

Regional Roundtable: Sustainable Streets

Focus Meeting on Funding Solutions

Agenda

1515 Clay Street, Oakland, Room 11
Tuesday, May 23, 2017
8:30 a.m. to 12:00 noon

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|---|----------------------|
| Registration and Continental Breakfast | 8:30 – 9:00 |
| 1. Opening Remarks | 9:00 – 9:10 |
| Tomas Torres, Director – Water Division
U.S. Environmental Protection Agency Region 9, Pacific Southwest | |
| 2. Case Study: Sustainable Street Solutions Identified for Two Programs | 9:10 – 10:20 |
| <ul style="list-style-type: none">• Role of Case Studies in Developing a Roadmap of Solutions
Matt Fabry, Chair of the Board
Bay Area Stormwater Management Agencies Association• Proposition 1 Storm Water Grant Program – Potential Solutions
Laura Prickett, Senior Associate
Horizon Water and Environment• One Bay Area Grant Program – Potential Solutions
Adrienne Miller, Senior Engineer
Geosyntec Consultants• Roundtable Discussion: Compare Case Studies to Other Programs
Facilitated by Adrienne Miller, Senior Engineer
Geosyntec Consultants | |
| 3. Prioritizing Solutions in the Roadmap for Funding Sustainable Streets | 10:20 - 10:45 |
| Laura Prickett, Senior Associate
Horizon Water and Environment | |
| <ul style="list-style-type: none">• <i>Results of survey on priorities for funding solutions</i>• <i>Draft prioritization criteria</i>• <i>Draft prioritization of solutions</i>• <i>Identification of any additional solutions</i> | |

BREAK	10:45 – 10:55
4. Types of Collaboration to Consider for Roadmap of Funding Solutions	10:55 – 11:20
<p>Sam Ziegler, Chief, Watersheds Section U.S. Environmental Protection Agency Region 9, Water Division</p> <p>Matt Fabry, Chair of the Board Bay Area Stormwater Management Agencies Association</p> <ul style="list-style-type: none"> • <i>Review federal agency Green Infrastructure Collaborative letter</i> • <i>Roundtable discussion: Types of collaboration that may be feasible to include in the Roadmap</i> 	
5. Outline for Roadmap of Funding Solutions	11:20 – 11:50
<p>Laura Prickett, Senior Associate Horizon Water and Environment</p> <ul style="list-style-type: none"> • <i>Overview of Draft Outline</i> • <i>Roundtable Discussion: Input on concepts in the Draft Outline</i> 	
6. Closing Remarks / Next Steps	11:50 – 12:00
<p>Matt Fabry, Chair of the Board Bay Area Stormwater Management Agencies Association</p> <ul style="list-style-type: none"> • <i>Development of Draft Roadmap</i> • <i>September 19 Focus Meeting on the Draft Roadmap</i> 	

**Roundtable Participants in Attendance
May 23, 2017**

Affiliation	Last Name	Title
Alameda Countywide Clean Water Program (ACCWP)	James Scanlin	Program Manager
Bay Area Regional Collaborative (BARC)	Allison Brooks	Executive Director
Bay Area Stormwater Management Agencies Association (BASMAA)	Matt Fabry	Chair of the Board
Bay Conservation and Development Commission (BCDC)	Miriam Torres	Coastal Planner
California Natural Resources Agency (CNRA)	Julie Alvis	Urban Greening Program Manager
Caltrans Headquarters	Tom Rutsch	Watershed Manager (North)
Caltrans District 4	Hardeep Takhar	District 4 Water Quality Manager
City of San Jose	Sharon Newton	Environmental Services Program Manager
City of San Pablo	Amanda Booth	Environmental Program Analyst
City of Union City	Thomas Ruark	City Engineer
Contra Costa County Clean Water Program (CCCWP)	Dan Cloak	Program consultant
Department of Water Resources	Paul Wells	Regional Coordinator, No. Central Region
Metropolitan Transportation Commission (MTC)	Mallory Atkinson	One Bay Area Grants Program Manager
Metropolitan Transportation Commission (MTC)	Anne Richman	Director of Programming & Allocations
Regional Water Quality Control Board (RWQCB)	Dale Bowyer	Sr. WaterResource Engineer
San Francisco Estuary Partnership (SFEP)	Josh Bradt	Watershed Specialist & Project Manager
Santa Clara Valley Transportation Authority (VTA)	Eugene Maeda	Senior Transportation Planner
Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP)	Jill Bicknell	Deputy Program Manager
SPUR	Laura Tam	Sustainability + Resilience Director
Trust for Public Land (TPL)	Alejandra Chiesa	Sustainability + Resilience Director
Trust for Public Land (TPL)	Trudy Garber	Project Manager
State Water Resources Control Board (SWRCB)	Daman Badyal	Senior Engineer/Manager
State Water Resources Control Board (SWRCB)	Kelley List	Grant Manager, Storm Water Grant Program
Strategic Growth Council (SGC)	Elizabeth Grassi	Sustainable Communities Liaison
West Valley Clean Water Program (representing City of Campbell)	Kelly Carroll	Program Manager

Funding Solutions for Sustainable Streets (revised per input from March 28 Roundtable meeting)

Solution 1	<p>Better Integration of Green Infrastructure and Active Transportation Improvements</p> <ul style="list-style-type: none"> ▪ Transportation grants would allow for green infrastructure; urban greening and water grants would allow for transportation improvements that reduce greenhouse gases
Solution 2	<p>Coordinate on Grant Application Process: Single Distribution</p> <ul style="list-style-type: none"> ▪ Integrate funding sources to create a single distribution of funding for projects that include both green infrastructure and transportation improvements that reduce greenhouse gases
Solution 3	<p>Improve Conditions for Using Multiple Grants</p> <ul style="list-style-type: none"> ▪ One or more improvements would be made, to make it easier for one project to be funded by multiple grants; potential solutions are listed as Solutions 3a through 3i
Solution 3a	<p>Coordinate on Grant Application Process</p> <ul style="list-style-type: none"> ▪ Different grant programs would use the same basic application form, modified as needed by each program
Solution 3b	<p>Coordinate Match Policies Among Agencies</p> <ul style="list-style-type: none"> ▪ For example, agencies may jointly establish match, or resource agencies may establish standard local match similar to transportation grants
Solution 3c	<p>Coordinate Joint Reporting</p> <ul style="list-style-type: none"> ▪ Funding agencies would coordinate to allow joint reporting
Solution 3d	<p>Broaden Scoring Criteria</p> <ul style="list-style-type: none"> ▪ Allow project designs that provide multiple benefits. Provide level playing field for project designs that provide multiple benefits
Solution 3e	<p>Coordinate Timing of Funding Cycles</p> <ul style="list-style-type: none"> ▪ Coordinate among agencies to time solicitations
Solution 3f	<p>Coordinate Information on Funding Cycles</p> <ul style="list-style-type: none"> ▪ Develop a database of grants and upcoming solicitations, including funding source, match requirements, etc.
Solution 3g	<p>Advertise Maximum Grant Periods</p> <ul style="list-style-type: none"> ▪ Describe in solicitations the extensions that may be available, to assist applicants in evaluating the potential alignment of grant periods of different grants that may be combined for a project
Solution 3h	<p>Modify Eligibility Criteria for Project Activities</p> <ul style="list-style-type: none"> ▪ Allow flexibility in grants for all necessary activities, such as planning, design, construction, short-term maintenance, and monitoring
Solution 3i	<p>Coordinate on Solicitations for Urban Greening Grants</p> <ul style="list-style-type: none"> • Standardize urban greening solicitations to the extent possible

DRAFT

Outline for Roadmap of Funding Solutions for Sustainable Streets

Executive Summary

1.0 Introduction

1.1 Statement of Purpose

- *Identify and commit to specific actions to achieve the funding of green stormwater infrastructure as an integral component of multi-benefit projects, with an emphasis on streets due to the water quality impacts of motor vehicles, the stormwater collection and conveyance function provided by roadway surfaces, and the integration of storm drain systems into streets and roads.*

1.2 Financial Needs and Anticipated Benefits

1.3 Organization of the Roadmap

- *Explains the interrelationships between:*
 - *Pathways (Section 2.0)*
 - *Roles (Section 3.0)*

2.0 Pathways

2.1 Path to Better Integration of Funding for Multi-benefit Projects

- *Identifies relevant solutions and specific commitments by participating agencies seeking to fully fund sustainable streets through identified funding programs*
- *Provides schedule of specific actions to improve integration*
- *Actions are categorized as immediate solutions, short-term/administrative solutions, and long-term solutions including legislation*

2.2 Path of Coordination Regarding Grant Application Processes

- *Identifies relevant solutions and specific commitments by participating agencies seeking to remove obstacles to funding sustainable streets through coordination regarding grant application processes*
- *Provides schedule of specific actions to coordinate regarding grant application processes*
- *Actions are categorized as immediate solutions, short-term/administrative solutions, and long-term solutions including legislation*

2.3 Path of Improving Conditions for Projects that Are Funded by Multiple Grants

- *Identifies relevant solutions and specific commitments by participating agencies seeking to improve conditions for projects that receive funding from separate grant programs*
- *Provides schedule of specific actions to improve coordination*
- *Actions are categorized as immediate solutions, short-term/administrative solutions, and long-term solutions including legislation*

DRAFT

- 2.4 Path to Additional Funding Options
 - *Identifies relevant solutions and specific commitments by participating agencies seeking additional funding options (fees, loans, etc.) for green stormwater infrastructure*
 - *Provides schedule of specific actions to identify and secure additional funding*
 - *Actions are categorized as immediate solutions, short-term/administrative solutions, and long-term solutions including legislation*

- 3.0 Roles and Responsibilities
 - 3.1 Roadmap Committee
 - *Describes the body that will oversee implementation of the Roadmap*
 - 3.2 Representatives of Participating Agencies
 - *Lists the point of contact for each participating agency*
 - 3.3 Champions
 - *Identifies champions and describes a process to guide legislative actions*
 - 3.4 Tracking and Follow-up
 - *Describes a process to track and report on progress*

Appendix A: List of Acronyms and Definitions

Appendix B: List of Potential Sources of Funding for Green Stormwater Infrastructure



Case Study

Proposition 1 Stormwater Grant Program – Potential Solutions for Sustainable Streets

Matt Fabry, Bay Area Stormwater Management Agencies Association
Laura Prickett, Horizon Water and Environment



Regional Roundtable Focus Meeting
May 23, 2017

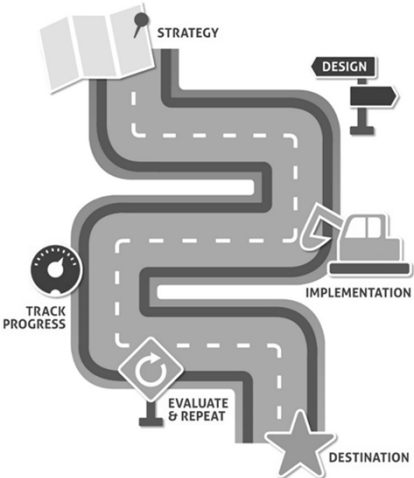
Outline

- 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

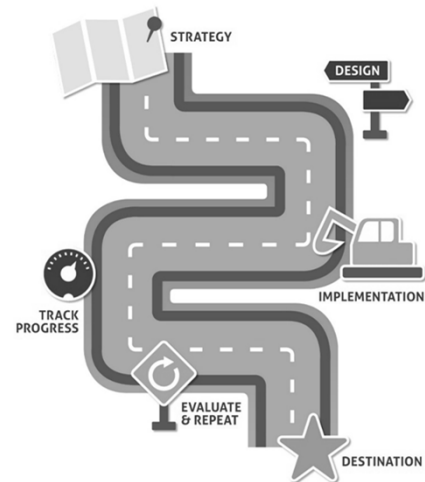
- Green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle, providing habitat, flood protection, cleaner air, and cleaner water
- Roundtable focuses on green infrastructure that is
 - Designed to provide stormwater treatment, which removes pollutants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

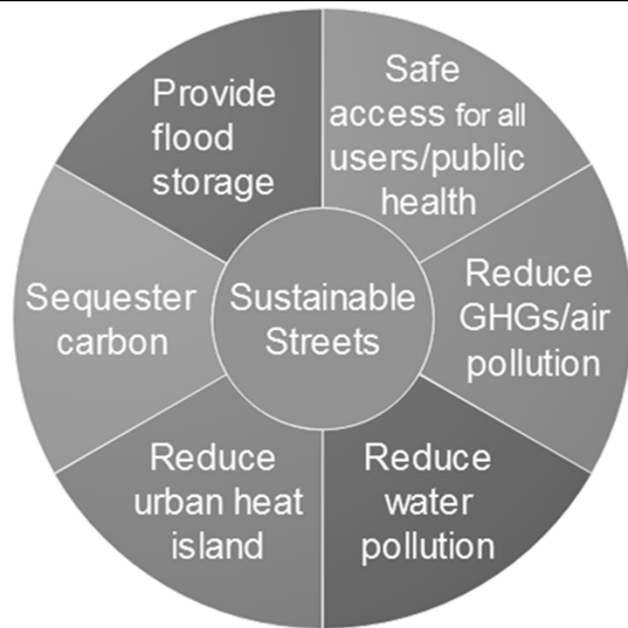
“Complete Streets” + Green infrastructure

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

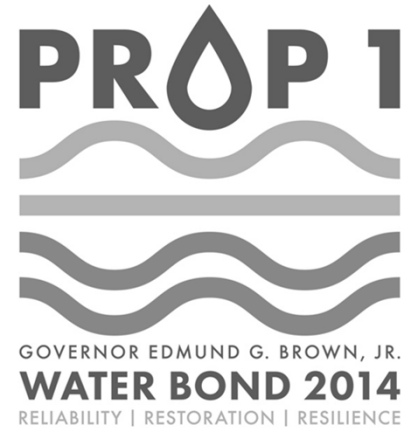
- Round 1 grant awards in 2016
 - \$9.6 million in Planning Grants
 - \$105 million in Implementation Grants
- Round 2 solicitation in 2018
 - \$86 million anticipated to be awarded
- Multi-benefit storm water management projects
 - Must be in Storm Water Resource Plan/functional equivalent



Key Take-Aways

Eligible costs are listed in proposition

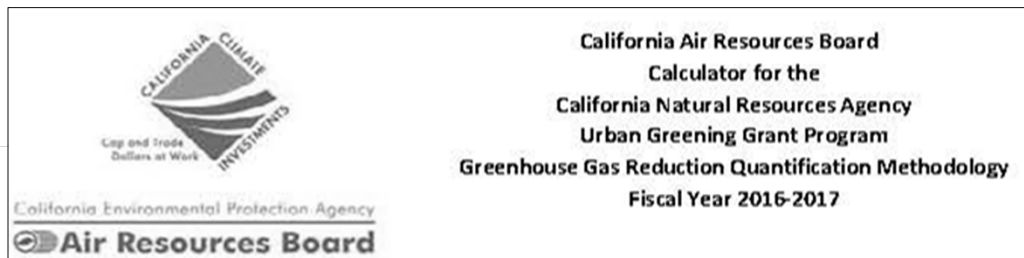
- Costs associated with stormwater or dry weather capture are eligible for funding
- Costs associated with multiple benefits are eligible
- Eligible projects are listed in the proposition and cannot be changed after the voters approve proposition



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



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?





Case Study

One Bay Area Grant Program (OBAG2) – Potential Solutions for Sustainable Streets

Adrienne Miller, Geosyntec Consultants



Regional Roundtable Focus Meeting
May 23, 2017

Outline

- Overview of OBAG 2
- Key take-aways from research for case study
- Solution 1: Better integration of green infrastructure (GI) and complete streets.
- Solution 2: Coordinate grant application process.
- Solution 3: Improvements for using multiple grants for one project.
- Roundtable Discussion



One Bay Area Grant Program (OBAG2)

- **One Bay Area Grant Program (OBAG):**
 - Guides how federal transportation funds are to spent in our region (divided into Regional Program and County Program).
- **Green Infrastructure in OBAG:**
 - OBAG Program itself does not preclude GI components from being funded as part of an eligible OBAG project (limitations come from federal law).



*Transit-oriented development near El Cerrito del Norte BART Station.
Credit: Peter Beeler*



Key Take-Aways Federal Limitations

- OBAG requirements are determined by federal law, so MTC is limited.
- Caltrans ATP has developed its own requirements beyond the federal requirements, so clarification is needed to determine eligibility.



Housing at the Bay Meadows development, a Priority Development Area (PDA) site in San Mateo. (Source: MTC)



Key Take-Aways

Some green street components may be eligible

- Under current OBAG eligibility requirements:
 - GI is eligible if required for mitigation.
 - Permeable pavement is eligible.
 - Landscaping as part of streetscape improvement or safety improvement is eligible.



PerVIOUS pavement



Solution 1: Better Integration Programmatic

- **Obstacles to Sustainable Streets:**
 - Some GI elements of OBAG projects may be ineligible for federal transportation funds; eligibility criteria governed by federal law.
 - Eligibility is unclear, may vary between programs using same federal sources (ex. ATP, OBAG).
- **Solutions:**
 - Coordinate with Caltrans to develop guidance clarifying eligibility of GI elements in federally funded (OBAG) transportation projects. Similar guidance exists specific to Caltrans ATP program.



Solution 1: Better Integration Programmatic

▪ Additional Solutions:

- BASMAA to develop guidance for grant applicants to demonstrate multiple benefits of GI components in transportation projects.
- MTC notes that exchanges can be made for OBAG projects; CMAs can recommend exchanges to transfer OBAG funding from a project with federal eligibility issues onto a project with clear federal eligibility (pavement rehab.) and transfer “clean” money back to the original OBAG project.



Solution 1: Better Integration Legislative

▪ Obstacles to Sustainable Streets:

- Some GI elements of OBAG projects may be ineligible for federal transportation funds; eligibility criteria governed by federal law.
- Eligibility is unclear, may vary between programs using same federal sources (ex. ATP, OBAG).

▪ Solutions:

- BASMAA to work with partners, such as Water Environment Foundation, to influence eligibility of GI in federal surface transportation programs; Support communication with MTC on legislative advocacy.



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 changes to federal legislation.
- Very difficult/cumbersome to mix funds from different sources.



Solution 3a: Coordinate Application Process Programmatic

▪ Obstacles:

- Cost of resources to apply for multiple, often complex grants.
- OBAG2, Proposition, and other funding program requirements are too unique to fit into a “single application” solution.

▪ Solution: Develop Internal Application

- MTC is looking at ways to coordinate regional programs.
- Funding agencies may consider other related grant programs (timing, criteria, etc.) in the development of future programs; coordinate where feasible.



Solution 3b: Coordinate Match Requirements Programmatic

■ Obstacles:

- 11.47% non-federal local match required for Surface Transportation Block Grant Program / Congestion Mitigation and Air Quality Improvement Programs (STP / CMAQ) projects. This match is determined by federal law.
- Same federal requirements apply to the project components funded with matching funds.

■ Solution: Clarify Match Requirements

- *Additional* non-federal funds must be used on ineligible scope elements.



Solution 3c: Coordinate Joint Reporting Programmatic Not applicable to case study

■ Solution: Coordinate Joint Reporting

- Compare reporting requirements for applicable grant programs.
- Identify opportunities to coordinate reporting schedule, format, and other requirements.

■ Infeasible Because:

- MTC does not have reporting requirements for OBAG, but Caltrans does have federally-mandated reporting requirements for federally-funded projects.



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.
- **Infeasible Because:**
 - OBAG program already includes an emphasis on multi-modal, multi-benefit projects.
 - OBAG criteria doesn't include a requirement to look at cost/benefit.



Solution 3e: Coordinate Timing of Funding Cycles Programmatic

- **Obstacle:**
 - Funding cycles are not coordinated.
 - Deadlines subject to federal authorization/obligation.
 - Federal legislation dictates when funds are spent.
- **Solution: Coordinate Timing of Cycles**
 - MTC looking to ways to coordinate regional programs.



Solution 3f: Coordinate Information on Funding Cycles Programmatic

- **Obstacle:**
 - Release of solicitations and funding are not coordinated.
- **Solution: Coordinate Regarding Cycles**
 - MTC looking to ways to coordinate regional programs.
 - Develop a database of grants/upcoming solicitations.
 - Inform other funding agencies of RFPs.



Solution 3g: Advertise Maximum Grant Periods Programmatic

- **Obstacles:**
 - Coordination of different programs with different delivery deadlines and extension possibilities.
 - Grant extensions not available for OBAG.
- **Solution: Advertise in the Solicitation**
 - MTC notes that obligation and delivery deadlines are already described in the OBAG policy resolution; extensions not available.



Solution 3h: Modify Eligible Activities Legislative Not applicable to case study

- **Solution:**
 - Consider seeking to influence the development of future grant language to allow funding of routine maintenance.
- **Infeasible Because:**
 - Eligibility for maintenance is determined by federal law. Federal grants can be used for short-term establishment only.



Roundtable Discussion

How do solutions relate to other programs?

Solutions	Programmatic	Legislative	Guidance?	NA
1 - Better integration				
2 - Single distribution				
3a - Coordinate application process				
3b - Coordinate match policies				
3c - Coordinate joint reporting				
3d - Broaden scoring criteria				
3e - Coordinate timing of cycles				

How do solutions relate to other programs?

Solutions	Programmatic	Legislative	Guidance?	NA
3f - Coordinate info on cycles				
3g - Advertise max grant periods				
3h - Modify eligible activities				

Roundtable Discussion

- Where is the low-hanging fruit / easy changes to make?
- Which solutions would provide the greatest relief to sustainable streets projects?
- Who needs to be included in discussions of solutions?





Prioritizing Solutions in the Roadmap for Funding Sustainable Streets

Laura Prickett, Horizon Water and Environment



Regional Roundtable Focus Meeting
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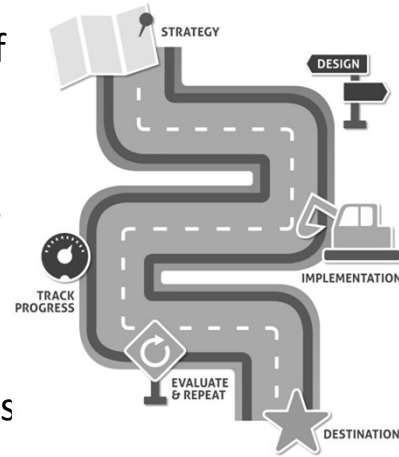
Outline

- Why prioritize solutions?
- Results of survey on priorities for funding solutions
- Meeting Participant Input for Roadmap Content



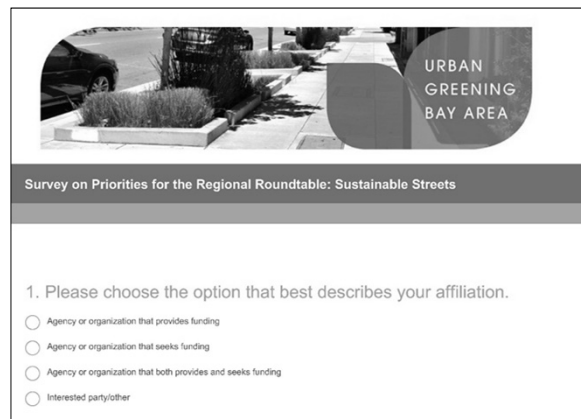
Why Prioritize Solutions

- The Roundtable will produce a Roadmap of 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
- Prioritizing solutions will inform timeframes and sequencing of specific actions

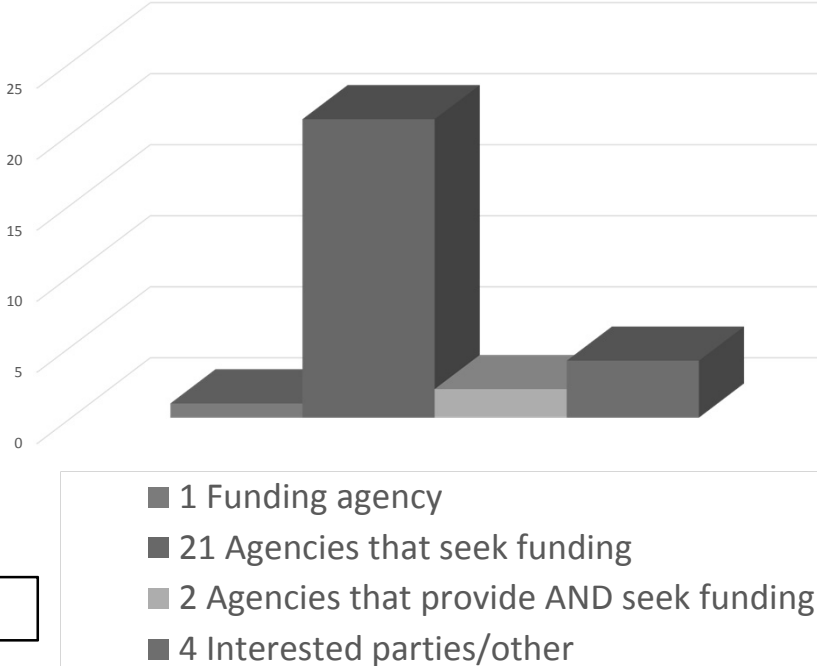


Survey on Priorities for Sustainable Streets Funding Solutions

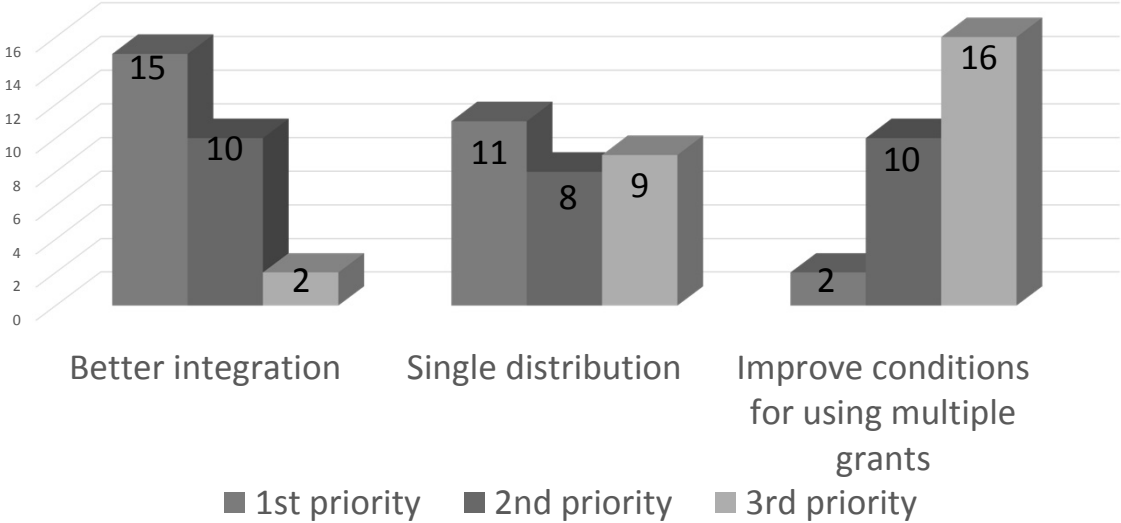
- Survey was sent to
 - Roundtable Participants
 - Roundtable interested parties
 - Local stormwater programs
- Survey was open from May 8 to 17
- Received 28 responses



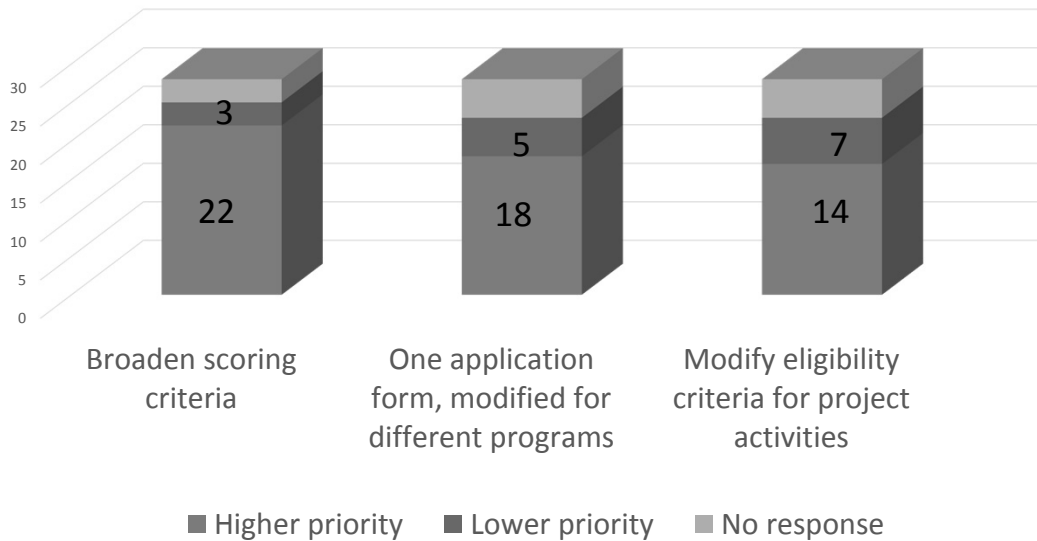
Who responded to the survey?



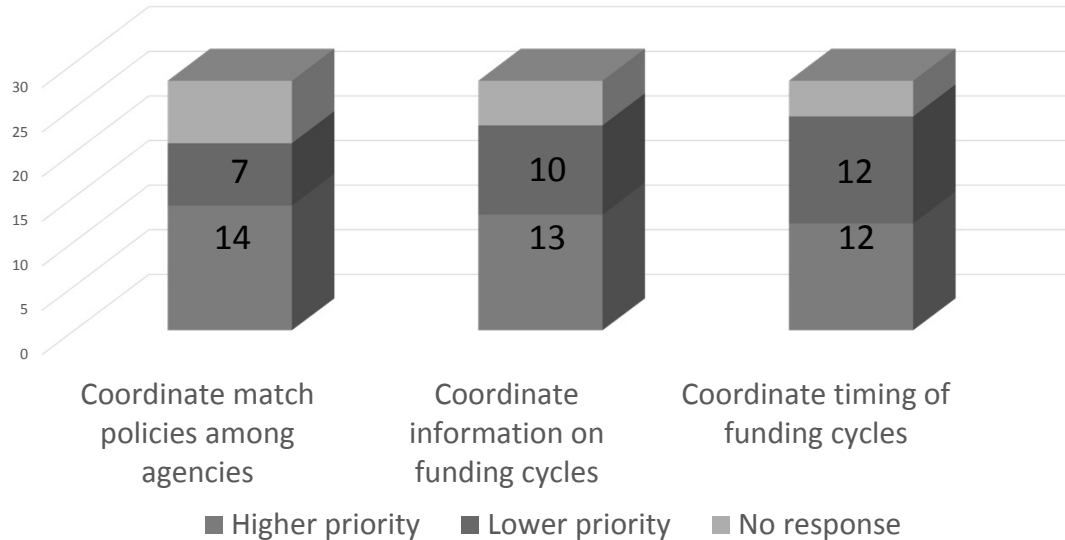
Ranking of 3 Categories of Solutions



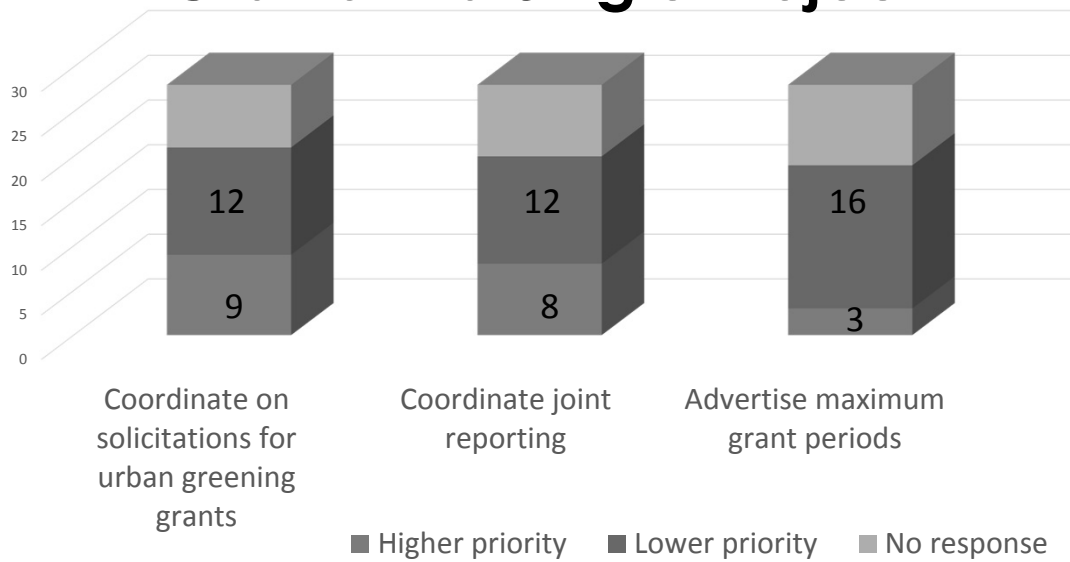
Higher Priority Solutions for Using Multiple Grants in a Single Project



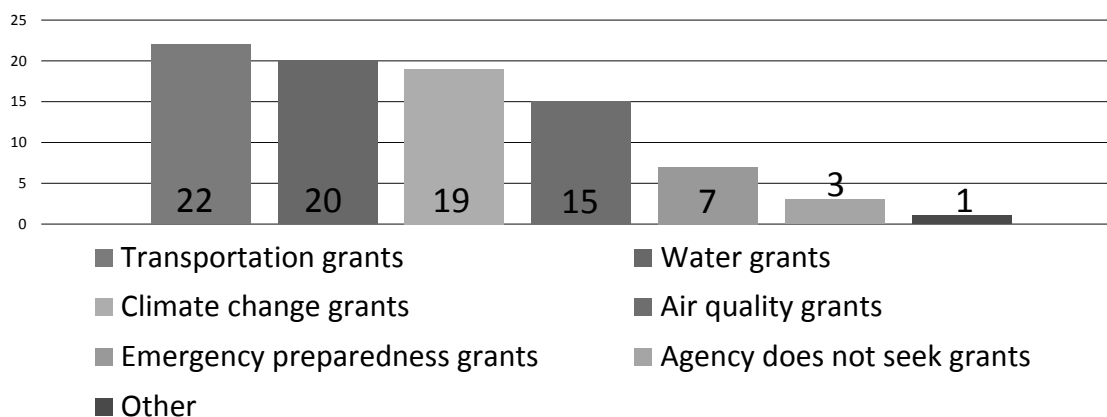
Mid-Range Priority Solutions for Using Multiple Grants in a Single Project



Lower Priority Solutions for Using Multiple Grants in a Single Project



Funding Sources You Would Pursue if Obstacles Are Removed?



Input from March 28 Roundtable Meeting Higher Priority at Meeting

Obstacle to Funding Sustainable Streets	Attendees' Input on Prioritization	Survey Priority
Ineligible costs – Project Type	A large majority of attendees	Higher
Grant Administration-Applications	Approximately 40% of attendees	Higher
Grant Administration - Tracking	Approximately 30% of attendees	Lower
Matches for Multiple Grants	Approximately 30% of attendees	Mid
Scoring of Cost Effectiveness	Approx. 20% of attendees, including approx. 50% of Roundtable Participants	Higher

Input from March 28 Roundtable Meeting Lower Priority at Meeting

Obstacle to Funding Sustainable Streets	Attendees' Input on Prioritization	Survey Priority
Ineligible Costs – Project Activities	Less the 10% of attendees	Higher
Funding Cycles Not Coordinated	Approximately 10% of attendees	Mid
Grant Periods May Not Align	Approximately 10% of attendees	Lower

Meeting Participant Input for Roadmap Content

- Input will make Roadmap as useful as possible for
 - Implementing agencies and stakeholders
 - Interested parties
- Input requested on:
 - Criteria for identifying high priority solutions and infeasible solutions
 - Identification of next steps including implementation partners



Input requested



Draft Screening Criteria for Inclusion in Roadmap

- Some solutions may be removed from further consideration in the Roadmap based on:
 - **Lack of key support** - Agencies that would be responsible for implementation do not support the solution



Input requested



Draft Criteria for Prioritizing Solutions

- **Effectiveness** - The extent to which the solution would help to make more funding available for sustainable streets projects
- **Ease of implementation** – Level of time and resources, for example:
 - Can the solution be implemented by one agency?
 - Can the solution be implemented in one year?
- **Support** - Support demonstrated for the solution, such as commitments by Roundtable Participants/interested parties



Input requested



Draft Prioritization of Solutions Higher Priority

- Better integration
- Coordinate on grant application process
- Broaden scoring criteria
- Modify eligibility criteria for project activities



Input requested



Draft Prioritization of Solutions Lower Priority

- Coordinate match policies among agencies
- Coordinate information on funding cycles
- Coordinate timing of funding cycles
- Coordinate joint reporting
- Coordinate on solicitations for urban greening grants
- Advertise maximum grant periods



Input requested



Other Solutions to Consider?

- Identify other solutions
- Apply criteria to identified solutions



Input requested





Types of Collaboration to Consider for Roadmap of Funding Solutions

Sam Ziegler, U.S. Environmental Protection Agency
Matt Fabry, Bay Area Stormwater Management Agencies Association



Regional Roundtable Focus Meeting
May 23, 2017

Outline

- National Green Infrastructure Collaborative (Sam)
 - Background
 - Participating federal agencies
 - Types of agency commitments
- Potential types of collaboration to include in Roadmap (Matt)
- Roundtable Discussion





*A network-based learning alliance
created to help communities more
easily implement green infrastructure*

- Established in October 2014 to broaden national engagement
 - Leveraging joint efforts
 - Sharing and building knowledge
 - Facilitating shared inquiry
- Federal agencies, NGOs & private-sector entities



Participants

Non-Federal

- | | |
|--|--|
| <ul style="list-style-type: none">▪ U.S. Department of Agriculture▪ U.S. Department of Defense▪ U.S. Department of Energy▪ U.S. Department of Housing and Urban Development▪ U.S. Department of the Interior▪ U.S. Department of Transportation | <ul style="list-style-type: none">▪ American Society of Engineers▪ Association of Clean Water Administrators▪ Environmental Defense Fund▪ National Association of Clean Water Agencies▪ National Association of Flood & Stormwater Management Agencies▪ Tree People▪ Others... |
|--|--|



Types of Commitments

- EPA
 - Provide 25 communities with assistance
- DOT
 - Investments with livability & environmental benefits
- Department of Interior
 - USFWS builds Visitor Center at Detroit River Wildlife Refuge highlighting green infrastructure



- For more information
 - [https://www.epa.gov/green-infrastructure/green-infrastructure-collaborative#Collaborative Members](https://www.epa.gov/green-infrastructure/green-infrastructure-collaborative#Collaborative%20Members)



Potential Types of Collaboration to Include in Roadmap

- Collaborate on joint application/instructions/policies
- Improve instructions for grant applicants in coordination with other funding agencies
- Collaborate on advocacy for legislative changes
- Encourage/fund actions with mutual benefit
- Convene/lead collaborative processes



Roundtable Discussion

- How would collaborating on sustainable streets benefit your agency?
- What collaborative processes is your agency engaged in now?
- What strengths does your agency offer?
- What commitments could your agency make?



Input requested





Outline for Roadmap of Funding Solutions for Sustainable Streets

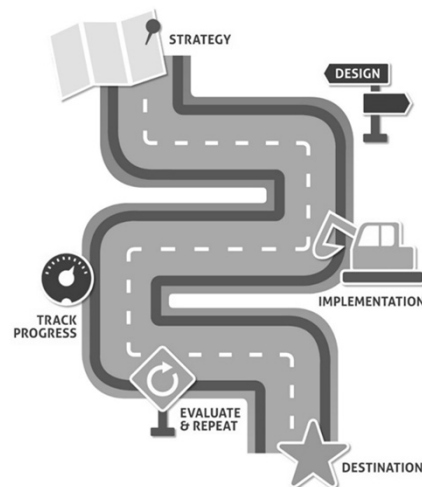
Laura Prickett, Horizon Water and Environment



Regional Roundtable Focus Meeting
May 23, 2017

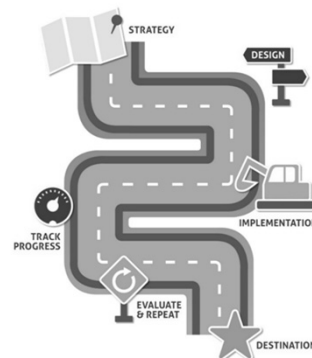
Outline

- Purpose of Roadmap
- Organization of Roadmap
- Input from Roundtable Participants



Purpose of the Roadmap

- Identify and commit to specific actions
 - To achieve the funding of green stormwater infrastructure as an integral component of multi-benefit projects, with an emphasis on streets due to:
 - The water quality impacts of motor vehicles,
 - The stormwater collection and conveyance function provided by roadway surfaces, and
 - The integration of storm drain systems into streets and roads
 - State and regional focus on investing in active transportation



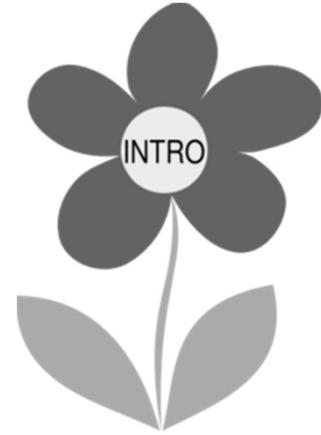
Organization of the Roadmap

- Executive Summary
- 1 - Introduction
- 2 - Pathways
- 3 - Roles and Responsibilities
- Appendices



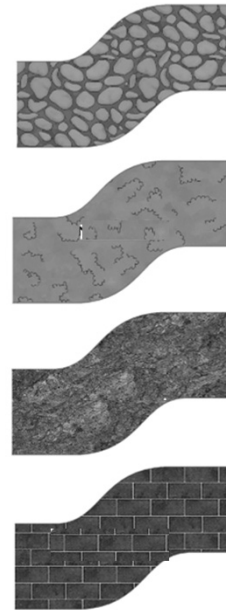
Section 1: Introduction

- Statement of Purpose
- Financial Needs and Anticipated Benefits
- Organization of the Roadmap
 - Explains Interrelationships between
 - Pathways (lists and schedules of specific actions)
 - Roles (who is acting and how are actions tracked)



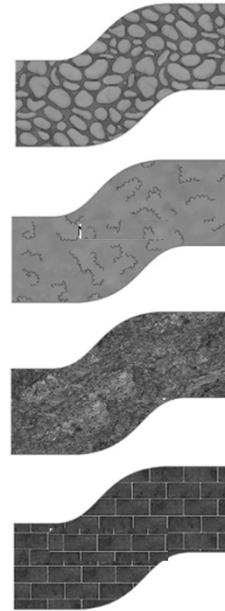
Section 2: Pathways

- Path to Better Integration of Funding for Multi-benefit Projects
- Path of Coordination Regarding Grant Application Processes
- Path of Improving Conditions for Projects that Are Funded by Multiple Grants
- Path to Additional Funding Options



Elements Included in Each Path

- Relevant solutions
- Commitments by participating agencies
- Schedule of specific actions
- Actions are categorized as:
 - Immediate solutions
 - Short-term, administrative solutions
 - Long-term solutions, including legislation



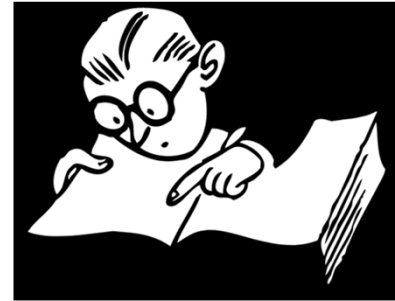
Section 3: Roles and Responsibilities

- Roadmap Committee
 - Oversees implementation
- Representatives of Participating Agencies
 - Points of contact
- Champions
 - Advocacy, guiding legislative actions
- Tracking and Follow-up
 - Track and report on progress



Appendices

- List of Acronyms and Definitions
 - Improve cross-sector understanding
- List of Potential Funding Sources
 - Sources of funds for local match
- Solutions Considered and Withdrawn
 - Provides a record of decisions taken



Input from Roundtable Participants

- Questions about the Roadmap?
- Ideas regarding:
 - Specific actions?
 - Agency roles?
- Synergies with actions that agencies are already planning?



Input requested