

**Bay Area Stormwater Management Agencies Association (BASMAA)
Urban Greening – Focus Meeting 2**

September 19, 2017

Attendees:

Jim Scanlin, Alameda County Clean Water Program (ACCWP)	Eric Zickler, Lotus Water
Matt Fabry, Bay Area Stormwater Management Agencies Association (BASMAA)	Alisa Valderrama, Natural Resources Defense Council (NRDC)
Geoff Brosseau, BASMAA	Keith Lichten, Regional Water Quality Control Board (RWQCB)
Mallory Atkinson, Bay Area Metro	Thomas Mumley, RWQCB
Christy Leffall, Bay Area Metro	Josh Bradt, San Francisco Estuary Partnership (SFEP)
Matt Maloney, Bay Area Metro	Adrien Baudrimont, SFEP
Anne Richman, Bay Area Metro	Jean Higaki, San Mateo City/County Association of Governments (C/CAG)
Miriam Torres, Bay Conservation and Development Commission (BCDC)	Matt Gerhart, State Coastal Conservancy (SCC)
Garth Hopkins, California Transportation Commission (CTC)	Sam Schuchat, SCC
Jagjiwan Grewal, Caltrans	Eugene Maeda, Santa Clara Valley Transportation Authority (VTA)
Ephrem Meharena, Caltrans	Jill Bicknell, Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP)
Tom Rutsch, Caltrans	Allison Chan, Save the Bay
Fred Ho, City of Campbell	Laura Tam, San Francisco Bay Area Urban Research (SPUR)
Terri Fashing, City of Oakland:	Jeffrey Albrecht, State Water Resources Control Board (SWRCB)
Ryan Russo, City of Oakland	Meghan Tosney, SWRCB
Alison Schwarz, City of Oakland	Katherine Jones, Trust for Public Land (TPL)
Bruce Williams, City of Oakland	David Smith, US Environmental Protection Agency (USEPA)
Amanda Booth, City of San Pablo	Luisa Valiela, USEPA
Thomas Ruark, City of Union City	Erica Yelensky, USEPA
Mary Halle, Contra Costa County	
Rachel Kraai, Contra Costa Clean Water Program (CCCWP)	
Curt Kruger, Contech	
Paul Wells, Department of Water Resources (DWR)	

1. Opening Remarks: Sam Schuchat, State Coastal Conservancy (SCC)

- The first topic is the Prop 1 Grant Program as it relates to Sustainable Streets:
 - SCC focuses on diverse topics such as complete streets, anadromous fish, wetland restoration, and watershed restoration.
 - SCC's Urban Greening Grant program is geographically focused.
 - SCC has distributed \$50 million dollars over 5 grant rounds, including one Urban Greening round in Los Angeles County and one in the Bay Area.
 - In addition to streetscapes, there are Urban Greening projects in school yards, parking lots in parks, and public housing projects like the Ramona Project in Bernal Heights.

- The second topic is the Roadmap of Funding Solutions for Sustainable Streets:
 - The Roadmap is fabulous, but you can't compel us to do any of these things, though we are going to try on our end.
 - State agencies are hard to move.
 - It is challenging to coordinate the RFP processes for different grants.
 - Something missing from the Roadmap is actions to make the funding of Sustainable Streets politically salient.
 - For example, a substantial amount of funds were set aside for projects benefiting the Los Angeles River in the recent Senate Bill 5, which provides funding for water-related projects. Since the 1980s a lot of work has been conducted to achieve political saliency for restoring the Los Angeles River, which passes through diverse communities.
 - The core challenge for sustainable streets is to find out how to do the same. Need to build political momentum, understand public opinion clearly. Remember to be patient. It has taken 30 years to build momentum for the Los Angeles River.

2. Panel Discussion: Transportation Funding Related to Sustainable Streets

Facilitated by Matt Fabry, BASMAA

Panelists:

Garth Hopkins, CTC; Tom Rutsch, Jagjiwan Grewal, and Ephrem Meharena, Caltrans; Anne Richman, Bay Area Metro; Eugene Maeda, VTA; Jean Higaki, C/CAG

Questions/ Discussion:

Matt Fabry, Facilitator:

- Senate Bill (SB) 1 allocates 1 billion dollars for transportation, 50 percent of which is for Local Streets and Roads (LSR).
- Eligible activities under SB 1 include complete streets, active transportation, and drainage. There are also statements about adaptation to climate change and sea level rise.
- What does this mean for Sustainable Streets (projects that include both complete streets improvements and green stormwater infrastructure)?

Garth Hopkins, CTC:

- SB 1 is not a done deal. It passed by the legislature, but it may be recalled on the November ballot.
- There are specific requirements that local agencies must meet in order to use SB 1 funds.
- The instructions are on the CTC's website.
- If jurisdictions choose, SB 1 can be used for Sustainable Streets.
- SB 1 provides a new pot of money, but local agencies need to provide their list of projects. There is a lot of latitude in how to use the funds.
- CTC also has \$200 million a year set aside for "self-help" counties that have a local sale tax that provides revenue for transportation funding. The CTC is still working on the guidelines for the recipients of the funds, half of which are discretionary.
- CTC also has \$100 million a year for active transportation projects that enhance stormwater and provide climate change mitigation. There are potentially some Sustainable Streets components that could be eligible.

Matt Fabry, Facilitator:

- Caltrans has an obligation fund a certain amount of stormwater treatment per year, in order to meet the Total Maximum Daily Load (TMDL) requirements in its statewide stormwater permit. To what extent can those funds go to Sustainable Streets projects? Or does Caltrans need to fund regional projects?

Tom Rutsch, Caltrans:

- Caltrans must provide stormwater treatment of runoff from its right of way (ROW) and a certain acreage in TMDL watersheds. The Caltrans statewide stormwater permit allows Caltrans to partner with local agencies due to limited Caltrans right-of-way. Caltrans can contribute to local projects and receive credit on a per acre basis.
- Cooperative Implementation Program: This programs funds local projects, and Caltrans receives per-acre credit toward TMDL compliance. The local projects funded by this program can be totally separate from the Caltrans ROW. Caltrans can receive credit for contributing funds to the planning, design, and/or construction of a project. Currently there is no money in the fund, but \$25 million is anticipated in the spring of 2018.
- Financial Contribution Only Program: A project must provide stormwater treatment of runoff from the Caltrans ROW and must provide benefits to Caltrans. This program cannot fund planning or design; only capital construction.

Jagjiwan Grewal, Caltrans:

- The following information was provided on the Financial Contribution Only Program:
 - Stormwater treatment is one component of the Caltrans State Highway Operation and Protection Program (SHOPP) program, which funds capital improvements that are necessary to preserve and protect the state highway system.
 - Funded projects must follow all rules and regulations of the SHOPP Program.
 - SHOPP funding is available every two years.
 - Stormwater treatment projects must treat runoff from the Caltrans ROW and must provide benefits to Caltrans, such as providing compliance units.
 - Hardeep Takhar, District 4 Water Quality Manager, has had discussions with the County of Alameda and the City of Hayward about funding from this program.
 - Projects must follow the standard Caltrans format to receiving funding.
 - Maintenance is provided by local agencies.

Matt Fabry, Facilitator:

- To what extent does the Local Assistance Program make determinations regarding the eligibility of projects?

Ephrem Meharena, Caltrans:

- The Local Assistance Program conducts a specific review of each project to determine if the project follows the applicable rules, including the eligibility requirements. We then make funding recommendations and submit the recommendations to the CTC.
- Applications for Sustainable Streets are welcome. Green infrastructure features that meet the definition of “functional landscaping” and provide both stormwater treatment and safety benefits can generally be fully funded under the Active Transportation Program. If a proposed green infrastructure feature does not provide safety benefits, then it may be considered non-

functional landscaping. Up to five percent of an Active Transportation Program grant awarded by Caltrans can be spent on non-functional landscaping.

Matt Fabry, Facilitator:

- Can Caltrans receive TMDL compliance credit for projects that it funds under the Active Transportation Program that include green stormwater infrastructure, or other Local Assistance-funded projects that include green stormwater infrastructure? On Local Assistance Program level, if the green stormwater infrastructure facilities in Sustainable Streets projects meet Caltrans' eligibility requirements then can cities receive funding that covers the green stormwater infrastructure facilities?

Ephrem Meharena, Caltrans:

- Currently, more grants have been awarded for safe routes to school type projects. If Sustainable Streets incorporate eligible requirements, then they could be funded.

Jagjiwan Grewal, Caltrans:

- It is not clear at this time if Caltrans can receive TMDL compliance credit for local projects that include green stormwater infrastructure and are funded through the Caltrans Local Assistance Program.

Matt Fabry, Facilitator:

- Are there other funding sources that the Metropolitan Planning Commission (MTC) administers, other than the One Bay Area Grant program, under which green stormwater infrastructure facilities could be eligible?

Anne Richman, Bay Area Metro:

- The Transportation Development Act (TDA) Article 3 program provides funds to local jurisdictions for bicycle and pedestrian street improvements. Approximately \$6 to \$9 million dollars are available. Sustainable Street elements would be allowed if they are necessary to address drainage.
- Active Transportation Program (ATP) – In addition to the statewide competitive grant program that is administered by Caltrans, a portion of the ATP funds are administered by MTC under the ATP Regional Program. MTC is completing cycle 3. SB 1 provides augmentation of funding for the ATP Regional Program.
- The Priority Conservation Program is administered by MTC and the State Coastal Conservancy and provides for eligibility of urban greening projects. Sustainable Street projects that are located in designated Priority Conservation Areas may be eligible. This is a \$15-million-dollar program. The next cycle will be launched in 6 to 12 months.
- State Transportation Improvement Program (STIP) – The STIP program funds highway and major arterial roadways. The eligibility of greening elements is limited to safety and sometimes drainage functions.

Matt Fabry, Facilitator:

- Where does GSI reside in Plan Bay Area? Resilience, other?

Anne Richman, Bay Area Metro:

- Plan Bay Area provides for the programming and planning of transportation projects, and links the planning and programming of transportation improvements to land use planning.

Matt Maloney, Bay Area Metro:

- MTC and ABAG developed an Action Plan to focus on key performance targets for Plan Bay Area, as well as emerging issues that require proactive regional policy solutions. Resilience is one of the three pillars of the Action Plan. Resilience efforts include preparing for climate change hazards such as sea level rise, extreme storms and droughts. This would encompass natural infrastructure and stormwater projects that provide climate change adaptation benefits.

Presentation by Eugene Maeda, VTA

- VTA is a special district that serves as the Congestion Management Agency for Santa Clara County and also administers revenue from the County's half-cent sales tax.
- Measure B, a half-cent sales tax measure approved by voters in 2016, is under litigation.
- VTA can fund sustainable streets elements.
- Priority Development Areas (PDA) are where VTA would fund sustainable streets.
- Various funding sources:
 - One Bay Area Grants within Santa Clara County – allow for green infrastructure
 - Half-cent sales tax measure funds (Measure A, Measure B) – allows for green infrastructure when included as a Complete Streets element
 - PDA grants for planning, cost estimation, and identification of funding mechanisms – allows for green infrastructure.
- VTA developed Best Practices guidelines in 2004.
- Examples of projects that have incorporate green infrastructure include the Monterey Highway project in Gilroy (funded by MTC's Transportation for Livable Communities Program) and BART to Silicon Valley (funded by Santa Clara County Measures A and B, the State Traffic Congestion Relief Program, and the federal New Starts Program).
- The BART to Silicon Valley project was designed to result in no net increase in stormwater runoff.

Matt Fabry, Facilitator:

- What are the C/CAG sources of local funding?

Jean Higaki, San Mateo C/CAG:

- The County's Measure M vehicle license fee provides funding for transportation-related activities, including activities to address the impacts of transportation to water resources.
- Safe route to schools and Green Streets – C/CAG has issued an RFP for a pilot program to fund Safe Routes to Schools and green streets. The pilot program has a budget of \$2 million, which includes \$1 million of Safe Routes to Schools funding and \$1 million of stormwater funding.

Matt Fabry, Facilitator:

- How can agencies consider the roadway function of conveying stormwater in the same way as conveying vehicles? What is one way we can significantly advance the integration of Sustainable Streets?

Jean Higaki, San Mateo C/CAG:

- Projects should design green stormwater infrastructure to meet the transportation definition of functional landscaping as much as possible.

Anne Richman, Bay Area Metro:

- The eligibility guidelines should be made clearer.
- It may take time and experience to make green stormwater infrastructure a key function.

Garth Hopkins, CTC:

- We need to work together in collaboration and come up with an approach. There is increasing latitude in transportation funding, but a total package for funding Sustainable Streets should be developed.

3. Draft Roadmap of Funding Solutions for Sustainable Streets:

Presentation by Laura Prickett, Horizon Water and Environment

- The Roadmap presents Specific Actions for funding Sustainable Streets
- For each Specific Action, a lead agency or organization is suggested, as well as a timeframe for implementation.
- Examples of Specific Actions for funding and implementation agencies and champions include:
 - Funding agencies: Identify opportunities to more fully fund Sustainable Streets, using a checklist provided in the Roadmap.
 - Implementation agencies: Prepare guidance on how to “package” projects for applications for specific grants.
 - Champions: Develop a state legislative program for funding Sustainable Streets.
- A Roadmap Committee is suggested, to track implementation of Specific Actions, conduct meetings on an annual basis (or other interval) and recognize accomplishments.

Questions/ Discussion:

Matt Fabry, BASMAA:

- Is there something we can do for the agencies participating in the Roundtable process to take this Roadmap and adopt a resolution of support? We are looking at a long-term process.

Keith Lichten, RWQCB:

- What is the right level of abstraction for this Roadmap? What level of detail is useful?

David Smith, USEPA:

- Find out what has helped grant applications be selected and prepare one or two case studies on projects that were funded. Provide a higher level of definition to help applicants gauge how competitive their projects are and better understand the nuts and bolts of obtaining funding.

Bruce Williams, City of Oakland:

- City of Oakland has worked with Caltrans funding in particular. It is important to provide information on how green infrastructure can be considered functional landscaping.

Tom Rutsch, Caltrans:

- Caltrans has money and is actively looking for partnering opportunities.

Jagiwan Grewal, Caltrans:

- A lot of collaboration needed. There is flexibility within each grant program – help applicants find the flexibility in the programs they are applying for and tailor the applications accordingly.
- Consider transportation asset management at the program level, to see how to maximize performance and output. Look for ways to include as many multiple benefits as possible.

Ephrem Meharena, Caltrans:

- There is a lot of benefit to understanding the funding guidelines.
- Work with what you have, in order to fit within the requirements. When submitting grant applications, don't submit old plans that were previously shelved. Tailor your application to meet the requirements identified in the grant solicitation.
- An annual meeting is a good idea. It may take more time to develop solutions.

Anne Richman, Bay Area Metro:

- It would be helpful to have a fact sheet or summary of the Roadmap.
- Have annual meetings for updates and reminding partner agencies of action items.
- The Roadmap should define the state of the repair needed and tie it to sustainable streets.
- Some of the actions will have to be more long term than indicated in the Draft Roadmap.

Eugene Maeda, VTA:

- Maintenance is an issue. There is no identified funding to maintain green infrastructure.

Jean Higaki, C/CAG:

- The Roadmap should consider what the cities' needs are.
- Some of the actions will have to be very long term.

Laura Tam, SPUR:

- SPUR works with cities and the public to create momentum and is interested in helping build broader public engagement around Sustainable Streets.
- A call to action around the Roadmap is needed in order to make a stronger case.
- Resiliency is a key topic in the Bay Area. Focusing on the resiliency benefits of Sustainable Streets may potentially help create momentum for Sustainable Streets.

Alison Schwarz, City of Oakland:

- Would like to see MTC and Caltrans buy into the Roadmap in a major way.
- All agencies are not all on the same page. Oakland had to justify the funding of green infrastructure in a grant that it was recently awarded.
- Sustainable streets is not a term that is in general use. It would be better to use the term "complete streets" – a street should not be considered complete if it does not include green infrastructure.
- The tables in the Roadmap appendices are helpful.

Rachel Kraai, CCCWP:

- Very pleased with the CCCWP task to get the Roadmap in front of the local agencies in Contra Costa County. Seeing the commitments by funding agencies to support the funding of Sustainable Streets should help local agencies feel that it is not such an uphill battle to fund green infrastructure. Support will be needed to get cities to apply for one of these grants.

Jeffrey Albrecht, State Water Board

- The development of a state legislative program is a good starting point.
- In order to ensure results, you need to start at a level above state agencies. The Integrated Regional Water Management (IRWM) program is a good example of successful interagency collaboration, but DWR and SWRCB would not be working together on the IRWM program without the legislative mandate that required them to do so.

Meghan Tosney, State Water Board:

- The suggested tasks for State Water Board look reasonable -- in particular, the definition of multiple benefits of stormwater projects.

Luisa Valiela, USEPA:

- In considering the Roadmap's Pathway 3, Other Options, where do agencies or implementers fall in terms of needing a requirement to implement the Roadmap versus voluntary implementation?

Matt Gerhart, SCC:

- It would be good to have a requirement to implement Specific Actions in the Roadmap.
- Information is needed to help funders to know how to prioritize investments. Where are the critical places to invest? Which projects can be expected to result in the greatest benefit?

Miriam Torres, BCDC:

- The Roadmap will be a useful tool for the Adapting to Rising Tides Program when BCDC works with local jurisdictions to implement actions to prepare for sea level rise.

Matt Maloney, Bay Area Metro:

- The Roadmap looks good but could better in articulating the need for investment, in order to help with long range regional planning.
- We should identify the ideal state to modernize roadways, and then compare that effort to the effort needed to maintain the facilities that we have now.

Thomas Mumley, RWQCB:

- The Roadmap should explain "How do we get there from here?"
- The Roadmap will need recurring attention. We need a means of sustaining and reviewing the Roadmap, and adjusting to setbacks.
- The funding is pretty small in regard to the need. We need more details on the need, in terms of order of magnitude - How many billions of dollars?
- The Roadmap doesn't say what RWQCB can do to require more.
- SFEP is a partnership with limited capacity to act. SFEP does various projects funded by grants and can potentially sustain this dialogue.

Fred Ho, City of Campbell:

- It is encouraging to have the agencies participate in the Roundtable and to hear that green infrastructure elements will be eligible.
- Local agencies must still compete for funding and it is hard for a small agency to navigate the use of transportation grants for Sustainable Streets if green infrastructure eligibility is not spelled out.

- Outreach is needed to get the word out that green infrastructure is an integral part of road projects.

Sam Schuchat, SCC:

- Don't need the Coastal Conservancy to sign onto the Roadmap if these issues can be adopted into the agency's strategic plan. What is needed is for SCC to take a few actions from the Roadmap, and adopt them into our Strategic Plan.
- Develop political salience where the public is at: The public understands that our streets are in bad repair. Frame the issues as making the streets better.

Terri Fashing, City of Oakland:

- We need more tools to help local agencies communicate internally and work together across departments.
- Local agencies are required to develop Green Infrastructure Plans, which will help quantify the need. This will help identify the need for Sustainable Streets funding across the Region.

Allison Chan, Save the Bay:

- It is important to look at examples of measures that have succeeded; this will help local agencies see that it is possible to secure more local funding.
- The Roadmap should identify the legislative fixes that are needed to achieve more funding of Sustainable Streets.
- To achieve progress on the state level, we need to engage local elected officials to champion issues and bring them to the state legislators. Therefore, we need to produce materials, such as fact sheets, that local elected officials will understand and act on.
- With state funds, the Bay Area needs to get its fair share. What are the regional priorities? How competitive are the pots of funding?

Amanda Booth, City of San Pablo:

- Provide case studies of how cities have succeeded in winning grants and keeping the grant funds that they won – especially when there were multiple sources of funding.
- More information is needed about the long-term maintenance costs.
- Would like to hear from funding agencies, such as Caltrans and MTC, how local agencies can help funding agencies. For example, local agencies could identify their priorities for making improvements to funding programs. Or local agencies could help transportation funding agencies better understand how green infrastructure facilities work. It would have save the City of San Pablo time and money if it had not been necessary to conduct special studies to demonstrate to Caltrans that green infrastructure removes pollutants.
- Can the Regional Water Board help Caltrans accept green infrastructure as a necessary part of projects and an eligible activity rather than having local governments prove it is needed?
- How can local agencies help Caltrans get credit for green infrastructure that is funded as part of Caltrans' transportation grants to local agencies? Can we approach the RWQCB together?
- Would like to hear what cities can do in order to avoid losing SB 1 funding, and how cities can help get SB 231 adopted into law.

- How can we make alternative compliance work? Is there a list of facilities and entities outside the MRP that need green infrastructure projects credits, such as projects subject to the statewide Industrial General Permit issued by the State Water Board?
- The Cooperative Implementation Program and Financial Contribution Only Program described today by Caltrans sound promising. It would help to see clearer documentation about these programs.

Curt Kruger, Contech:

- One way to simultaneously address the needs for long-term maintenance and public awareness would be through the use of local Business Improvement Districts. Businesses want their neighborhoods to look good, and they want a public image of being “green.” Green infrastructure improvements in streets are attractive and good for business, so businesses should be willing to pay into a Business Improvement District to receive the benefits of attractive streetscapes and positive public opinion.

Mary Halle, CCC:

- I’m new at the Roundtable. Partnership is the key to breakdown silos.

Alisa Valderrama, NRDC:

- Get local businesses engaged in green infrastructure. There are good examples of this from the East Coast. NRDC would be excited to help with this.
- Highlight core strategies for public engagement. Identify designs that the community gets behind. The creation of green jobs will also appeal to local communities.
- The Roadmap should include specific actions to help local communities access the State Revolving Loan funds for building green infrastructure.

Katherine Jones, TPL:

- It is great to have all the agencies at the table. Local agencies can see that others share the same problems.
- There is a cost for tracking and applying for grants. TPL works in communities that have limited resources. Projects require planning, public involvement, tracking of results, and funding of maintenance. Local agencies need help to build capacity to be able to apply for grants.
- Grants do not pay for long-term operation and maintenance; this issue needs to be addressed.
- TPL is happy to play a role.

Erica Yelensky, USEPA:

- I’m excited to see how far this project has come.

Thomas Ruark, Union City:

- Due to the requirements in the Municipal Regional Stormwater Permit, we need legislation or grants to prioritize old industrial areas. Grants focus on schools and residential communities, but to meet PCB load reduction targets, green infrastructure must be implemented in old industrial areas.

Jim Scanlin, ACCWP:

- The BASMAA Urban Greening process itself has been useful.

- Need to make it clear that Caltrans will receive credit for green infrastructure included in Sustainable Streets.
- Consider what can be done in the short term to make sure SB 1 is not rescinded and to make sure the governor is on board to sign SB 231, which would allow stormwater to be addressed in the same manner as wastewater and drinking water under Prop 218.
- We need to figure out how to raise the profile for funding green infrastructure in the Bay Area, similar to the success for restoring the Los Angeles River.
- We need a website, to provide information on funding opportunities, success stories and the vision for Sustainable Streets. This could be used to help develop public support.
- Need stronger legislative piece in Roadmap. More bond measures and language about match, eligibility, etc.

Jill Bicknell, SCVURPPP:

- One aspect of the Roadmap that could be stronger is legislative policy. The language that is used to in legislation is key. It needs to be flexible for implementing agencies.
- It would help to get more participation from agencies with more political clout like MTC and Caltrans.
- Getting TPL, Save the Bay, and other NGOs to serve as champions will be important.

Paul Wells, DWR:

- The Roadmap is identified as a regional document, but it could be statewide, particular to the extent that it includes recommendations for actions by state agencies. We could get local agencies from other regions to sign on to push from below.
- Integrated Regional Water Management (IRWM) groups list projects that they support and send to DWR – the Roadmap should be coordinated with IRWM groups.
- DWR would like to see more local input.
- The California Water Action Plan provides guidance – how does the Roadmap link to this plan?
- The Roadmap does not discuss disadvantaged communities. Some preferences for Disadvantaged Communities come from the Water Code.

Josh Bradt, SFEP:

- I see SFEP taking on many of the assigned roles in the Roadmap. However, the legislative work must be written as educating lawmakers on issues and opportunities to ensure the activities are not considered lobbying.
- SFEP's website has a GSI Resources page webpage that can be expanded easily to include monitoring of Roadmap progress. This can be helpful repository of compiled information.
- Need working groups. SFEP can work on getting partner agencies involved.
- Alternative compliance – a Bay Area-wide program would be attractive to project proponents.

Eric Zickler, Lotus Water:

- Local agencies need resources to get funding, starting with the development of strategies to obtain funding.
- The Roadmap should expand more on alternative compliance mechanisms.

Christy Leffall, Bay Area Metro:

- This is the right forum for this kind of collaboration; it is important to have funders and agencies that are impacted by green infrastructure requirements in the same room.
- If we identify the points at which there are breakdowns in communication regarding the funding process, this will help to develop a path for going forward.

4. Panel Discussions: Sustainable Streets and Regional Planning

Facilitated by Keith Lichten, RWQCB:

Panelists:

Matt Maloney, Bay Area Metro; Miriam Torres, BCDC; Thomas Mumley, RWQCB; Ryan Russo, City of Oakland

Questions/ Discussion:

Keith Lichten, Facilitator:

- Identify the synergies among agencies? Where can we coordinate multi-benefits?

Ryan Russo, City of Oakland:

- Oakland Department of Transportation (DOT) was formed in a reorganization of the Public Works Department. Oakland has incredible opportunities to grow. There is a huge backlog of street improvements.
- Voters passed Measure KK to improve streets. It was passed out of frustration of the poor roads.
- We need to understand the intersection of complete streets and the base level of frustration from public, which is to just pave the streets.
- There is a responsibility divide between departments for stormwater drainage (Public Works) and street improvements (DOT).
- The project to improve 14th Street from 980 to Lake Merritt was successful in getting green infrastructure incorporated and getting it funded through a transportation grant.
- Green infrastructure is in our Strategic Plan, so we'll continue to identify opportunities.
- Maintenance is through the Public Works Department so maintaining green infrastructure involves a discussion with Public Works.

Keith Lichten, Facilitator:

- How do you see Plan Bay Area being implemented?

Matt Maloney, Bay Area Metro:

- Plan Bay Area presents the vision for the Bay Area in 2040. MTC and ABAG developed a planning roadmap that integrates both land use and transportation, and we created a fiscal plan showing how improvements will be funded over 30 years. The plan also includes meeting per capita climate goals.
- Plan Bay Area emphasizes focusing development in priority development areas (PDAs), in order to maximize the utilization of existing infrastructure and reduce sprawl. However, the majority of PDAs are located near the Bay. There is a requirement to think more comprehensively about climate change and sea level rise.

- As the plan is implemented there are opportunities to reshape how technical assistance is provided to local agencies.

Keith Lichten, Facilitator:

- How do we prioritize green infrastructure?

Miriam Torres, BCDC:

- BCDC has both a regulatory role and a planning role. On the regulatory side, BCDC considers the effects of development on a project by project basis. So there is not a lot of opportunity to look at the entire watershed.
- The Adapting to Rising Tides Program is a broader planning effort that considers the effects of sea level rise on a watershed scale and identifies opportunities to implement approaches to prepare for sea level rise and protect infrastructure and development. Green infrastructure will be incorporated in these approaches.

Thomas Mumley, RWQCB:

- We need to find ways to access the State Revolving Loan funds to fund green infrastructure. It is relatively cheap money and doesn't require a match but does need a local revenue stream to pay off the loans. It could be a major part of the solution.
- The Municipal Regional Stormwater Permit (MRP) has a long-standing requirement to include green infrastructure in new development and/or redevelopment of impervious surfaces, which is generally funded by developers.
- The MRP allows these requirements to be met through off-site alternative compliance efforts.
- The latest reissuance of the MRP requires Green Infrastructure Plans. This forces a degree of planning about how areas of existing development can be retrofitted to include green infrastructure. Planning isn't easy and it costs money. The Plans are not required to be approved by the RWQCB, but these plans will determine how local agencies will implement green infrastructure within their jurisdictions.
- The RWQCB is looking for realistic Green Infrastructure Plans that embrace a regional context and include partnership opportunities.

Keith Lichten, Facilitator:

- How will the City of Oakland take on the Green Infrastructure framework that Tom is talking about?

Ryan Russo, City of Oakland:

- Oakland already adopted its Green Infrastructure Framework.
- We're updating our streets design guide and putting in a Green Infrastructure chapter.
- Our challenges are the housing crisis, a lack of sewer fees, hillside erosion, illegal dumping, sidewalk trees breaking up the sidewalk, and potholes.
- We also need to consider how to connect green infrastructure to the City's priority of economic and cultural development. The City also incorporates race and equity analyses into planning. We need to see how we can green the streets in our disadvantaged communities.
- In New York, there was a project for "bioswales to street trees".
- We will be doing the Green Infrastructure Plan and green infrastructure will be considered.

Matt Maloney, Bay Area Metro:

- We haven't talked about congestion today. We need to keep all our users in mind when we think about what to do in our corridors. We need to keep a dedicated ROW in order to move vehicular traffic, which becomes a challenge to sustainable streets.

Miriam Torres, BCDC:

- We should think about regulatory authority and how green infrastructure can be implemented into that. BCDC receives a lot of permit applications along the shoreline that include requests to approve transportation access. However, green infrastructure is not in our policies because the policies are now old documents.
- Over the next 5 to 7 years, BCDC will be updating the policies.
- Much of the time, the cities do not have sufficient staffing to dedicate a staff member to seek funding for green infrastructure. There should be a regional approach to provide technical assistance to the cities.

Ryan Russo, City of Oakland:

- Maintenance of green infrastructure is a major issue. The City of Oakland is funding its transportation program on sources other than the City's General Fund. We rely on grants for capital improvements, but grants do not cover maintenance.
- People want to see an exciting new project, so maintenance is the real challenge. No one gets excited about maintenance; it is hard to fund. However, green infrastructure must be maintained, or these projects may become linear dumping grounds.

Thomas Mumley, RWQCB:

- RWQCB is familiar with local agency constraints and has taken these constraints into consideration in determining how to apply green infrastructure requirements.
- We understand that green infrastructure projects won't go forward on the basis of water quality and habitat benefits alone. The public must buy off on it, and the public generally has other priorities, such as better roads and community benefits.
- The RWQCB staff is here to work with municipalities.
- This Region is not intending to impose the same degree of requirements that the Los Angeles RWQCB imposed, but we need long-term commitments from local municipalities.