



Case Study

Proposition 1 Stormwater Grant Program – Potential Solutions for Sustainable Streets

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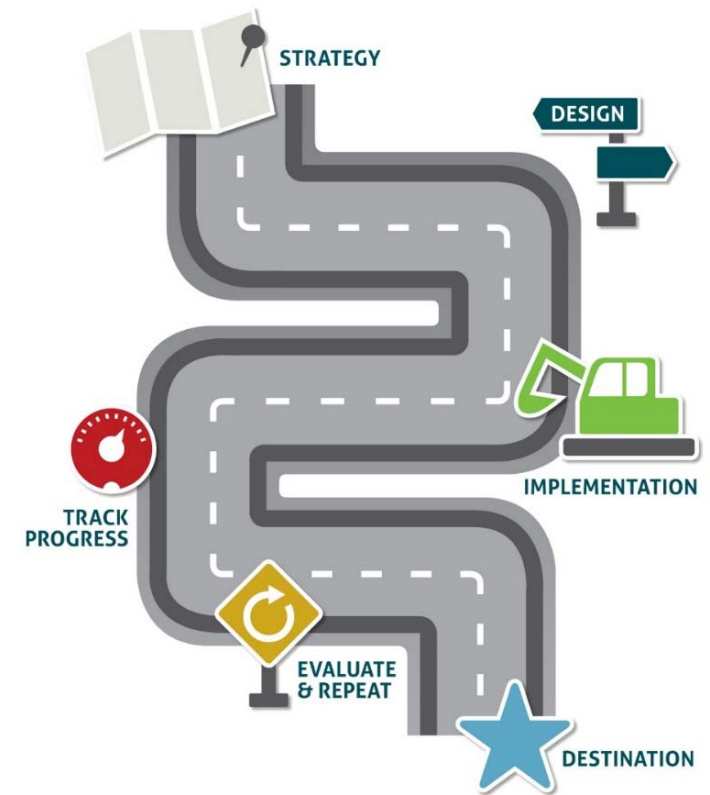
Regional Roundtable Focus Meeting
May 23, 2017

Outline

- Role of Case Studies in Roadmap of Solutions
- Key take-aways from research for case study
- Solution 1: Better integration of GI and complete streets
- Solution 2: Coordinate grant application process
- Solution 3: Improvements for using multiple grants for one project
- Roundtable Discussion

Roadmap of Funding Solutions

- The Roundtable will produce a Roadmap of Funding Solutions that:
 - Identifies specific actions to achieve the funding of green stormwater infrastructure as an integral component of complete streets projects, and potentially other types of infrastructure projects



Roundtable Focus on Green Infrastructure

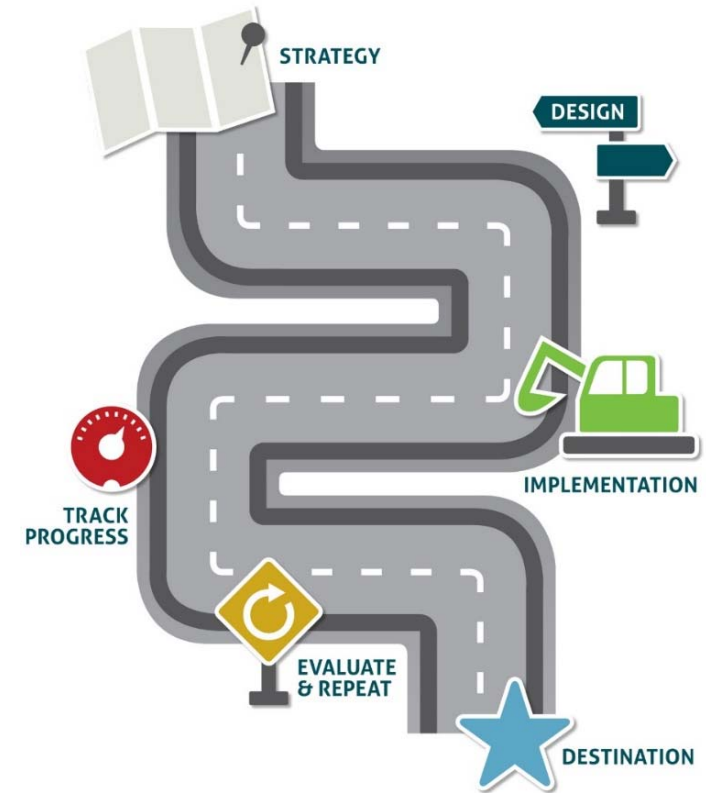
- Green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle, providing habitat, flood protection, cleaner air, and cleaner water
- Roundtable focuses on green infrastructure that is
 - Designed to provide stormwater treatment, which removes pollutants
 - Included in roadway projects



Green infrastructure facility removes pollutants from road runoff

Case Studies Illustrate Actions for Roadmap

- Today's case studies to be included in the Roadmap
- The case studies identify specific actions to achieve the funding of “sustainable streets” projects



Sustainable Streets =

“Complete Streets”

- Provides safe access for pedestrians, bicyclists, motorists, and transit riders
- Enhances public health
- Reduces greenhouse gas emissions



Green infrastructure

- Reduces air pollution
- Reduces water pollution
- Reduces the urban heat island
- Sequesters carbon
- Provides flood storage

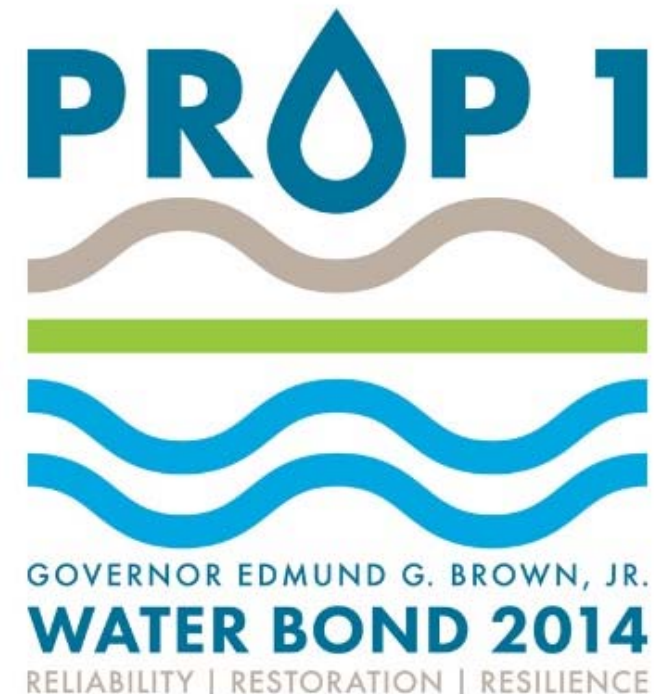
Sustainable Streets

- Provide benefits that advance priorities of various funding agencies
- Current funding sources may not be structured to encourage all of these multiple benefits



Storm Water Grant Program

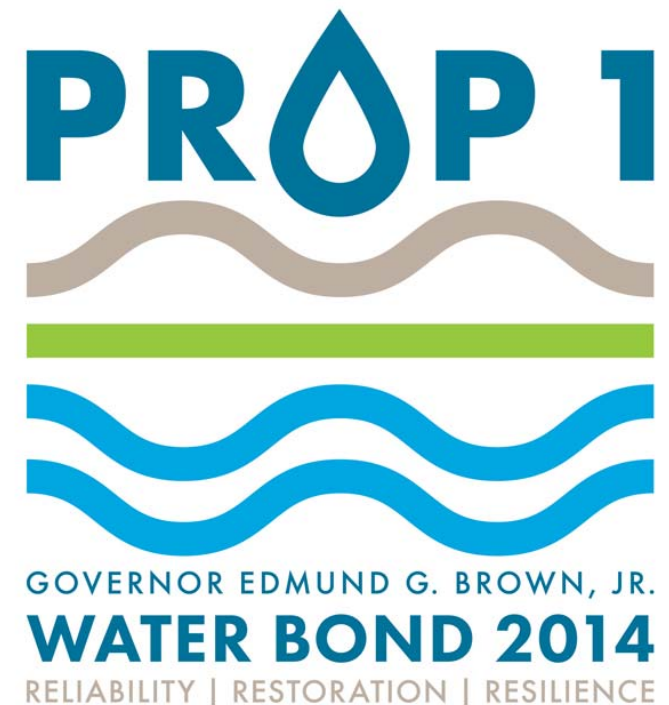
- Round 1 grant awards in 2016
 - \$9.6 million in Planning Grants
 - \$105 million in Implementation Grants
- Round 2 solicitation in 2018
 - \$86 million anticipated to be awarded
- Multi-benefit storm water management projects
 - Must be in Storm Water Resource Plan/functional equivalent



Key Take-Aways

Eligible costs are listed in proposition

- Costs associated with stormwater or dry weather capture are eligible for funding
- Costs associated with multiple benefits are eligible
- Eligible projects are listed in the proposition and cannot be changed after the voters approve proposition



Key Take-Aways

Some complete street components may be eligible

- Costs for bike lanes/pedestrian pathways/alternate transit lane could be eligible if GHG reduction is shown as a quantifiable benefit



California Environmental Protection Agency

 **Air Resources Board**

**California Air Resources Board
Calculator for the
California Natural Resources Agency
Urban Greening Grant Program
Greenhouse Gas Reduction Quantification Methodology
Fiscal Year 2016-2017**

Key Take-Aways

Some complete street components may be eligible

- Components of the design that convey stormwater runoff to a green infrastructure facility are eligible



Berm/speed bump was designed to direct water into the bioretention facility

Key Take-Aways

Impervious materials typically ineligible

- Pervious pavement is eligible
- The costs for impervious materials are typically not eligible
- Any exception must be specifically justified



Pervious pavement

Key Take-Aways

Ineligible costs do not affect scoring

- Having potentially ineligible costs included in the budget does NOT reduce the scoring of the budget
- Having costs that are not backed up by an engineer's estimate, previous work experience, etc., DOES reduce the scoring of the budget

BUDGET (20 Points Possible)			
14. Do the budget tables provide a rationale for the costs? Are the costs reasonable? Are the tasks shown in the budget consistent with the tasks shown in the workplan and schedule? Was supporting documentation provided to justify the costs? Was a cost benefit analysis provided justifying the project?	0-5	2	10

Key Take-Aways

How you describe the project matters!

- Demonstrate that project components were designed to perform eligible functions, such as
 - Convey runoff to green infrastructure
 - Reduce GHG emissions (quantify GHG reduction, e.g., from bike lane, pedestrian improvements)
 - Enhance or create public use areas



Green infrastructure stormwater treatment facility, City of San Mateo

Solution 1: Better Integration Programmatic

- **Obstacles to sustainable streets:**
 - Funding of some transportation elements has been denied, based on lack of nexus to grant goals
 - It is infeasible to change eligibility criteria
- **Solutions**
 - Grant applications should quantify GHG reductions from sustainable street projects
 - Solicitation should clarify eligibility of active transportation improvements that are demonstrated to reduce GHG



Solution 1: Better Integration Legislative

■ **Obstacles:**

- Funding of some transportation elements has been denied, based on lack of nexus to grant goals
- It is infeasible to change eligibility criteria

- **Solution** - Influence the development of future propositions, related legislation, and incorporation into a chapter of state law – to provide a clear path for full eligibility of sustainable streets



Solution 2: Single Distribution

Not applicable to case study

■ Solution: Single Distribution

- Create a single distribution of funding for projects that include both green infrastructure and transportation improvements that reduce greenhouse gases

■ Infeasible because:

- Would require stipulations in the proposition
- Very difficult/cumbersome to mix funds from different sources
- Need to look at needs statewide; may not be applicable statewide



Solution 3a: Coordinate Application Process Programmatic

■ **Obstacles:**

- Cost of resources to apply for multiple, often complex grants
- Proposition requirements are too unique to fit into a “single application” solution

■ **Solution: Develop guidance:**

- Statewide guidance on how to “package” sustainable streets projects for specific grants
- Clarify terms such as “sustainable streets”
- Incorporate the guidance in future Grant Guidelines



Solution 3a: Coordinate Application Process Legislative

■ **Obstacles:**

- Cost of resources to apply for multiple, often complex grants
- Proposition requirements are too unique to fit into a “single application” solution

- ## ■ **Solution:**
- Influence the development of future propositions/enacting legislation to coordinate some elements of application requirements with other grant programs that fund sustainable streets



Solution 3b: Coordinate Match Requirements Programmatic

■ **Obstacles:**

- 50% match for Storm Water Grant Program
- Some federal transportation funding rejected
- Prop 1 excludes state funds from match
- Bond law requires eligibility for match

- **Solution:** Create guidance for applicants on how to demonstrate the eligibility of transportation elements, such as the use of permeable paving



Solution 3b: Coordinate Match Requirements Legislative

■ **Obstacles:**

- 50% match for Storm Water Grant Program
- Some transportation funding was rejected
- Prop 1 excludes state funds from match
- Bond law requires eligibility for match

■ **Solution: Influence the development of future propositions to:**

- Place the program in a Chapter that does not require 50% match
- Add stormwater into the Prop 218 exemption



Solution 3c: Coordinate Joint Reporting Programmatic

- **Obstacle: Separate record-keeping and reporting for each grant**
- **Solution: Coordinate joint reporting**
 - Compare reporting requirements among grant programs
 - Identify opportunities to coordinate reporting schedule, format, etc. – for example, SWRCB allows grant recipients to establish some milestone dates



Solution 3d: Broaden Scoring Criteria

Not applicable to case study

- **Solution - Broaden scoring criteria**
 - Provide level playing field for project designs that provide multiple benefits
- **Not Applicable Because**
 - Currently the scoring criteria do not penalize projects that include ineligible costs



Solution 3e: Coordinate Timing of Funding Cycles

Not applicable to case study

- **Solution - Coordinate timing of cycles**
 - Coordinate among agencies to time solicitations
- **Infeasible Because:**
 - Timing subject to state budget allocation
 - Bond law dictates when funds must be spent



Solution 3f: Coordinate Information on Funding Cycles Programmatic

■ **Obstacle:**

- Funding cycles are not coordinated
- Timing subject to state budget allocation
- Bond law dictates when funds must be spent

■ **Solution - Coordinate regarding cycles**

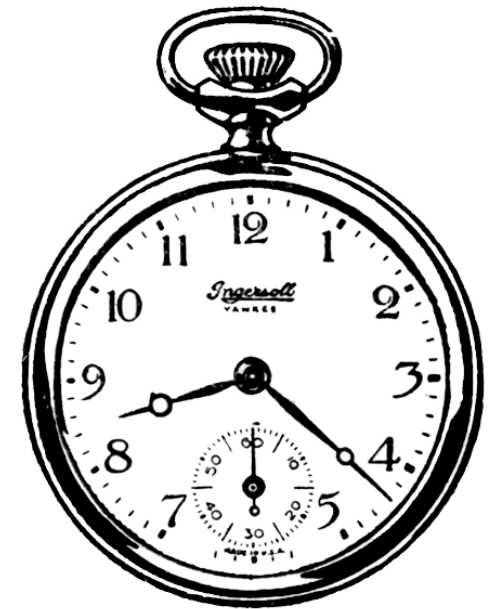
- Coordinate with other agencies to join SWRCB in participating in funding fairs & California Financing Coordinating Committee website
- Develop database of grants/upcoming solicitations
- Inform other funding agencies on timing of RFPs



Solution 3g: Advertise Maximum Grant Periods

Not applicable to case study

- **Solution: Advertise in the solicitation**
 - Whether an extension may be available
 - The maximum duration of any extension
- **Infeasible Because:**
 - Time extension requests are NEVER guaranteed and may be denied by Governor



Solution 3h: Modify Eligible Activities

Not Applicable to the Case Study

- **Solution** - Consider seeking to influence the development of future propositions to allow funding of short-term maintenance
- **Infeasible Because:**
 - Grants can only cover costs incurred within the grant period
 - When a past proposition allowed for advance payment for future costs, there were abuses



Questions?

