation enacted in 1996 AB 2419 (Bowler) amended to the CMP legislation to include the opt-out provision.	FAQ
What is the negative to opting out, especially with regards to transit?	No detriment in our assessment. In fact, because the CMP is rooted in measuring LOS one could argue that implementation of the CMP harms transit by emphasizing the movement of cars over movement of people.	FAQ
We have to be cognizant that we will receive questions from the public regarding congestion reduction elements. What has been missing in these discussions is consideration of air quality. LOS (delay) is a poor metric to capture that impact and baseline air quality has been improving despite increases in vehicle delay.	In OPR's studies they have determined that delay, by way of the current CMP's level of service measure, does not mean there is an environmental impact.	Comment
A fact sheet laying out CMP history and its lack of relevance would be extremely helpful to take to our governing body to show that the CMP is not necessary.	See attached CMP Milestones, FAQ and Board Report	Comment
It would also be helpful to highlight where there might be redundancies with respect to the CMP and other, newer and existing programs.	As the state moves from a LOS based metric to VMT for purposes of CEQA analysis we are seeing a fundamental paradigm shift in mitigation and monitoring. This makes a one for one comparison of redundancies challenging.	Comment
Some traffic patterns change over time. Congested intersections may have shifted from what was originally required to monitor under the Highway Monitoring portion of the CMP and, therefore, reflected incorrectly.	Concur but cities must maintain the established baseline. The CMP does allow new intersections to be added.	Comment
Will there be a presentation similar to this to COGs?	Yes, at your request. We have two such COG meetings scheduled.	FAQ
CMP requirements changed when SB 743 came into effect and cities can now exempt Infill Opportunity zones. However, thresholds to qualify are high.	Concur but these opportunities may be too few to meaningfully affect CMP implementation as it stands because infill opportunity zones must meet strict criteria that the majority of the County of Los Angeles does not meet.	Comment
Can the State of California deny an opt out if Metro gets to that point?	No. The state legislation authorizing the opt-out does not provide the state legislature discretion to deny an opt-out.	FAQ

CMP Opt-Out Workshop Summary Discussion

September 12, 2018

Comment (Main Points)	Response	Category
What if Metro is unsuccessful in opting out?	Metro would continue to enforce the requirements of the CMP.	FAQ

DATE: October 15, 2018

TO: SGVCOG Public Works TAC

FROM: Marisa Creter, Executive Director

RE: SB 1 Sustainable Communities Grants

RECOMMENDED ACTION

For information only.

BACKGROUND

The Sustainable Communities Grants program was established by the California Department of Transportation in order to provide more funding opportunities which would enable public sector agencies to implement transportation and planning projects which will improve environmental sustainability across the State. There are two primary Sustainable Communities grants: the Sustainable Communities *Competitive* Grants and the Sustainable Communities *Formula* Grants.

In April 2017, Governor Jerry Brown signed the Road Repair and Accountability Act of 2017 (SB 1, Beall) into law. SB 1 revenues will provide billions of dollars in transportation funding in order to maintain and repair existing State transportation infrastructure, as well as expand upon the State's current multi-modal transportation system. As it pertains to the Sustainable Communities Grants, SB 1 provides an additional \$25 million in SB 1 funds to this program, in addition to the \$9.5 million in funds from other State of California grants and revenues. SB 1 provides a significant influx of funding for the Sustainable Communities Grant Program.

Cities and local agencies in California are only eligible to apply for the *Competitive* Grants, as the *Formula* Grants are administered through regional MPOs such as SCAG. The overarching objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal and green transportation and land-use planning which furthers the region's RTP/SCS, contributes to the State's and region's GHG reduction targets, and assists in achieving Caltrans Mission and Grant Program Overarching Objectives. The Competitive Grant will have about \$17 million in available grant funding: \$12 million in RMRA/SB 1 funds, and \$5 million from the State Highway Account (SHA). The minimum monetary amount for an applicant's grant application is \$50,000 for disadvantaged communities, and \$100,000 for all other jurisdictions, and the maximum monetary award that applicants can apply for is \$1,000,000. Moreover, an 11.47% minimum match is required of all applicants, but the entirety of this match can be an in-kind contribution, which includes staff time of the *primary* applicant.

The following public entities are eligible to apply as a primary applicant for the Sustainable Communities Competitive Grants Program:

- MPOs with sub-applicants
- RTPAs

- Transit agencies
- Cities and Counties
- Native American Tribal Governments
- Other Public Transportation Planning Entities

Additionally, the following project types below are eligible projects/plans under the Sustainable Communities Grant. This list is not an all-inclusive list.

- Studies to reduce single occupancy vehicle trips and related GHGs through mode shift, demand management, or land use
- Studies that assist in creating sustainable communities and TOD
- Safe routes to school plans
- Studies to address the impacts of climate change
- Studies that promote greater access between affordable housing and job centers
- Streetscapes or town center plans
- Complete street plans
- Active transportation plans
- Vision Zero plans
- Traffic calming and safety enhancement plans
- Updates to a general plan land use element or zoning code

NEXT STEPS

The application deadline for Caltrans's FY 2019-20 Sustainable Communities Strategic Partnerships Grants is Friday, November 30th, 2018, at 5:00 p.m. No exceptions to this deadline are expected to be made.

Since approximately 70% of the Sustainable Communities Competitive Grants are funded with SB 1 funds, and SB 1 repeal is on the November 2018 ballot in the form of Proposition 6, this grant program is at-risk of losing a significant majority of its funding. If Proposition 6 passes with a simple majority of the vote, then this grant program will lose \$12 million in funding, and there will only be \$5 million of grant funding available.

Prepared by: Peter Duyshart
Peter Duyshart
Project Assistant

Approved by: Marisa Creter
Marisa Creter
Executive Director

Attachments:

Attachment A – SB 1 Planning Grants Workshop Slides -- Page 46

Attachment B – Sustainable Communities Final Draft Grant Application Guide (separate from Agenda Packet)



Senate Bill 1 Planning Grants Workshop

Fiscal Year 2019-20

Senate Bill 1 – The Road Repair & Accountability Act of 2017

Division of Transportation Planning

Workshop Agenda

- Welcome and Introductions
- Overview of Transportation Planning Grants
- Final Draft Comments
- Key Updates for FY 2019-20 Grant Application Guides
- Anticipated Timeline for FY 2019-20 Grants
- Questions/Comments



Grant Guide Development Process

- State Agency Coordination Workgroup consultation and coordination
- Two Public Workshops in June and Discussion Drafts released in July:
 - 21 comments received from Metropolitan Planning Organizations (MPOs), a local government, and several public and environmental organizations
- Final Drafts released in July:
 - 14 comments received from MPOs, Regional Transportation Planning Agencies, several public and environmental advocacy organizations
- Meetings with stakeholders to discuss comments

Overview of Sustainable Communities

Section 2033.5: Allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the commission.

\$25 million SB 1 funds are split 50/50 between the Sustainable Communities Competitive and Sustainable Communities Formula.

Sustainable Communities Competitive Grant Specific Objectives

- Encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS) (where applicable),
- Contributes to the State's greenhouse gas (GHG) reduction targets and other State goals, including but not limited to:
 - The goals and best practices cited in the 2017 RTP Guidelines,
 - Addresses the needs of disadvantaged communities; and,
 - Also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity

Sustainable Communities Formula Grant Specific Objectives

The grant specific objectives, eligibility requirements, and performance considerations for the Sustainable Communities Formula Grants awarded to Metropolitan Planning Organizations (MPOs) are consistent with the Sustainable Communities Competitive Grants. MPOs should meet the following minimum eligibility criteria to apply for Sustainable Communities Formula Grants:

- Consolidated Planning Grant Carryover is at, or below 100% of the annual FHWA PL allocation
- Have an RTP SCS that meets the SB 375 GHG reduction targets
- Meet civil rights and environmental justice obligations, as summarized in Section 4.2 of the RTP Guidelines

Sustainable Communities Final Draft Comments

- Clarify \$50,000 minimum also includes rural communities and Native American Tribal Governments
- Explain basis for 50% threshold for projects benefiting disadvantaged communities
- Change the grant application deadline to allow more time for application development
- Remove overlap in the grant application
- Ensure funding that supports disadvantaged communities directly benefits communities that have been historically underserved
- Strengthen minimum eligibility criteria and apply 50% set-aside to MPO portion of funds
- Improve transparency
- Identify vulnerability of residents being displaced and establish plan of action to minimize, mitigate, and/or prevent displacement

Sustainable Communities FY 2019-20 Key Updates

- City and County primary/sub-applicants are required to have a compliant Housing Element and submit Annual Progress Reports to the Department of Housing and Community Development
- Updated application form
- Disadvantaged communities tools were refined and include thresholds for each tool, including:
 - Assembly Bill 1550 (Gomez, Statutes of 2016);
 - Free or Reduced Priced meals Data;
 - CalEnviroScreen Version 3.0; and
 - California Healthy Places Index.
- Regionally/locally defined disadvantaged communities may also be acceptable as long as State thresholds are not circumvented.

Overview of Adaptation Planning

Section 16321 (1) Up to \$20,000,000 to local and regional agencies for climate change adaptation planning.

~~FY 17/18 \$7 million~~

~~FY 18/19 \$7 million~~

FY 19/20 \$6 million available for the third and final year of the grant program.

Overview of Adaptation Planning

Climate change adaptation aims to anticipate and prepare for climate change impacts to reduce the damage from climate change and extreme weather events. Adaptation is distinct from, but complements, climate change mitigation, which aims to reduce greenhouse gas emissions.

Adaptation Planning Grant Specific Objectives

Competitive applications should include one or more of the following:

- Identify benefit to disadvantaged and/or vulnerable communities, including transit-dependent populations (when applicable)
- Demonstrate collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, community-based organizations, and community residents

Adaptation Planning Grant Specific Objectives

Applicants must demonstrate how the proposed effort will accomplish the following:

- Demonstrate on-going collaboration and partnerships between sectors and jurisdictions, across levels of government at a regional scale
- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas emissions

Adaptation Planning Grant Specific Objectives

Applicants should demonstrate how the proposed effort will accomplish one or more of the following:

- Identify climate change impact risks to multimodal transportation infrastructure in the project area
- Identify specific transportation infrastructure vulnerabilities to climate change impacts
- Identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities
- Advance the planning of specific climate adaptation projects, such as developing a cost estimate or conceptual design
- Include economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies

Adaptation Planning Final Draft Comments

- Disadvantaged community definition
- Prioritizing projects that benefit disadvantaged (50% funding allocation)
- Community engagement in project identification
- Public participation process and Letters of Support
- Transparent review and selection process
- ICARP Reporting Requirements for disadvantaged communities
- Unintended Consequences of displacement
- Equitable Economic Opportunities for project implementation

Adaptation Planning FY 2019-20 Key Updates

- Disadvantaged communities tools were refined and include thresholds for each tool, including:
 - Assembly Bill 1550 (Gomez, Statutes of 2016);
 - Free or Reduced Priced meals Data;
 - CalEnviroScreen Version 3.0; and
 - California Healthy Places Index.
 - Regionally/locally defined disadvantaged communities may also be acceptable as long as State thresholds are not circumvented.
- Updated application form

FY 2019-20 Grants Timeline

- October 5, 2018 - Release final Grant Guides and call for applications
- **November 30, 2018 - Anticipated grant applications deadline**
- December 2018 - February 2019 - Evaluate and score the applications
- Spring 2019 - Management approval and grant announcements released
- July 2019 - Earliest project start date for MPOs/RTPAs
- October 2019 - Earliest project start date for non-MPOs/RTPAs
- February 28, 2022 - ALL grant tasks must be completed
- April 30, 2022 - ALL final invoices must be submitted

Grant Contacts

Sustainable Communities

Priscilla Martinez-Velez:

Priscilla.Martinez-Velez@dot.ca.gov or

(916) 651-8196

Adaptation Planning

Julia Biggar:

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Ali Doerr:

Alexandra.Doerr@dot.ca.gov or

(916) 653-9248

Caltrans Transportation Planning Grants Website

<http://www.dot.ca.gov/hq/tpp/grants.html>



DATE: October 15, 2018

TO: SGVCOG Public Works TAC

FROM: Marisa Creter, Executive Director

RE: SCAG Sustainable Communities Program Grants

RECOMMENDED ACTION

For information only.

BACKGROUND ON SCAG's SUSTAINABLE COMMUNITIES PROGRAM GRANTS

Currently, there are a few funding opportunities offered through SCAG or through SCAG partnerships which can fund local jurisdictions' sustainability and transit-oriented plans and projects, and supports the implementation of existing and future RTP/SCS plans. One such grant program is SCAG's 2018 Sustainable Communities Program (SCP), which is funded through a combination of federal, state, and local sources. These sources include ATP Cycle 4, and SB 1. The main goal of SCAG's SCP is to maximize resources and implement plans in order to reach aggressive GHG reduction goals. There are three main project categories for the Sustainable Communities Program: Active Transportation projects, Integrated Land Use (ILU) projects, and Green Region Initiative (GRI) projects.

Eligible types of Active Transportation projects include:

- Community-wide and Area plans
- Regional Corridors plans
- Infrastructure Demonstration Quick-Build Projects, and
- Safety Strategic Plans

Eligible ILU projects include:

- SB 743 Implementation Assistance
- Parking Pricing, Reduction, and Management Strategies, and
- Livable Corridor and Transit Oriented Development (TOD) Planning

Eligible GRI projects include:

- Heat Island Reduction with Urban Greening and Cool Streets
- Electric Vehicle Charging Infrastructure Planning

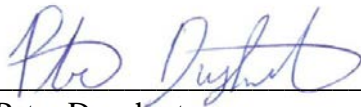
Eligible applicants for the SCAG Sustainable Communities Program grants include cities, counties, and transit agencies, while Councils of Government are able to apply only as sub-applicants. Applicants who are selected for funding awards through this grant will also receive technical assistance.


NEXT STEPS

The Call for Applications for the Sustainable Communities Program Grants opened earlier this month, on September 10th. The application for local jurisdictions to submit their SCP applications is Thursday, November 15th, 2018, which gives cities and the County about a month and a half to complete their respective applications. SCAG's Regional Council is scheduled to approve the SCP Application Rankings on March 7th, 2019.

The SGVCOG is seeking to submit an application for a collaborative, multi-jurisdictional Electric Vehicle Charging Infrastructure Planning project. Additionally, the SGVCOG is also interested in possibly leading an effort to submit an application for multi-jurisdictional Regional Corridor projects, the purpose of which would be to improve active transportation connectivity between different neighborhoods and communities in the SGV along a frequented arterial. In addition, the SGVCOG is willing to assist cities which are interested in applying for any of the SCP project types with their SCP applications so that cities can take advantage of this funding opportunity.

If your City would like to participate in an SCP application for a multi-jurisdictional Electric Vehicle Charging Infrastructure Planning project or a Regional Corridor project, or your City would like assistance on an individual application, please notify COG staff by Monday, October 22, 2018.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

Attachments:

Attachment A – SCAG Sustainable Communities Program Guidelines -- Page 57

Attachment B – SCAG Sustainable Communities Program PowerPoint Slides -- Page 72

Southern California Association of Governments

2018 Sustainable Communities Program Call for Applications

Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

Goals

The SCP Call for Applications seeks to support the goals below. In addition, each category has additional goals for the eligible project types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

Applicants may apply in more than one category, and they may submit multiple applications. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria		
Topic 1	Project Need	50 Points
Topic 2	Goals, Objectives and Outcomes	35 Points
Topic 3	Partnerships and Leveraging	15 Points

Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates.

Milestone	Date
SCAG SCP Call for Applications Opens	September 6, 2018
Application Workshop	October 2, 2018
SCAG SCP Call for Project Application Deadline	November 15, 2018
SCAG Regional Council Approval of 2018 SCP Application Rankings*	March 7, 2019

***Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

Contact Information

Questions regarding the SCP application or application process should be directed to:

Caitlin Sims
 Management Analyst
 Telephone: 213-630-1550
 Email: sims@scag.ca.gov

Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_EVChargingStation.

Active Transportation

Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility of non-motorized users;
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

Funding Sources

Funding for the SCP-AT will be provided from a combination of federal, state, and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

Grants and projects will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant and project management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-AT funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for Go Human outreach elements.

Community-Wide & Area Plans (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

Regional Corridor Plans (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

Safety Strategic Plans (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

Active Transportation Infrastructure Demonstration Projects (Quick Builds) (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

Go Human Kit of Parts (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

Advertising Campaign (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility & Safety	35
Public Health	5
Disadvantaged Communities/Community Need	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility & Safety	25
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

For SCP-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SCP-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, regional equity targets and

funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county's regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

Integrated Land Use & Green Region Initiatives

Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

Goals and Purpose

The SCP-ILU/GRI Call for Applications seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions. The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SCP-ILU/GRI program are to:

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

Funding Sources

Funding for the SCP-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

Regional Equity

SCAG will take regional geographic equity into consideration when ranking SCP-ILU/GRI program applications.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

Heat Island Reduction with Urban Greening and Cool Streets

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

Cool Streets

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

Parking Management, Pricing and Reduction Strategies

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

Electric Vehicle Charging Infrastructure Planning

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18¹ consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan² recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

¹ <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

² <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

Livable Corridor & TOD Planning

The 2016 RTP/SCS anticipates that a significant amount of the region's new housing, population and employment growth will occur in transit rich, mixed use corridors. These "Livable Corridors," which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a "complete streets" approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop "vision plans" for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Execution	5
Implementation	20
Project Engagement	5
Stakeholder Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Jurisdiction Resources	10
Stakeholder Support	5

Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

Upcoming Funding Opportunities



2018 Sustainable Communities Program Call for Applications

- Supports implementation of 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- 3 categories:
 - Active Transportation
 - Integrated Land Use (ILU)
 - Green Region Initiative (GRI)
- Successful applicants receive technical assistance
 - Active Transportation – SCAG completes procurement for submitted scope of work
 - ILU & GRI projects –Specific deliverables completed

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

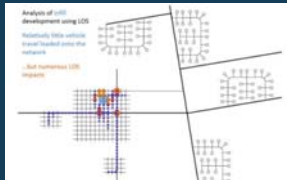
Project Category: Active Transportation	
Project Type	Project Examples:
<i>Community-wide & Area Plans</i>	<ul style="list-style-type: none"> • Community-wide Bicycle or Pedestrian Master Plan • Community-wide Active Transportation Master Plan • First-Last Mile Plan
<i>Regional Corridors Plans</i>	<ul style="list-style-type: none"> • Improving connectivity • Closing gaps in a bikeway network
<i>Infrastructure Demonstration Projects (Quick-Build)</i>	<ul style="list-style-type: none"> • Pedestrian improvements • Scramble cross-walk • Protected bike lanes
<i>Safety Strategic Plan</i>	<ul style="list-style-type: none"> • Local Vision Zero Plans • County or sub-regional plans to identify a high-injury network and strategic investment strategy

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

Project Category: Integrated Land Use (ILU)	
Project Type	Deliverables:
<i>SB 743 Implementation Assistance</i>	<ul style="list-style-type: none"> • VMT baseline data, thresholds, & calculation methodology • Customized VMT forecasting tool • Advanced or Regional VMT Mitigation Measure Strategies
<i>Parking Management, Pricing and Reduction Strategies</i>	<ul style="list-style-type: none"> • Parking Utilization and Pick-up/Drop-off Studies • Parking Standards & Pricing Recommendation Reports • Draft model ordinance
<i>Livable Corridor & Transit Oriented Development (TOD) Planning</i>	<ul style="list-style-type: none"> • Conceptual land-use plan • Inventory of corridor infrastructure & infrastructure improvement plan • Forecast of VMT and greenhouse gas (GHG) reduction



SB743 Infill Development



LA TOD Parking Study



Livable Corridor Planning

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

Project Category: Green Region Initiative	
Project Type	Deliverables:
<i>Heat Island Reduction with Urban Greening and Cool Streets</i>	<ul style="list-style-type: none"> • Street Tree Inventory • Street Tree & Plant Palette • Identification of planting opportunity sites • Landscape design & cool street design standards • Inventory and existing condition report of streets & sidewalks • Palette of recommended cool surface construction materials • Short- and long-term maintenance strategies
<i>Electric Vehicle Charging Infrastructure Planning</i>	<ul style="list-style-type: none"> • Inventory of existing Plug-in Electric Vehicle (PEV) registrations, PEV charging stations, workplaces and MUDs • Identification of most promising workplace, MUD and public Electric Vehicle Supply Equipment (EVSE) sites • Outreach materials and incentives to encourage installation of EVSE



South Gate TOD Vision



SCAG PEV Readiness Plan

Upcoming Funding Opportunities



2018 Sustainable Communities Program (SCP) Call for Applications

	Eligible Applicants	Eligible Subapplicants
Cities/Counties	X	X
Transit Agencies	X	X
Native American Tribal Governments	X	X
Other Public Transportation Planning Entities	X	X
Universities/Community Colleges		X
Community-Based Organizations		X
Non-profit Organizations		X
Councils of Government		X
Other Public Entities		X

Upcoming Funding Opportunities



2018 Sustainable Communities Program Schedule

Call for Applications Opens	September 10, 2018
Application Workshop	October 2, 2018 2:30 – 4:00 p.m. 900 Wilshire Blvd; Suite 1700
Application Deadline	November 15, 2018
Regional Council Approval of 2018 SCP Projects	March 7, 2019
California Transportation Commission Approval of ATP Projects	June 2019
Projects Begin	2019-2020