

# ROADMAP OF FUNDING SOLUTIONS FOR SUSTAINABLE STREETS



Prepared by the  
Bay Area Stormwater Management Agencies Association  
for the Urban Greening Bay Area Initiative  
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## Credits

This Roadmap of Funding Solutions for Sustainable Streets was prepared as part of the Regional Roundtable on Sustainable Streets led by the Bay Area Stormwater Management Agencies Association (BASMAA) with grant funding from the US Environmental Protection Agency's San Francisco Bay Water Quality Improvement Fund, as part of the Urban Greening Bay Area initiative managed by the San Francisco Estuary Partnership.

BASMAA wishes to acknowledge the following individuals, agencies and firms that developed the Roadmap:

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### **Photo and Image Credits**

Several images included in the Roadmap were provided the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) or by the following consultants to SMCWPPP, Nevue Ngan Associates and Bottomley Urban Design.

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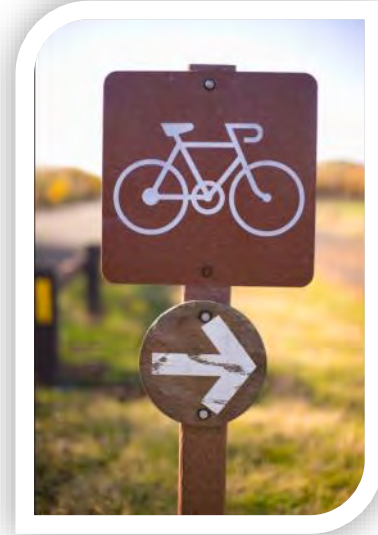
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## Executive Summary

This report, the Roadmap, was developed to identify and remedy obstacles to funding for Sustainable Street projects, which are defined as **projects that include both Complete Street improvements and green stormwater infrastructure, and that are maintained in a state of good or fair condition.**

The specific actions included in this Roadmap are designed to improve the capacity – both statewide and in the San Francisco Bay Area -- to fund Sustainable Street projects that support compliance with regional permit requirements to reduce pollutant loading to San Francisco Bay, while also helping to achieve the region’s greenhouse gas reduction targets.



*Sustainable Street in the City of San Mateo; stormwater runoff flows into a “bioretention area” or rain garden that reduces the crossing length for pedestrians near a local school (Source: SMCWPPP).*

### Challenges for Sustainable Streets

To date, Sustainable Streets have faced funding obstacles due to the restrictions of various funding programs – which may not recognize the potential for overall cost savings that local agencies may achieve through multi-benefit Sustainable Streets projects. Some transportation grants may fund only some aspects of a Sustainable Street project, while resource grants may fund other aspects – and assembling multiple funding sources brings new challenges and costs to a project.

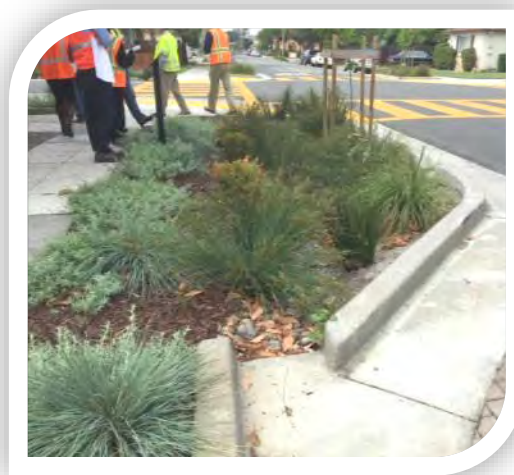
### Financial Needs and Benefits

Over the next 20 to 30 years, cities throughout the Bay Area, and in other parts of California, are required to invest in widespread construction of infrastructure projects that remove pollutants from stormwater runoff, in order to achieve water quality goals for San Francisco Bay. The cost is anticipated to parallel the costs to meet similar requirements in other parts of the state. For example, City of Los Angeles alone, over the next 20 to 30 years, has estimated that \$7 to \$9 billion dollars will be needed to implement the city’s Water Quality Compliance Master Plan for Urban Runoff (Farfing and Watson 2014). Sustainable Streets are designed to cost effectively deliver multiple benefits, including: climate change mitigation, air quality improvement, water quality improvement, localized flood control, and community benefits.

## Specific Actions to Address Challenges

This Roadmap presents specific actions intended to ease the financial burden local governments are facing by maximizing available resources and/or identifying new funding streams. The specific actions to fund Sustainable Streets are scheduled for the following timeframes:

- **Immediate actions**, such as addressing Sustainable Streets in grant solicitations
- **Short-term actions**, such as reviewing policies for better ways to fund Sustainable Streets
- **Long-term solutions**, including legislative engagement and/or advocacy regarding Sustainable Street



*This Sustainable Street project in Union City incorporates a bioretention area and pervious paving with curb extensions (Source: Horizon).*

## How You Can Help

Public agencies that fund transportation, water, and climate change mitigation and adaptation investments are collaborating to implement specific actions related to their funding programs. Implementation agencies and non-governmental organizations (NGOs) are leading additional specific actions to fund Sustainable Streets, including legislative engagement and/or advocacy. A Roadmap Committee will continue to provide support throughout the implementation of the Roadmap, to spread the word about successes achieved when there is investment in these recommended actions.

A sample of specific actions to fund Sustainable Streets is provided below:

Specific Action No.	Description	Lead Entity	Support Entity(ies)
1-2	<b>Update One Bay Area Grant Guidance</b> - Develop guidance clarifying eligibility of green stormwater infrastructure (GSI) elements in federally funded (One Bay Area Grant - OBAG) transportation projects, for inclusion in guidance materials that MTC will provide county's for OBAG's third round of funding.	Metropolitan Transportation Commission (MTC)	Caltrans
1-4	<b>Identify Opportunities to More Fully Fund Sustainable Streets</b> - Each identified agency will review policy documents for its applicable grant program(s) to identify opportunities to more fully fund Sustainable Streets projects, using a checklist provided in Appendix D.	Funding agencies identified on page 7	None
1-7	<b>Develop State Legislative Program</b> - Develop and implement an initiative to inform and/or influence future state propositions, related legislation and incorporation into state law – that provides a clear path for full eligibility of Sustainable Streets, and coordinates application requirements among grant programs that fund Sustainable Streets.	San Francisco Estuary Partnership	BASMAA, State Water Board, Regional Water Board Trust for Public Land, Save the Bay

# 1. Purpose and Need

## Funding Sustainable Streets

The purpose of this Roadmap is to identify specific actions to fund Sustainable Street projects, which are defined as **projects that include both Complete Streets improvements and green stormwater infrastructure, such as rain gardens and pervious paving, and that are maintained in a state of good or fair condition**, based on the Good-to-Poor rating system adopted by the California Transportation Commission (Caltrans 2016). The funding of Sustainable Streets projects has proven challenging, due to the tendency for various funding programs to focus only on one or a few of the multiple benefits provided by Sustainable Streets.

Investments in Sustainable Streets will help meet needs for stormwater permit compliance, greenhouse gas (GHG) reduction, and road maintenance. Sustainable Streets support stormwater compliance, by addressing the water quality impacts of cars and trucks, the fact that stormwater runoff from adjacent properties is often routed to roadways, and the integration of storm drain systems into streets and roads. Sustainable Streets sequester carbon and encourage alternative modes of travel, supporting the San Francisco Bay Area’s GHG reduction targets. Sustainable Streets can help maintain roadways in good or fair condition, which is important for maintaining the safety of the traveling public, and has been challenging, as gas tax revenues have declined, due to improved vehicle efficiency and efforts to reduce single occupancy vehicle travel. It may be possible to achieve economies of scale by including active transportation, pavement rehabilitation, and water grant funding to fully fund a Sustainable Streets project.

This Roadmap is an output of a Regional Roundtable process that convened meetings of representatives from federal, state, regional, and local agencies to identify and seek to resolve obstacles to funding Sustainable Streets projects. The specific actions for funding Sustainable Streets listed in Section 2 are based primarily on information presented at meetings of the Regional Roundtable. Agencies and organizations participating in the Regional Roundtable were provided an opportunity to review and comment on the Roadmap. There is a close correspondence between the agencies and organizations participating in the Roadmap and the Regional Roundtable. More information on the Regional Roundtable is available at <http://www.sfestuary.org/urban-greening-bay-area/#planning>.



*This Sustainable Street in City of San Mateo incorporates a bicycle lane and a “bioretention area” or rain garden that removes pollutants from stormwater runoff (Source: SMCWPPP).*

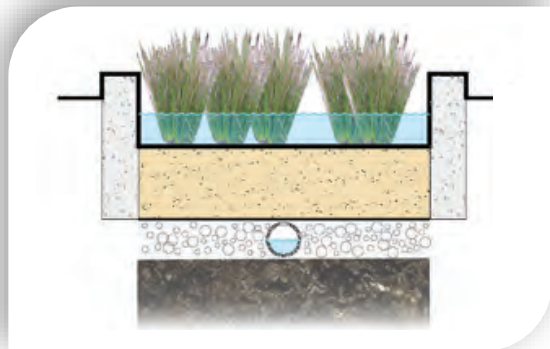
## Financial Needs and Benefits

Municipalities throughout the Bay Area are required to change the way they manage stormwater runoff, due to green infrastructure planning requirements in the Municipal Regional Stormwater Permit (San Francisco Bay Regional Water Quality Control Board 2015), as well as green infrastructure components of the San Francisco Public Utilities Commission's 20-year Sewer System Improvement Program (SFPUC 2017). These planning processes call for a transition from traditional "gray" infrastructure to an increase in green stormwater infrastructure, in order to improve water quality in San Francisco Bay over the coming decades.



*Green stormwater infrastructure is designed to mimic natural processes. This photo shows how landscaped bioretention areas help to detain and slow the flow of stormwater runoff to the storm drain system (Source: Nevue Ngan).*

The cost is anticipated to parallel costs to meet similar requirements in Southern California. The City of Los Angeles alone, over the next 20 to 30 years, estimated \$7 to \$9 billion will be needed to implement the city's Water Quality Compliance Master Plan for Urban Runoff (Farfing and Watson 2014).



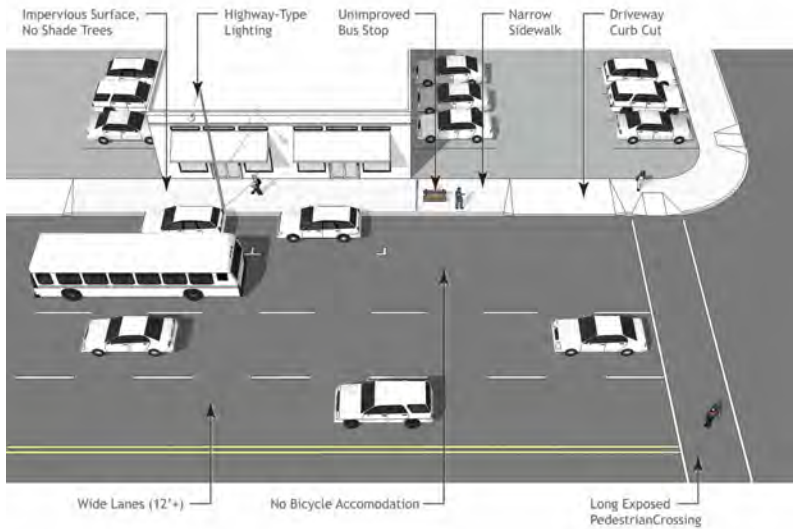
*Cut-away view of a bioretention area. Natural processes remove pollutants from stormwater runoff as it filters through biotreatment soil. Some of the treated water will infiltrate into native soils; some will enter the underdrain and go to the storm drain*

Union City prepared a preliminary capital cost estimate in the range of \$72 million to \$126 million, in 2017 dollars, to implement GSI in accordance with the estimated local share of mercury and PCB pollutant load reduction targets (Ruark 2017). With a population of 72,155 and geographical area of 19.3 square miles, representing just 1.5 percent of the Bay Area's urbanized land, Union City's GSI program represents a small percentage of the anticipated capital investments that will be needed from the 76 local agencies subject to the Municipal Regional Stormwater Permit to comply with the GSI planning requirements. Efforts to further quantify the need for investment in GI are currently underway as part of developing jurisdiction-specific GI Plans.

In the coming decades, state and regional transportation agencies are seeking to mitigate climate change and improve mobility in the Bay Area through large-scale funding of transportation projects that emphasize bicycle, pedestrian, and public transit facilities. The Transportation Investment Strategy of the Draft Plan Bay Area 2040 anticipates over \$5 billion in funding for complete streets and active transportation projects over the next 24 years (MTC 2017d). The following sequence of three images shows how Complete Streets plus GSI equal Sustainable Streets.



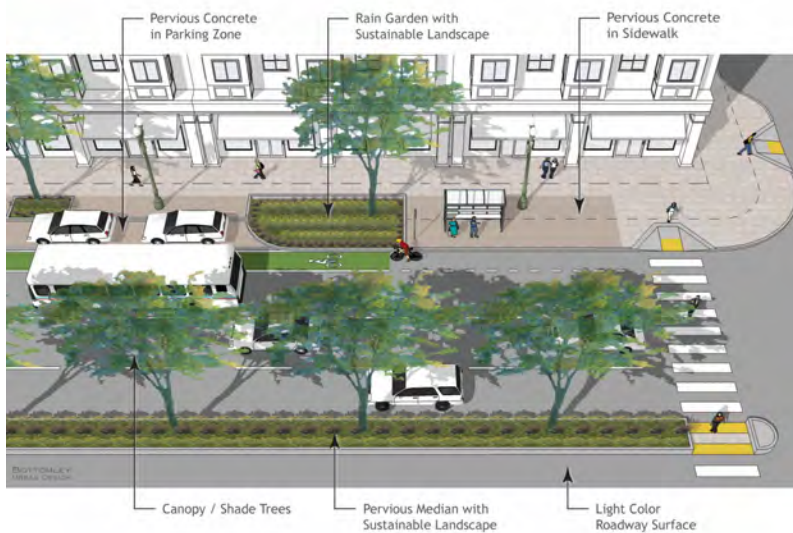
# Roadmap of Funding Solutions for Sustainable Streets



*Conventional Street*



*Complete Street*



*Complete Street  
+  
Green Infrastructure  
=  
Sustainable Street*

*Source: Bottomley Urban Design*

Sustainable Streets are designed to cost effectively deliver multiple benefits, including:

- **Climate change mitigation** – Sustainable street designs encourage bicycling, walking, and the use of public transportation to help reduce carbon emissions from motor vehicles. Trees and landscaping are planted to sequester carbon.
- **Air quality improvement** – By encouraging bicycling, walking, and the use of public transportation, Sustainable Streets can help reduce particulate matter and other pollutants from motor vehicles that can adversely affect human health.
- **Water quality improvement** – Pollutants in stormwater runoff are removed by capturing and treating stormwater in specially designed landscape areas.
- **Localized flood control** – Directing stormwater runoff to landscaping can help address local flooding problems.
- **Water supply reliability** – In areas that rely on groundwater supplies, directing stormwater runoff to landscaping can help support water supply reliability by recharging groundwater.
- **Community benefits** – Planting trees and landscaping enhances public spaces, which can increase property values and improve community cohesiveness, improving quality of life and better accommodating an increasing number of Bay Area residents.
- **Public health** – Construction of bicycle and pedestrian facilities encourages active living.
- **Climate change adaptation** – Green infrastructure designs can help improve the resilience of transportation infrastructure to withstand high intensity storms and rising sea levels.

### Challenges to Funding Sustainable Streets

Because each funding programs has historically focused on only one or a few of the multiple benefits provided by Sustainable Streets, local agencies have encountered challenges in funding Sustainable Streets projects including:

- **Ineligible components of Sustainable Streets projects:** Green infrastructure may be ineligible for funding by transportation grants; transportation facilities may be ineligible for funding by resource agency grants.
- **Ineligible activities:** Some grants may not cover all project phases, such as planning or short-term maintenance.
- **Inability to use other grants as matching funds:** Matching funds must cover eligible activities; therefore, grant funding for GSI components of a Sustainable Street project may not “count” as a match for a transportation grant, and vice versa.
- **Funding cycles of grants are not coordinated:** Projects that must assemble funding from multiple grants may have difficulty finding two applicable grants that will be available at the same time.

- **Costs of tracking and applying for grants:** Local agencies often lack the resources to track grant opportunities, prepare applications, and “repackage” the same project to apply for multiple grants.
- **Costs of administering and reporting on grants:** Obtaining multiple grants for a single project adds substantial administrative requirements due to separate record-keeping and reporting.
- **Scoring approaches may penalize multiple-benefit projects:** Sustainable Streets projects may not score competitively for grants that seek the most cost-effective transportation solution, due to the inclusion of ineligible costs.

**Case Studies: Opportunities to Improve Funding of Sustainable Streets**

At the Regional Roundtable meeting on May 23, 2017, two case studies were presented, identifying opportunities to improve funding of Sustainable Streets under the Metropolitan Transportation Committee’s One Bay Area Grant (OBAG) program and the State Water Resources Control Board’s Storm Water Grant Program (SWGP). These case studies led to the development of several Specific Actions included in the Roadmap. Appendix E presents the results of the review of policy documents for these grant programs, using a checklist format.

This Roadmap has been developed to address these challenges, in order to achieve funding of Sustainable Streets projects.

## 2. Specific Actions

This section of the Roadmap identifies Specific Actions for implementation by federal, state, regional, and local agencies – including agencies in the water resources and transportation sectors – to improve conditions for funding Sustainable Street projects. All agencies face certain limitations in their roles. For example, transportation agencies are subject to various requirements to specifically focus on addressing transportation needs, while water resource agencies must address their own legislative mandates. The Specific Actions described below seek to maximize collaboration across sectors, as possible given the limitations of the respective agencies' roles.

### Categories and Timeframes for Specific Actions

The Roadmap includes three pathways, based on three categories of specific actions to fund Sustainable Streets, as follows:

- Pathway 1, Prioritize Sustainable Streets in Funding Sources
- Pathway 2, Improve Conditions for Projects that Are Funded by Multiple Grants
- Pathway 3, Additional Funding Options

Each specific action will be conducted by a lead entity, and, in some cases, supporting entities. The specific actions included in each pathway are organized by timeframe (immediate, short-term, and long-term). Some of the Specific Actions have statewide implications, and some have potential to involve Integrated Regional Water Management groups. Therefore, the Roadmap Committee may coordinate some Specific Actions with applicable provisions of the California Water Action Plan, and the Committee may recommend reaching out to local agencies from other regions and/or IRWM groups to collaborate on some Specific Actions. The Roadmap Committee may also identify needs for workgroups to implement various Specific Actions. Immediate tasks are anticipated to be initiated in 2018, and are likely to conclude in 2019. Short-term tasks are anticipated to be initiated in 2019, and are likely to conclude in 2020. Long-term tasks may begin as early as 2019 and are likely to continue for a period of years. Within each timeframe, actions are alphabetized by lead entity name.

### Pathway 1: Prioritize Sustainable Streets in Funding Sources

Pathway 1 seeks to prioritize Sustainable Street project activities in funding sources managed by both transportation and resource agencies. The goal of this pathway is to maximize the ability of each funding source to fund both transportation and green stormwater infrastructure improvements -- reflecting the integration of transportation and resource benefits in Sustainable Streets.

Table 1 lists specific actions and participation by agencies and organizations to prioritize Sustainable Streets in funding sources. A number of the actions are specific to the State Water Resources Control Board's Storm Water Grant Program (SWGP) and the Metropolitan Transportation Commission's One Bay Area Grant Program (OBAG), based on case studies that were prepared for these programs as part of the Regional Roundtable on Sustainable Streets. Other funding agencies will conduct similar reviews of applicable grant programs, under Specific Action 1-4.

Specific Action 1-7, Develop State Legislative Program, does not specify particular legislative initiatives, which will be identified as part of this Specific Action. The State Legislative Program may recommend requirements for interagency collaboration and/or participation by key agencies in actions that promote widespread implementation of Sustainable Streets, recognizing that requirements have been needed for interagency collaboration such as the Integrated Regional Water Management program. The State Legislative Program may also review other Specific Actions, and recommendations that emerge from Specific Actions, to identify items that would be best implemented through legislation.

Table 1 Specific Actions to Prioritize Sustainable Streets in Funding Sources			
Specific Action No.	Entities Lead Support		Description of Action
<b>Immediate Actions</b>			
1-1	Caltrans Local Assist.	FHWA MTC	<b>Clarify GSI Eligibility in Federal Transportation Grants</b> - Provide clarification of the eligibility of GSI elements in federally funded transportation projects.
1-2	MTC	Caltrans Div. of Local Assist.	<b>Update OBAG Guidance</b> - Develop guidance clarifying eligibility of GSI elements in federally funded (One Bay Area Grant - OBAG) transportation projects, for inclusion in guidance materials that MTC will provide to counties for OBAG's third round of funding.
1-3	California Transportation Commission	Caltrans, MTC	<b>Clarify GSI Eligibility in the Local Streets and Roads Program</b> – As guidelines are developed for this program, in accordance with SB 1 of 2017, clarify the eligibility of GSI elements in pavement rehabilitation and other applicable projects.
<b>Short-Term Actions</b>			
1-4	Applicable funding agencies <sup>1</sup>	--	<b>Identify Opportunities to More Fully Fund Sustainable Streets</b> - Each identified agency will review policy documents for its applicable grant program(s) to identify opportunities to more fully fund Sustainable Streets projects, using a checklist provided in Appendix D.
1-5	Regional Water Board staff	BASMAA, countywide stormwater programs	<b>Regional Water Board Staff to Review the Completed Checklists Prepared in Specific Action 1-4.</b> Water Board staff will identify opportunities to more fully fund Sustainable Streets. The purpose of this review would be to help funding agencies identify opportunities to further support GI implementation. This review of the completed checklists will provide an opportunity to suggest changes to eligibility requirements, potentially including modifications that would make it easier for small agencies to obtain funding for GI.

<sup>1</sup> **Agencies implementing Action 1-4**

ACTC, CCTA, SMCTA, VTA  
 ACTC, C/CAG, CCTA, VTA  
 BAAQMD  
 Caltrans  
 CNRA  
 DWR, SCC  
 FEMA  
 SFBRA, SCC  
 SGC

**Applicable grant programs**

Transportation half-cent sales tax measure programs  
 Congestion Management Agency programs  
 Transportation Fund for Clean Air  
 Active Transportation Program, Cooperative Implementation Agreements  
 Urban Greening grants  
 Proposition 1 grants  
 Emergency Management Performance Grant  
 Measure AA Program  
 Affordable Housing and Sustainable Communities Program

Table 1 Specific Actions to Prioritize Sustainable Streets in Funding Sources			
Specific Action No.	Entities Lead Support		Description of Action
<b>Actions to Achieve Long-Term Solutions</b>			
1-6	BASMAA	SFEP, TPL, SFBRWQCB	<b>Identify Opportunities to Influence Federal Policy</b> - Identify opportunities to support efforts by others to influence eligibility of GSI in federal surface transportation programs, maintaining communication with MTC on legislative engagement and/or advocacy.
1-7	SFEP <sup>2</sup>	State Water Board, RWQCB BASMAA, TPL, STB	<p><b>Develop State Legislative Program</b> - Develop and implement a strategy to inform and/or influence future state propositions, related legislation, and incorporation into state law – that provides a clear path for full eligibility of Sustainable Streets, and coordinates application requirements among grant programs that fund Sustainable Streets. This is anticipated to include reports to legislators about the types of designs and co-benefits (including green jobs) that resonate with communities. Topics to consider incorporating into the State Legislative Program include:</p> <ul style="list-style-type: none"> <li>• Recommendations regarding bond measures, language about match and eligibility, and other issues that were discussed in case studies presented at Roundtable meeting -- which may include tracking the funding for a future iteration of the Storm Water Grant Program (after Prop 1 is complete) and participating in the stakeholder outreach workshops.</li> <li>• Requirements for interagency collaboration and/or for participation by key agencies in actions that promote widespread implementation of Sustainable Streets.</li> <li>• Review other Specific Actions and recommendations that emerge from Specific Actions, in order to identify items that would be best implemented through legislation.</li> </ul> <p>To help demonstrate the need for legislative fixes, potentially identify the ideal state to modernize roadways, and then compare that effort to the effort needed to maintain the facilities that we have now.</p>
1-8	Caltrans stormwater staff	State Water Board staff, Regional Water Board staff	<b>Address Caltrans Stormwater Treatment Credit</b> - Prepare proposal for providing credit to Caltrans for GI that is funded as part of Caltrans' transportation grants to local agencies.

### Pathway 2: Improve Conditions for Using Multiple Grants

Pathway 2 seeks to improve conditions for projects that are funded with multiple grants. The goal of Pathway 2 is to remove obstacles that local agencies have encountered when attempting to obtain and manage multiple grants for a single Sustainable Streets project. The specific actions for this pathway are listed in Table 2.

<sup>2</sup> The legislative work done by public agencies would consist of educating lawmakers on issues and opportunities.

Table 2 Specific Actions to Improve Conditions for Using Multiple Grants			
Specific Action No.	Entities Lead Support		Description of Action
<b>Immediate Actions</b>			
2-1	SWRCB	Other funding agencies	<b>Coordinate to Publicize Solicitations</b> - Coordinate with other agencies to join SWRCB in participating in funding fairs and the California Financing Coordinating Committee website.
2-2	Applicable funding agencies <sup>3</sup>	--	<b>Inform other agencies of solicitations</b> - Identify and add staff from applicable agencies to the list of parties to notify regarding schedules of future solicitations for applicable grant programs.
<b>Short-Term Actions</b>			
2-3	BASMAA	Funding agencies, SFBRWQCB	<p><b>Offer Training on Obtaining Grants</b> - Develop and offer training to assist local agencies in the San Francisco Bay Area in identifying funding sources and preparing grant applications for Sustainable Streets projects, seeking to help local agencies build capacity to be able to apply for grants and follow through with the requirements for project planning, public involvement, tracking of results, and funding of maintenance. This will include consideration how to address the needs of disadvantaged communities. Examples of grants to address include Caltrans' Cooperative Implementation Program and Financial Contribution Only Program. Potentially include in the training:</p> <ul style="list-style-type: none"> <li>• Nuts and bolts of obtaining funding,</li> <li>• How to gauge the competitiveness of a project and be strategic in efforts to seek funding,</li> <li>• How to find the flexibility in a funding program and tailor the applications accordingly,</li> <li>• 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.</li> </ul> <p>(Note: this action also applies to Pathway 1, Prioritize Sustainable Streets in Funding Sources.)</p>

<sup>3</sup> **Agencies implementing Action 2-2**

ACTC, CCTA, SMCTA, VTA  
 ACTC, C/CAG, CCTA, VTA  
 BAAQMD  
 Caltrans  
 CNRA  
 DWR, SCC  
 FEMA  
 MTC  
 SFBRA, SCC  
 SGC  
 SWRCB

**Applicable grant programs**

Transportation half-cent sales tax measure programs  
 Congestion Management Agency programs  
 Transportation Fund for Clean Air  
 Active Transportation Program, Cooperative Implementation Agreements  
 Urban Greening grants  
 Proposition 1 grants  
 Emergency Management Performance Grant  
 One Bay Area Grants  
 Measure AA Program  
 Affordable Housing and Sustainable Communities Program  
 Storm Water Grant Program

Table 2 Specific Actions to Improve Conditions for Using Multiple Grants			
Specific Action No.	Entities Lead Support		Description of Action
2-4	BASMAA	Funding agencies, CASQA	<p><b>Prepare Guidance for Packaging Projects</b> - Prepare statewide guidance on how to “package” Sustainable Streets projects for specific grants, which may be incorporated in future grant guidelines and will consider the needs of disadvantaged communities. Examples of grants to address include in the guidance encompass Caltrans’ Cooperative Implementation Program and Financial Contribution Only Program. Potentially include in the training:</p> <ul style="list-style-type: none"> <li>• Information on coordination, match requirements of different grants, how to demonstrate multiple benefits of GSI components in transportation projects,</li> <li>• Successful strategies to seek funding,</li> <li>• Guidance on how GI can be considered functional landscaping per Caltrans definitions, and</li> <li>• Recommendations from funding agencies on how to find the flexibility in the programs they are applying for and tailor applications to meet the requirements identified in the grant solicitation.</li> </ul> <p>(Note: this action also applies to Pathway 1, Prioritize Sustainable Streets in Funding Sources.)</p>
2-5	SFEP	BASMAA	<p><b>Track Upcoming Solicitations</b> - Develop and maintain a database to track upcoming solicitations for grants and applicable loans, such as the State Revolving Fund, that fund Sustainable Streets.</p>
2-6	SFEP	Funding agencies, BASMAA	<p><b>Identify Opportunities to Coordinate Reporting</b> - Compare reporting requirements among grant programs and identify opportunities to coordinate reporting schedule, format, etc. – for example, SWRCB allows grant recipients to establish some milestone dates.</p>
Actions to Achieve Long-Term Solutions			
2-7	Applicable funding agencies <sup>4</sup>	--	<p><b>Consider Linkages to Other Programs</b> - Funding agencies will consider aspects of other related grant programs (timing, criteria, etc.) in the development of future grant programs, and will coordinate with other grant programs where feasible.</p>

<sup>4</sup> **Agencies implementing Action 2-7**

ACTC, CCTA, SMCTA, VTA  
 ACTC, C/CAG, CCTA, VTA  
 BAAQMD  
 Caltrans  
 CNRA  
 DWR, SCC  
 FEMA  
 MTC  
 SFBRA, SCC  
 SGC  
 SWRCB

**Applicable grant programs**

Transportation half-cent sales tax measure programs  
 Congestion Management Agency programs  
 Transportation Fund for Clean Air  
 Active Transportation Program, Cooperative Implementation Agreements  
 Urban Greening grants  
 Proposition 1 grants  
 Emergency Management Performance Grant  
 One Bay Area Grants  
 Measure AA Program  
 Affordable Housing and Sustainable Communities Program  
 Storm Water Grant Program



### Pathway 3: Additional Funding Options

Pathway 3, Additional Funding Options, seeks to improve conditions for local agencies to fund Sustainable Streets projects with a range of funding options, including fees and loans, and the funding of pavement rehabilitation projects, through sources identified in Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, which was signed into law on April 28, 2017. SB 1 includes the continuous appropriation of \$1.5 billion annually for maintenance and rehabilitation of local streets and roads through various sources of revenue, such as increases in the State gasoline and diesel fuel taxes, and a new a transportation improvement fee to be collected with vehicle registration fees (League of California Cities 2017). The goal of Pathway 3 is to secure local funding mechanisms such as parcel taxes or fees for planning, implementation, and operations & maintenance of Sustainable Streets. It may be more cost-effective in the long run to fund ongoing costs through parcel taxes or fees than to expend staff time pursuing grants and loans to cover these costs. Although it is difficult to achieve the super-majority required by Proposition 218 to enact a stormwater fee, there are examples of successful ballot measures, including the 2017 approval of a fee in Palo Alto to fund routine water system maintenance and operation that provides for storm water system improvements (City of Palo Alto 2017), and the 2009 approval of a fee in Burlingame to fund a \$39 million Capital Improvement Program to improve the City's storm drain system (City of Burlingame 2015). Funds from parcel taxes or fees would help leverage grant opportunities as a reliable local match.

**Table 3**  
**Specific Actions for Additional Funding Options**

Specific Action No.	Entities Lead Support		Description of Action
<b>Immediate Actions</b>			
3-1	ACCWP, CCCWP, SMCWPPP, SCVURPPP	BASMAA	<b>Provide Guidance on a Range of Funding Options</b> – Countywide stormwater programs will provide guidance for local agencies to evaluate a range of funding options for Sustainable Streets projects and other projects that incorporate green stormwater infrastructure. This is anticipated to include an evaluation of Business Improvement Districts, approaches to fund maintenance including fees, and working with BASMAA to explore potential opportunities to develop a regional alternative compliance program.
3-2	SFEP	BASMAA	<b>Improve the Existing Web Presence for the Roadmap.</b> Expand the existing Green Stormwater Infrastructure Resources of SFEP’s website to help publicize the Roadmap, or potentially develop a new website for the Roadmap. This will include the management of an online spreadsheet of Specific Actions to monitor progress of Roadmap implementation.
3-3	SFEP	BASMAA	<b>Seek Funding for Roadmap Implementation.</b> Identify potential funding sources and submit applications for a grant to cover expenses for state legislative program development website development and maintenance, annual meetings of the Roadmap Committee, training on obtaining grants, development of guidance for obtaining multiple grants, and tracking implementation of Specific Actions.

**Table 3**  
**Specific Actions for Additional Funding Options**

Specific Action No.	Entities Lead Support		Description of Action
3-4	CASQA	BASMAA, Countywide stormwater programs, Local governments, SFEP, STB, TPL, SPUR	<b>Support SB 231 Implementation.</b> Participate in strategic efforts to use SB 231 (which clarified that the Prop 218 “sewer” exemption includes storm sewers) to raise local stormwater fees in ways that do not engender unwanted lawsuits while establishing that the full scope of the exemption includes planning, constructing, and maintaining sustainable streets the establishment of reliable revenue sources may allow local stormwater programs to seek loans under SWRCB’s State Revolving Fund.
<b>Short-Term Actions</b>			
3-5	SFEP	BASMAA	<b>Convene the Roadmap Committee –</b> Monitor implementation of the Roadmap of Funding Solutions by convening the Roadmap Committee described in Section 3, Roles and Responsibilities. This will include at least two meetings per year. Potential agenda items include: <ul style="list-style-type: none"> <li>• Progress updates,</li> <li>• Reminders to partner agencies of action items,</li> <li>• Periodic reviews and adjustments of Specific Actions,</li> </ul> Updates regarding quantification of the need for GI, based on GI Plans prepared throughout the region.
3-6	MTC	BASMAA, SFEP, Countywide stormwater programs	<b>Coordinate with Local Agency Staff to Share Information -</b> Facilitate discussions among staff from public works, stormwater, active transportation, and transit to develop integrated approaches to Sustainable Streets – at MTC’s working groups and/or a set of outreach/coordination meetings led by BASMAA and/or other partners. This dialogue is anticipated to improve communication between funding agencies and local agencies regarding the funding process. Topics for sharing and dialogue may include how local agencies can build capacity to address long-term maintenance needs for GI, the types of tools that can help local agencies communicate internally and work together across departments and identifying types of information sharing that can reduce effort for both funding agencies and local agencies.
3-7	BASMAA	SFEP	<b>Prepare and Distribute a Fact Sheet of the Roadmap -</b> The fact sheet would help agencies communicate internally regarding actions to fund Sustainable Streets, and could potentially be used for other outreach, in coordination with Specific Action 3-9, Develop and Conduct Outreach Strategy.
3-8	Funding agencies <sup>5</sup>	--	<b>Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans and/or Other Documentation.</b> Funding agencies will each incorporate into its strategic plan the Specific Actions for which agency has been identified as Lead agency. Examples of policy documents include Green Building Policy, Sustainable Landscaping Guidelines, and BMPs.

<sup>5</sup> **Agencies implementing Action 3-8**  
ACTC, CCTA, SMCTA, VTA  
ACTC, C/CAG, CCTA, VTA  
BAAQMD  
Caltrans  
CNRA

**Applicable grant programs**  
Transportation half-cent sales tax measure programs  
Congestion Management Agency programs  
Transportation Fund for Clean Air  
Active Transportation Program, Cooperative Implementation Agreements  
Urban Greening grants

Table 3 Specific Actions for Additional Funding Options			
Specific Action No.	Entities Lead Support		Description of Action
<b>Actions to Achieve Long-Term Solutions</b>			
3-9	SFEP	BASMAA, BCDC, NRDC, Save the Bay, SPUR, TPL, Countywide stormwater programs	<b>Develop Outreach Strategy</b> - The strategy will identify the steps necessary to develop and implement an outreach program, seeking to build broader public engagement around Sustainable Streets. The strategy is anticipated to focus on the resiliency benefits of Sustainable and Streets and frame the issues as making streets better, laying the groundwork for a call to action around the Roadmap. The strategy will identify actions and assign roles for implementation. Depending on interests and capacities of support organizations, actions may encompass community outreach, elected official outreach, and business engagement. A Sustainable Streets fact sheet may be developed, focused on communicating to local elected officials the need for action to better fund Sustainable Streets. Part of the messaging is anticipated to present GI as an integral part of road projects. The Los Angeles River campaign is anticipated to serve as a model for the outreach strategy.

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DWR, SCC  
FEMA  
MTC  
SFBRA, SCC  
SGC  
SWRCB

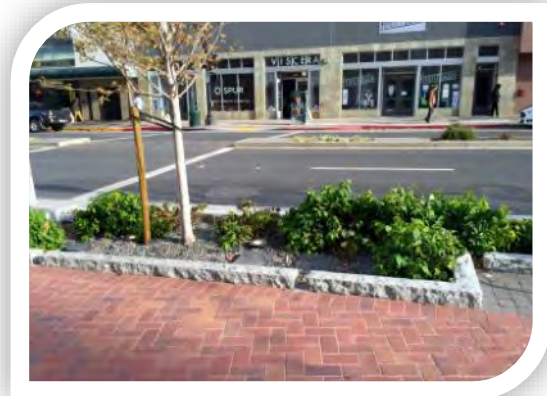
Proposition 1 grants  
Emergency Management Performance Grant  
One Bay Area Grants  
Measure AA Program  
Affordable Housing and Sustainable Communities Program  
Storm Water Grant Program

### 3. Roles and Responsibilities

The Roadmap will be implemented by Participating Agencies, Organizations, and Champions, with implementation monitored by a Roadmap Committee. These roles are described below, followed by a description of procedures to track and monitor implementation of the Roadmap.

#### Participating Agencies and Organizations

The Participating Agencies and Organizations are listed in Table 4, at the end of this section of the Roadmap. The agencies and organizations are categorized by type (federal agency, state agency, etc.) and listed alphabetically within these categories. Table 4 is cross-referenced to the lists of specific actions in Section 2, to identify the actions that each agency or organization is leading. Some actions are led by multiple parties, because individual agencies will conduct that action internally. For example, numerous funding agencies have committed to leading Action 1-4, Identify Opportunities to More Fully Fund Sustainable Streets, in which they will each review their own funding programs to identify opportunities to remove obstacles to the integrated funding of Sustainable Streets projects.



*This bioretention facility in Oakland receives stormwater runoff from both the roadway and an adjacent plaza (Source: Horizon)*

#### Champions

Champions are organizations that have the interest and capability to influence legislation and policy decisions, and generally advocate for the funding of Sustainable Streets. The current list of Champions is provided below.

- **Bay Area Stormwater Management Agencies Association (BASMAA)** – BASMAA is a consortium of nine San Francisco Bay Area municipal stormwater programs. BASMAA was started by local governments in response to municipal stormwater permits in an effort to promote regional consistency and facilitate efficient use of public resources. BASMAA is designed to encourage information sharing and cooperation, and to develop products and programs that are more cost-effective when done regionally than could be accomplished locally. In addition, BASMAA provides a forum for representing and advocating the common interests of member programs at the regional and state level.
- **San Francisco Bay Regional Water Quality Control Board (Regional Water Board)** – The Regional Water Board issued the current Municipal Regional Stormwater Permit on November 19, 2015, including in Provision C.3.j of the permit a requirement for the Permittees to prepare and implement Green Infrastructure Plans. Green Infrastructure Plans are required to include

targets for the amount of impervious surface to be retrofitted with green infrastructure by 2020, 2030, and 2040.

- **San Francisco Estuary Partnership (SFEP)** – SFEP is a collaboration of local, state, and federal agencies, NGOs, academia and business leaders working to protect and restore protect and restore the San Francisco Bay-Delta Estuary. SFEP builds partnerships and leverages federal funding with millions of dollars in state and local funds for regional-scale restoration, water quality improvement, and resilience-building projects (SFEP 2017).
- **Save The Bay** – Save The Bay is the largest regional organization working to protect, restore and celebrate San Francisco Bay since 1961. Save The Bay mobilizes thousands of Bay Area residents to protect and restore the Bay for future generations, both as advocates in their community and volunteers on the shoreline, working with scientists and policymakers to protect the Bay as the region's most important natural resource--essential to our environment, economy, and quality of life (Save The Bay 2017).

### Roadmap Committee

A Roadmap Committee will be formed to monitor and track progress of actions taken by agencies to make available funding for sustainable streets projects, to track the projects that succeed in obtaining funding, and periodically review and adjust Specific Actions as needed. This Committee may also identify needs for workgroups to implement various Specific Actions. The Roadmap Committee will consist of representatives of the Participating Agencies, potentially including local agency representatives, and is anticipated to elect officers for limited terms. The Committee is anticipated to meet at least twice a year, unless Committee members determine that more frequent meetings are needed. One annual meeting is anticipated to include progress reports and keynote speeches highlighting achievements by Participating Agencies and/or new advancements in Sustainable Streets.

### Tracking and Follow-up

The Roadmap Committee's primary tool for tracking and monitoring progress in implementing the actions listed in Section 2 is anticipated to be an online spreadsheet of specific actions, which would be editable by the representatives of Participating Agencies. Participating Agencies would periodically be reminded to populate the online spreadsheet with information on progress since the last update, which could be formatted as a progress report for annual meetings of the Roadmap Committee.

The Roadmap Committee will continue to follow up with partner agencies and organizations to identify additional Champions. For example, the Roadmap Committee is following up with the agencies listed below, as well as other agencies and organizations, regarding the potential to serve as Champions.

- **Department of Transportation (Caltrans)** – Through its Division of Local Assistance, Caltrans oversees more than one billion dollars annually available to over 600 cities, counties and regional agencies for the purpose of improving their transportation infrastructure or providing transportation services (Caltrans 2018). Some of the Division of Local Assistance grant programs, such as the Active Transportation Program, prioritize the funding of projects that include Sustainable Streets elements, such as bicycle and pedestrian improvements. Caltrans is subject to the California Department of Transportation Municipal Stormwater Permit, issued by the

State Water Board on September 19, 2012, as amended. As part of complying with this permit, the Caltrans Stormwater Program provides funding to local agencies for green infrastructure improvements through Cooperative Implementation Agreements.

- **Metropolitan Transportation Commission (MTC)** - MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. Congress distributes federal transportation dollars to MTC (and other metropolitan planning organizations) to invest in regional priority transportation projects and programs. MTC also helps local agencies in the Bay Area obtain state funding for transportation projects. In 2012, MTC established the One Bay Area Grant (OBAG) program, which taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals. OBAG includes both a regional program administered by MTC and a county program that allows counties to use OBAG funds to invest in a range of street and road project types, including elements of Sustainable Streets projects.
- **State Water Resources Control Board (State Water Board)** – Through its Division of Financial Assistance, the State Water Board implements financial assistance programs, including the Storm Water Grant Program, loan and grant funding for construction of municipal sewage and water recycling facilities, remediation for underground storage tank releases, watershed protection projects, and nonpoint source pollution control projects (SWRCB 2018) . The State Water Board has experience collaborating with other funding agencies, including the Department of Water Resources.

### Sustainable Streets and Collaborative Action

This Roadmap sets forth a vision of collaborative action to implement specific actions to realize multi-benefit projects. This may challenge some existing organizational structures that were developed to support single-benefit projects. Agencies are making this commitment in order to realize a vision of multi-benefit projects that help make communities healthier and more vibrant than single-benefit projects of the past.



*Meeting of the Regional Roundtable on Sustainable Streets, March 2017*

Table 4 Agency or Organization Assignments			
Categories of Participants	Participating Agencies and Organizations	Specific Actions	
		Led by Agency or Organization	Supported by Agency or Organization
Federal Agencies	<ul style="list-style-type: none"> <li>Federal Emergency Management Agency</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>Federal Highway Administration</li> <li>Federal Transit Administration</li> </ul>	--	1-1, Clarify GSI Eligibility in Federal Transportation Grants
State Agencies	<ul style="list-style-type: none"> <li>Caltrans Division of Local Assistance</li> </ul>	1-1, Clarify GSI Eligibility in Federal Transportation Grants	1-2, Update OBAG Guidance 1-3, Clarify GSI Eligibility in the Local Streets and Roads Program
	<ul style="list-style-type: none"> <li>Caltrans Stormwater Program</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 1-8, Address Caltrans Stormwater Treatment Credit 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs	2-1, Coordinate to Publicize Solicitations 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>Caltrans Active Transportation Program</li> <li>California Natural Resources Agency</li> <li>Department of Water Resources</li> <li>State Coastal Conservancy</li> <li>Strategic Growth Council</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	2-1, Coordinate to Publicize Solicitations 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>State Water Resources Control Board</li> </ul>	2-1, Coordinate to Publicize Solicitations 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	1-7, Develop State Legislative Program 1-8, Address Caltrans Stormwater Treatment Credit 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects

Table 4 Agency or Organization Assignments			
Categories of Participants	Participating Agencies and Organizations	Specific Actions	
		Led by Agency or Organization	Supported by Agency or Organization
State Agencies (cont.)			2-6, Identify Opportunities to Coordinate Reporting
Regional Agencies	<ul style="list-style-type: none"> <li>Bay Area Air Quality Management District</li> <li>San Francisco Bay Restoration Authority</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 2-2, Inform Other Agencies of Solicitations 2-7, Consider linkages to other programs 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	2-1, Coordinate to Publicize Solicitations 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>Bay Conservation and Development Commission</li> </ul>	--	3-9, Develop Outreach Strategy
	<ul style="list-style-type: none"> <li>Metropolitan Transportation Commission</li> </ul>	1-2, Update OBAG Guidance 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs 3-6, Coordinate with Local Agency Staff to Share Information 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	1-1, Clarify GSI Eligibility in Federal Transportation Grants 1-3, Clarify GSI Eligibility in the Local Streets and Roads Program 2-1, Coordinate to Publicize Solicitations 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>San Francisco Bay Regional Water Quality Control Board</li> </ul>	1-5, Regional Water Board Staff to Review the Completed Checklists Prepared in Specific Action 1-4	1-6, Identify Opportunities to Influence Federal Policy 1-7, Develop State Legislative Program 1-8, Address Caltrans Stormwater Treatment Credit 2-3, Offer Training on Obtaining Grants
	<ul style="list-style-type: none"> <li>San Francisco Estuary Partnership</li> </ul>	1-7, Develop State Legislative Program 2-5, Track Upcoming Solicitations 2-6, Identify Opportunities to Coordinate Reporting 3-2, Improve the Existing Web Presence for the Roadmap	1-6, Identify Opportunities to Influence Federal Policy 3-4, Support SB 231 Implementation 3-6, Coordinate with Local Agency Staff to Share Information



Table 4 Agency or Organization Assignments			
Categories of Participants	Participating Agencies and Organizations	Specific Actions	
		Led by Agency or Organization	Supported by Agency or Organization
Regional Agencies (cont.)		3-3, Seek Funding for Roadmap Implementation 3-5, Convene the Roadmap Committee 3-7, Prepare and Distribute a Fact Sheet of the Roadmap 3-9, Develop Outreach Strategy	
County Transportation Agencies	<ul style="list-style-type: none"> <li>Alameda County Transportation Commission</li> <li>Contra Costa Transportation Authority</li> <li>San Mateo County/City Association of Governments</li> <li>San Mateo County Transportation Authority</li> <li>Santa Clara Valley Transportation Authority</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 2-2, Inform Other Agencies of Solicitations 2-7, Consider Linkages to Other Programs 3-8, Incorporate Applicable Specific Actions in Agency Policies, Procedures, Strategic Plans, and/or Other Documentation	2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
	<ul style="list-style-type: none"> <li>Napa County Transportation and Planning Agency</li> <li>San Francisco County Transportation Authority</li> <li>Solano Transportation Authority</li> <li>Sonoma County Transportation Authority</li> <li>Transportation Authority of Marin</li> </ul>	--	2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 2-6, Identify Opportunities to Coordinate Reporting
Local Storm-water Programs	<ul style="list-style-type: none"> <li>Alameda Countywide Clean Water Program</li> <li>Contra Costa Clean Water Program</li> <li>San Mateo Countywide Water Pollution Prevention Program</li> <li>Santa Clara Valley Urban Runoff Pollution Prevention Program</li> </ul>	3-1, Provide Guidance on a Range of Funding Options	3-4, Support SB 231 Implementation 3-6, Coordinate with Local Agency Staff to Share Information 3-9, Develop and Conduct Outreach Strategy

Table 4 Agency or Organization Assignments			
Categories of Participants	Participating Agencies and Organizations	Specific Actions	
		Led by Agency or Organization	Supported by Agency or Organization
Local Storm-water Programs (cont.)	<ul style="list-style-type: none"> <li>• Cities of American Canyon, Benicia, Calistoga, Napa, Petaluma, Sonoma, St. Helena, Yountville</li> <li>• Counties of Napa, Solano, Sonoma, and Vallejo</li> <li>• Fairfield-Suisun Urban Runoff Management Program</li> <li>• Marin County Stormwater Pollution Prevention Program</li> <li>• San Francisco Public Utilities Commission</li> <li>• Sonoma County Water Agency</li> <li>• Town of Ross</li> <li>• Vallejo Sanitation and Flood Control District</li> </ul>	--	3-6, Coordinate with local Agency Staff to Share Information 3-4, Support SB 231 Implementation
Non-Governmental Organizations	<ul style="list-style-type: none"> <li>• Bay Area Stormwater Management Agencies Association</li> </ul>	1-4, Identify Opportunities to More Fully Fund Sustainable Streets 2-3, Offer Training on Obtaining Grants 2-4, Prepare Guidance for Packaging Projects 3-9, Develop Outreach Strategy	1-7, Develop State Legislative Program 2-5, Track Upcoming Solicitations 2-6, Identify Opportunities to Coordinate Reporting 3-2, Improve the Existing Web Presence for the Roadmap 3-3, Seek Funding for Roadmap Implementation 3-4, Support SB 231 Implementation 3-5, Convene the Roadmap Committee 3-6, Coordinate with Local Agency Staff to share Information 3-7, Prepare and Distribute a Fact Sheet of the Roadmap 3-9, Develop Outreach Strategy
	<ul style="list-style-type: none"> <li>• Save The Bay</li> <li>• Trust for Public Land</li> </ul>	--	1-6, Identify Opportunities to Influence Federal Policy 1-7, Develop State Legislative Program

Table 4 Agency or Organization Assignments			
Categories of Participants	Participating Agencies and Organizations	Specific Actions	
		Led by Agency or Organization	Supported by Agency or Organization
Non-Governmental Organizations (cont.)			3-4, Support SB 231 Implementation 3-9, Develop Outreach Strategy
	• California Stormwater Quality Association	3-4, Support SB 231 Implementation	2-4, Prepare Guidance for Packaging Strategy
	• NRDC	--	3-9, Develop Outreach Strategy
	• SPUR	--	3-4, Support SB 231 Implementation 3-9, Develop Outreach Strategy



# Appendix A

## Acronyms and Definitions

This appendix provides a list of acronyms and glossary of technical terms used in the Roadmap.

### List of Acronyms

ACCWP	Alameda Countywide Clean Water Program
ACTC	Alameda County Transportation Commission
BAAQMD	Bay Area Air Quality Management District
BASMAA	Bay Area Stormwater Management Agencies Association
Caltrans	California Department of Transportation
CASQA	California Stormwater Quality Association
C/CAG	San Mateo County/City Association of Governments
CCCWP	Contra Costa Clean Water Program
CCTA	Contra Costa Transportation Authority
CMA	Congestion Management Agency
CNRA	California Natural Resources Agency
DWR	Department of Water Resources
FEMA	Federal Emergency Management Agency
GI	Green infrastructure
GSI	Green stormwater infrastructure
MRP	Municipal Regional Stormwater Permit
MTC	Metropolitan Transportation Commission
OBAG	One Bay Area Grant Program
RWQCB	Regional Water Quality Control Board
SCC	State Coastal Conservancy
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SFBRA	San Francisco Bay Restoration Authority
SFEP	San Francisco Estuary Partnership
SGC	Strategic Growth Council
SMCTA	San Mateo County Transportation Authority
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
STB	Save the Bay
VTA	Santa Clara Valley Transportation Authority
TMDL	Total Maximum Daily Load
TPL	Trust for Public Land
USEPA	United States Environmental Protection Agency

## Glossary of Terms

**Active Transportation:** Any self-propelled, human-powered mode of transportation, such as walking or bicycling (CDC 2011).

**Carbon sequestration:** Terrestrial, or biologic, carbon sequestration is the process by which trees and plants absorb carbon dioxide, release the oxygen, and store the carbon. Geologic sequestration is one step in the process of carbon capture and sequestration, and involves injecting carbon dioxide deep underground where it stays permanently (USEPA 2016).

**Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility (Caltrans 2017a).

**Congestion Management Agency:** A congestion management agencies (CMA) is a countywide body funded by the state gas tax that works to keep traffic levels manageable. CMAs help coordinate land use, air quality and transportation planning among the local jurisdictions; prepare a congestion management program to spend gas tax funds; monitor levels of congestion on major roads; and analyze the impacts that a proposed development will have on future traffic congestion (Institute for Local Government 2015).

**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 (American Rivers 2017).

**Green stormwater infrastructure:** Green stormwater infrastructure is type of green infrastructure that specifically addresses stormwater management. It includes a range of soil-water-plant systems that intercept stormwater, infiltrate a portion of it into the ground, evaporate a portion of it into the air, and in some cases release a portion of it slowly back into the storm drain system (Philadelphia Water Department 2017)

**Stormwater treatment system:** Any engineered system designed to remove pollutants from stormwater runoff by settling, filtration, biological degradation, plant uptake, media absorption/adsorption or other physical, biological, or chemical process (San Francisco Bay Regional Water Quality Control Board 2015)

**Sustainable Street:** Roadway segment that includes both complete streets features and green stormwater infrastructure, and that is maintained in a state of good or fair condition.

**Total Maximum Daily Load:** After the identification of a water quality-limited waterbody is completed, a Total Maximum Daily Load is established at a level necessary to achieve the applicable state water quality standards (USEPA 2017c). A TMDL establishes the maximum amount of a pollutant allowed in a waterbody and serves as the starting point or planning tool for restoring water quality (USEPA 2017d).

**Urban greening:** An integrated, citywide approach to the planting, care and management of all vegetation in a city to secure multiple environmental and social benefits for urban dwellers; projects may involve planting of trees, shrubs, grass, or agricultural plots (Sorensen et al. 1997).





## Appendix B

### Potential Sources of Funding for Sustainable Streets

This appendix provides two tables that, taken together, identify a range of funding sources that may potentially be used to fund Sustainable Streets projects. Table B-1 includes transportation funding sources and presents available information regarding the eligibility of green stormwater infrastructure. Table B-2 includes resource-related funding sources and presents available information regarding the eligibility of transportation features.

Table B-1 Transportation Funding Sources that May Potentially Fund Sustainable Streets					
Row No.	Name of Funding Source	Administering Agency	Funded by	Conditions under which Green Stormwater Infrastructure is Eligible	Link to information
1	One Bay Area Grant Program	Metropolitan Transportation Commission (MTC)	<ul style="list-style-type: none"> <li>Surface Transportation Block Grant Program (STP – federal funding)</li> <li>Congestion Mitigation and Air Quality Improvement (CMAQ – federal funding)</li> <li>(Source: MTC 2017)</li> </ul>	<ul style="list-style-type: none"> <li>Permeable pavement is eligible.</li> <li>Landscaping as part of streetscape improvement or safety improvement is eligible.</li> <li>GSI is eligible if required for mitigation.</li> <li>Dependent on various goals and guidelines of OBAG sub-programs</li> <li>Must comply with all Federal &amp; State &amp; Regional &amp; County level (for county programs) regulations.</li> <li>Follows Caltrans Federal Aid Delivery process.</li> <li>(Sources: MTC 2015a, Atkinson 2017)</li> </ul>	<a href="http://mtc.ca.gov/our-work/invest-protect/focused-growth/one-bay-area-grants">http://mtc.ca.gov/our-work/invest-protect/focused-growth/one-bay-area-grants</a> (Source: MTC 2017a)
2	Active Transportation Program	California Transportation Commission (CTC)	Myriad of fund sources that will have to be obtained from CTC	<ul style="list-style-type: none"> <li>Scoring criteria is a balance dictated by the various fund sources.</li> <li>Landscaping as part of the ATP project that meets the program goals are eligible expenses.</li> <li>Projects must comply with all Federal and State regulations and must follow the Caltrans Federal Aid and CTC delivery process.</li> </ul>	<a href="http://www.dot.ca.gov/hq/LocalPrograms/atp/">www.dot.ca.gov/hq/LocalPrograms/atp/</a> (Source: Caltrans 2017b)
3	TDA Article 3	MTC establishes guidelines; counties administer funding per MTC guidelines (Source: MTC 2017b)	State funded through Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200	<ul style="list-style-type: none"> <li>Intersection safety improvements including bulbouts/curb extensions (Source: MTC 2016).</li> <li>Curb and gutter improvements were not specifically mentioned in the guidelines, but would be integral to curb extension construction.</li> </ul>	<a href="http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0">http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0</a> (Source: MTC 2017b)
4	Transportation for Livable Communities	Counties administer Transportation for Livable Communities funding (Sources: ACTC 2012, CCTA 2017, C/CAG 2016, VTA 2017)	Funding sources may vary by county. (Sources: ACTC 2012, CCTA 2017, C/CAG 2016, VTA 2017)	<ul style="list-style-type: none"> <li>Eligibility may vary by county.</li> </ul>	Alameda: <a href="http://www.alamedactc.org/app_pages/view/8057">www.alamedactc.org/app_pages/view/8057</a> (ACTC 2012a) Contra Costa: <a href="http://www.ccta.net/resources/detail/18/1">www.ccta.net/resources/detail/18/1</a> (CCTA 2017a) San Mateo: <a href="http://ccag.ca.gov/wp-content/uploads/2016/06/OBAG-TLC-Scoring-Criteria.pdf">http://ccag.ca.gov/wp-content/uploads/2016/06/OBAG-TLC-Scoring-Criteria.pdf</a> (C/CAG 2016) Santa Clara: <a href="http://www.vta.org/projects-and-programs/call-for-projects">www.vta.org/projects-and-programs/call-for-projects</a> (VTA 2017a)
5	Safe Routes to School	MTC establishes guidelines; counties administer funding per MTC guidelines.	CMAQ funding (Source: MTC 2015b)	<ul style="list-style-type: none"> <li>MTC guidelines identify new curbs and gutters as eligible improvements for pedestrian improvement projects (Source: MTC 2012).</li> </ul>	<a href="http://mtc.ca.gov/tags-public/safe-routes-school">http://mtc.ca.gov/tags-public/safe-routes-school</a> (MTC 2017c)
6	TIGER grants	FHWA	FHWA	<ul style="list-style-type: none"> <li>National competition aimed at highway/ Bridge bike/ped/passenger and freight rail/port / intermodal projects.</li> <li>Very intensive benefit-cost analysis required.</li> <li>Infrastructure as required mitigation is probably eligible.</li> </ul>	<a href="https://www.transportation.gov/tiger">https://www.transportation.gov/tiger</a> (USDOT 2017)

Table B-1 Transportation Funding Sources that May Potentially Fund Sustainable Streets					
Row No.	Name of Funding Source	Administering Agency	Funded by	Conditions under which Green Stormwater Infrastructure is Eligible	Link to information
7	Transportation Fund for Clean Air	BAAQMD	State Funding	<ul style="list-style-type: none"> <li>The Application Guidance for the Bicycle Facilities Grant Program does not specifically mention storm drainage, landscaping, or other project activities directly related to green stormwater infrastructure (BAAQMD 2017b); however, an informational interview with BAAQMD staff (BASMAA 2016) indicated that green stormwater infrastructure improvements, or other landscaping improvements, may be eligible due to carbon sequestration benefits.</li> </ul>	<a href="http://www.baaqmd.gov/grant-funding/public-agencies">http://www.baaqmd.gov/grant-funding/public-agencies</a> (BAAQMD 2017a)
8	Affordable Housing and Sustainable Communities	Strategic Growth Council guidelines.	State Cap and Trade Funding	<ul style="list-style-type: none"> <li>Urban greening costs are eligible, and projects must include at least one urban greening element. The definition of urban greening includes natural infrastructure and stormwater features. Natural infrastructure is defined as the preservation and/or restoration of ecological systems, or utilization of engineered systems that use ecological processes, to increase resiliency to climate change and/or manage other environmental problems.</li> <li>Projects may receive up to 3 points for incorporating natural infrastructure, if the surrounding community is experiencing any specific climate vulnerabilities and the project aims to address specific concerns. (Source SGC 2017)</li> </ul>	<a href="http://www.sgc.ca.gov/Grant-Programs/AHSC-Program.html">http://www.sgc.ca.gov/Grant-Programs/AHSC-Program.html</a> (SGC 2015)
9	Half-cent sales tax measure funding (different measures for different counties)	ACTC – Alameda County CCTA – Contra Costa County VTA – Santa Clara County SMCTA – San Mateo County	Countywide sales taxes	Eligibility policies vary by county.	<p>Alameda County: Measure B: <a href="http://www.alamedactc.org/app_pages/view/4617">www.alamedactc.org/app_pages/view/4617</a> (ACTC 2012b) Measure BB: <a href="http://www.alamedactc.org/news_items/view/14837">www.alamedactc.org/news_items/view/14837</a> (ACTC 2015)</p> <p>Contra Costa County Measure J: <a href="http://www.ccta.net/sources/detail/2/1">www.ccta.net/sources/detail/2/1</a> (CCTA 2017b)</p> <p>San Mateo County Measure A: <a href="http://www.smcta.com/about/About_Measure_A.html">www.smcta.com/about/About_Measure_A.html</a> (SMCTA 2012)</p> <p>Santa Clara County: Measure A Transit Improvements: <a href="http://www.vta.org/projects-and-programs/programs/2000-measure-a-transit-improvement-program">www.vta.org/projects-and-programs/programs/2000-measure-a-transit-improvement-program</a> (VTA 2015) Measure B: <a href="http://www.vta.org/measure-b-2016">www.vta.org/measure-b-2016</a> (VTA 2017b)</p>

Table B-2 Resource-Based Grant and Loan Programs that May Potentially Fund Sustainable Streets					
Row No.	Name of Funding Source	Administering Agency	Funded by	Conditions under which Transportation is Eligible	Link to information
1	Prop 1 Stormwater Grant Program	State Water Resources Control Board	State Proposition 1	<ul style="list-style-type: none"> <li>Costs for permeable pavement are eligible</li> <li>Costs for bike lanes/pedestrian pathways/alternate transit lane could be eligible if GHG reduction is shown as a quantifiable benefit (Source: BASMAA 2017b)</li> </ul>	<a href="http://www.waterboards.ca.gov/water_issues/programs/grants_loans/swgp/prop1/">www.waterboards.ca.gov/water_issues/programs/grants_loans/swgp/prop1/</a> (Source: SWRCB 2017)
2	Prop 1 Integrated Regional Water Management Grants	Department of Water Resources	State Proposition 1	<ul style="list-style-type: none"> <li>The guidelines for the 2016 round of funding do not specifically address the eligibility of the transportation features of Sustainable Streets projects; however, projects receive points for demonstrating a reduction of GHG (DWR 2016)</li> </ul>	<a href="http://www.water.ca.gov/irwm/grants/prop1index.cfm">http://www.water.ca.gov/irwm/grants/prop1index.cfm</a> (DWR 2017)
3	State Coastal Conservancy	Prop 1 Grants	State Proposition 1	<ul style="list-style-type: none"> <li>The program funds multi-benefit projects in four focus areas: Fisheries, Wetlands restoration, Agricultural water use/ ecosystem, and Urban Greening. Urban greening looks as multi-benefits, including public access to ecological resources, carbon sequestration, enhancement of urban park, with a focus on ecological function (BASMAA 2017a).</li> <li>The grant guidelines do not specifically address the eligibility of the transportation features of Sustainable Streets projects; however, one of the project selection criteria is for project design and construction methods to include measures to avoid or minimize GHG emissions to the extent feasible and consistent with the project objectives (SCC 2016).</li> </ul>	<a href="http://scc.ca.gov/grants/proposition-1-grants/">http://scc.ca.gov/grants/proposition-1-grants/</a> (SCC 2017)
4	Measure AA	San Francisco Bay Restoration Authority	Regional Measure AA	<ul style="list-style-type: none"> <li>The program generally looks at larger scale GSI, but could fund water quality treatment systems along urbanized shorelines of the Bay. Projects in association with restoration and/or along shore or Bay edge may be eligible (BASMAA 2017a).</li> <li>The Measure AA grant guidelines do not mention roads or streets. Eligible project types include trails and levees (SFBRA 2017b).</li> </ul>	<a href="http://sfbayrestore.org/sf-bay-restoration-authority-grants.php">http://sfbayrestore.org/sf-bay-restoration-authority-grants.php</a> (SFBRA 2017a)
5	Urban Greening Grants	California Natural Resources Agency	State Cap and Trade funding	<ul style="list-style-type: none"> <li>Eligible activities include green street and alleyway projects that integrate green stormwater infrastructure elements into the street or alley design, including permeable surfaces, bioswales, and trees (CNRA 2017b).</li> </ul>	<a href="http://resources.ca.gov/grants/urban-greening/">http://resources.ca.gov/grants/urban-greening/</a> (CNRA 2017a)
6	Emergency Management Performance Grant	Federal Emergency Management Agency	Appropriation Authority for Program: Department of Homeland Security Appropriations Act, 2017 (Pub. L. No. 115-31)	<ul style="list-style-type: none"> <li>This is a planning grant that provides Federal funds to states to assist state, local, territorial, and tribal governments in preparing for all</li> </ul>	<a href="https://www.fema.gov/preparedness-non-disaster-grants">https://www.fema.gov/preparedness-non-disaster-grants</a> (FEMA 2017)

Table B-2 Resource-Based Grant and Loan Programs that May Potentially Fund Sustainable Streets					
Row No.	Name of Funding Source	Administering Agency	Funded by	Conditions under which Transportation is Eligible	Link to information
				hazards. Examples of funded activities include conducting risk assessments and updating emergency plans (USDHS and FEMA 2017).	
7	Cooperative Implementation Agreements for Total Maximum Daily Load (TMDL) Compliance	Caltrans Stormwater Program	Caltrans Stormwater Program funding	<ul style="list-style-type: none"> <li>As of March 2018, the program had funded three local agency projects through cooperative implementation agreements in the San Francisco Bay Area; none were Sustainable Street projects. Sustainable Streets projects in the SF Bay Area could potentially be eligible; however, this program can only fund water quality improvements. Key criteria include: the number of TMDL pollutants that will be addressed (including trash) and the amount of Caltrans right of way that is treated. Projects that infiltrate or capture and use stormwater are preferred.</li> </ul>	For information, contact Tom Rutsch, <a href="mailto:tom.rutsch@dot.ca.gov">tom.rutsch@dot.ca.gov</a>
8	San Francisco Bay Water Quality Improvement Grants	USEPA	The funds for the awards under the 2017 RFP were appropriated to USEPA under the "Further Continuing and Security Assistance Appropriations Act, 2017" (Public Law 114-254) and will be issued under Section 320 of the Clean Water Act (National Estuary Program), 33 U.S.C. §1330 (USEPA 2017b).	<ul style="list-style-type: none"> <li>Eligible projects include projects that manage stormwater with low impact development and green stormwater infrastructure; projects should be based on a restoration plan, TMDL, stormwater/green stormwater infrastructure plan, or watershed plan (USEPA 2017b).</li> </ul>	<a href="http://www.epa.gov/sfbay-delta/sf-bay-water-quality-improvement-fund">www.epa.gov/sfbay-delta/sf-bay-water-quality-improvement-fund</a> (USEPA 2017)
9	Clean Water State Revolving Fund (CWSRF)	SWCRB	The CWSRF provides below-market rate financing, funded by the California Infrastructure and Economic Development Bank State Revolving Funds revenue bonds (Fitch Ratings 2014).	<ul style="list-style-type: none"> <li>Eligible projects include planning, design, and/or construction of publicly-owned storm water treatment and control facilities.</li> </ul>	<a href="http://www.waterboards.ca.gov/water_issues/programs/grants_loans/">www.waterboards.ca.gov/water_issues/programs/grants_loans/</a> (SWCRB 2018)

# Appendix C

## Solutions Considered and Withdrawn

A number of potential solutions were developed as part of the Regional Roundtable of Funding Solutions for Sustainable Streets but were withdrawn from further consideration based on input provided by agencies participating in the roundtable process. These potential solutions are listed in Table C-1, together with an explanation of the basis for withdrawing the solutions from further consideration.

Table C-1 Potential Solutions Considered and Withdrawn from Further Consideration	
Potential Solution	Basis for Withdrawing the Potential Solution
<p><b>Single Distribution</b> – Create a single distribution of funding for projects that include both green stormwater infrastructure and transportation improvements that reduce greenhouse gases.</p>	<p>This potential solution would have introduced difficulties inherent in mixing funds from different sources, since each funding source has been developed to address layers of objectives, as well as the agency mission and the funding source needs. Funding agencies participating in the Regional Roundtable for Funding Sustainable Streets did not support this potential solution.</p>
<p><b>Coordinate the Timing of Funding Cycles</b> – Coordinate the timing of funding cycles among agencies, in order to publish solicitations for different grants that fund Sustainable Streets within a given timeframe. This would make it more possible for one project to receive funding from multiple grants.</p>	<p>The timing of the funding cycle for each funding source is subject to many diverse factors, such as funding appropriations, which are unlikely to be changed in order to accommodate a subset of eligible types of projects.</p>



## Appendix D

### Checklist for Identifying Opportunities to Improve Funding of Sustainable Streets

This checklist is provided for use by individual funding agencies to review policy documents regarding their programs. For questions that receive a “YES” answer, enter in the “Potential Revisions for Consideration” columns potential changes to policies and procedures that would improve the funding of Sustainable Street projects. Potential revisions that could be done the program level go in the “Program Revisions” column, and potential revisions that require legislation go in the “Legislative Revisions” column. If you cannot currently determine whether legislation would be required, please indicate in the “Legislative Revisions” column that legislation may be required, pending more information.

YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
<b>Questions Regarding Pathway 1: Prioritize Sustainable Streets in Funding Sources</b>					
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. If the funding source is a transportation grant, does it restrict the use of funds for green stormwater infrastructure? If yes, please describe the restrictions in the “Items to Consider Revising” columns. If applicable, include a discussion of how Transportation Asset Management (TAM) is used at the funding program level, and how TAM addresses or does not address green stormwater infrastructure.		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. If the funding source is a resource grant, does it restrict the use of funds for transportation improvements that reduce greenhouse gases? If yes, please describe the restrictions in the “Items to Consider Revising” columns.		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the maximum grant amount too low to fully fund the construction of both the transportation and green stormwater infrastructure features of a Sustainable Streets project? If yes, please indicate in the “Items to Consider Revising” columns whether an increase in the maximum grant amount could be considered.		
<b>Questions Regarding Pathway 2: Improve Conditions for Using Multiple Grants</b>					
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. To simplify the application process for projects that must obtain multiple grants,		

YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
			would the agency consider coordinating with other funding agencies to develop a basic application form, which each agency could modify as needed for each funding program?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Would the agency consider incorporating into the guidelines for its funding program(s) statewide guidance on how to “package” Sustainable Streets projects for specific grants?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Would the agency consider jointly establishing a match with other agencies – for example, would resource agencies consider establishing a standard local match similar to transportation grants?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. If grant recipients may combine this grant with other grants, is your agency willing to coordinate with the other funding agencies to allow joint reporting?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8. If the funding source does not fund all aspects of Sustainable Streets, does the scoring system put projects at a disadvantage if they include ineligible costs?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9. If grant recipients may combine this grant with other grants, is your agency willing to coordinate among agencies to time solicitations?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10. If your agency does not currently include in solicitations the extensions that may be available, would you be willing to include this information in order to assist applicants in evaluating the potential alignment of grant periods of different grants that may be combined for a project?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11. Are any of the following activities ineligible under the grant program: planning, design, construction, and/or short-term maintenance, and monitoring?		



YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12. How does the funding program ensure that the various regions of the state get their fair share of funding?		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13. How does the funding program address the need for green stormwater infrastructure to be provided in old industrial areas, which will help meet load reduction targets for PCBs? Please describe any ways in which locating Sustainable Streets in the old industrial areas are encouraged or discouraged.		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14. For urban greening grant programs, would the agency be willing to coordinate with other urban greening programs in order to standardize urban greening solicitations to the extent possible?		



# Appendix E

## Case Studies

Two case studies were conducted to identify opportunities to improve funding of Sustainable Streets. The case studies are intended to serve as examples for how funding agencies may use the checklist provided in Appendix D to review their funding programs and develop specific actions to improve funding of Sustainable Streets projects. The two case studies focused, respectively on the One Bay Area Grant (OBAG) county program managed by the Metropolitan Transportation Commission (MTC) and the Storm Water Grant Program (SWGP) managed by the State Water Resources Control Board (SWRCB). The results of each case study is presented in the format of the checklist provided in Appendix D, followed by an explanation of how specific actions were identified based on the results.

### One Bay Area Grant (OBAG) Case Study

The following checklist presents the results of a review of MTC Resolution 4202, Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2), using the checklist in Appendix D. This review focused on the OBAG County Program, which provides funding for grants administered by the nine Bay Area counties. Resolution 4202 establishes regional policies that must be followed by each county’s OBAG program. Following the checklist is a discussion of how the results were used to develop specific actions included in the Roadmap.

<b>OBAG County Program Case Study</b>						
<b>Identifying Opportunities to Improve Funding of Sustainable Streets</b>						
			<b>Potential Revisions for Consideration</b>			
YES	NO	N/A	Question	Program Revisions	Legislative Revisions	
<b>Questions Regarding Pathway 1: Prioritize Sustainable Streets in Funding Sources</b>						
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. If the funding source is a transportation grant, does it restrict the use of funds for green stormwater infrastructure? If yes, please describe the restrictions in the “Potential Revisions for Consideration” columns.	<ul style="list-style-type: none"> <li>Eligibility is governed by federal law. Some GSI components of Sustainable Streets projects, such as pervious paving, are clearly eligible. It would be helpful to have guidance to assist grant applicants in demonstrating the benefits of GSI in transportation projects.</li> </ul>	<ul style="list-style-type: none"> <li>The Water Environment Foundation has been involved in the public review of federal surface transportation legislation and may seek to influence eligibility of GSI in future federal surface transportation acts. If other regional partners seek to influence GSI eligibility in federal legislation,</li> </ul>	

OBAG County Program Case Study					
Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
				<ul style="list-style-type: none"> <li>Coordination with Caltrans is recommended to clarify eligibility of GSI components in federally funded transportation projects.</li> </ul>	they should inform MTC. MTC conducts legislative advocacy on the federal level.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. If the funding source is a resource grant, does it restrict the use of funds for transportation improvements that reduce greenhouse gases? If yes, please describe the restrictions in the “Potential Revisions for Consideration” columns.	<ul style="list-style-type: none"> <li>The funding source is not a resource grant.</li> </ul>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Is the maximum grant amount too low to fully fund the construction of both the transportation and green stormwater infrastructure features of a Sustainable Streets project? If yes, please indicate in the “Potential Revisions for Consideration” columns whether an increase in the maximum grant amount could be considered.	<ul style="list-style-type: none"> <li>MTC does not specify a maximum amount for OBAG County Program grants.</li> </ul>	
Questions Regarding Pathway 2: Improve Conditions for Using Multiple Grants					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. To simplify the application process for projects that must obtain multiple grants, would the agency consider coordinating with other funding agencies to develop a basic application form, which each agency could modify as needed for each funding program?	<ul style="list-style-type: none"> <li>OBAG2, proposition, and other funding program requirements are too unique to fit into a “single application” solution. However, MTC is looking at ways to coordinate regional programs to develop an MTC application that may be used for multiple programs.</li> </ul>	N/A

OBAG County Program Case Study					
Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Would the agency consider incorporating into the guidelines for its funding program(s) statewide guidance on how to “package” Sustainable Streets projects for specific grants?	<ul style="list-style-type: none"> <li>This type of guidance could be helpful for grant applicants to demonstrate multiple benefits of GSI in transportation projects.</li> </ul>	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Would the agency consider jointly establishing a match with other agencies – for example, would resource agencies consider establishing a standard local match similar to transportation grants?	<ul style="list-style-type: none"> <li>The OBAG match requirement is determined by federal law.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to the federally-legislated 11.47% non-federal local match requirement are anticipated.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. If grant recipients may combine this grant with other grants, is your agency willing to coordinate with the other funding agencies to allow joint reporting?	<ul style="list-style-type: none"> <li>MTC does not have reporting requirements for OBAG.</li> </ul>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8. If the funding source does not fund all aspects of Sustainable Streets, does the scoring system put projects at a disadvantage if they include ineligible costs?	<ul style="list-style-type: none"> <li>The OBAG program already includes an emphasis on multi-modal, multi-benefit projects. Additionally, OBAG criteria do not include a requirement to look at cost/benefit.</li> </ul>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9. If grant recipients may combine this grant with other grants, is your agency willing to coordinate among agencies to time solicitations?	<ul style="list-style-type: none"> <li>MTC is looking at ways to coordinate regional programs, and could inform other funding agencies of its RFPs.</li> </ul>	<ul style="list-style-type: none"> <li>Federal legislation dictates when funds are spent; there are no opportunities to time the requirements with other programs.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. If your agency does not currently include in solicitations the extensions that may be available, would you be willing to include this information in order to assist applicants in evaluating the potential alignment of grant periods of different grants that may be combined for a project?	<ul style="list-style-type: none"> <li>The obligation and delivery deadlines are already described in the OBAG policy resolution; extensions are not available.</li> </ul>	

OBAG County Program Case Study				
Identifying Opportunities to Improve Funding of Sustainable Streets				
			Potential Revisions for Consideration	
YES	NO	N/A	Question	Program Revisions Legislative Revisions
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11. Are any of the following activities ineligible under the grant program: planning, design, construction, and/or short-term maintenance, and monitoring?	<ul style="list-style-type: none"> <li>OBAG grants can be used for planning, design, construction, and short-term establishment. Eligibility for maintenance is determined by federal law.</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	12. For urban greening grant programs, would the agency be willing to coordinate with other urban greening programs in order to standardize urban greening solicitations to the extent possible?	<ul style="list-style-type: none"> <li>The funding source is not an urban greening grant program.</li> </ul>

As a result of completing the above checklist for the OBAG program, four Specific Actions were identified. The relationship between these specific actions and the information in the checklist is shown in Table E-1.

**Table E-1**  
**Relationship between Specific Actions and the OBAG Program Review**

Specific Action	Agencies/Organizations		Applicable Items from the OBAG Review Checklist
	Lead	Support	
<b>1-1, Clarify GSI Eligibility in Federal Transportation Grants</b> - Provide clarification of the eligibility of GSI elements in federally-funded transportation projects	Caltrans	FHWA, MTC	The clarification of eligibility proposed in Specific Action 1-1 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>Item 1 (Eligibility of GSI components of Sustainable Streets)</li> </ul>
<b>1-2, Update OBAG Guidance</b> - Develop guidance clarifying eligibility of GSI elements in federally funded (One Bay Area Grant - OBAG) transportation projects, for inclusion in guidance materials that MTC will provide to counties for OBAG's third round of funding (OBAG 3)	MTC	Caltrans	Guidance proposed in Specific Action 1-2 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>Item 1 (Eligibility of GSI components of Sustainable Streets)</li> </ul>
<b>1-6, Identify Opportunities to Influence Federal Policy</b> - Identify opportunities to support efforts by Champions to influence eligibility of GSI in federal surface transportation programs, maintaining communication with MTC on legislative engagement and/or advocacy	BASMAA	SFEP, Trust for Public Land, Save the Bay	The federal legislative engagement and/or advocacy proposed in Specific Action 1-6 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>Item 1 (Eligibility of GSI components of Sustainable Streets)</li> </ul>
<b>2-2, Inform other agencies of solicitations</b> - Identify and add staff from applicable agencies to the list of parties to notify regarding schedules of future solicitations for applicable grant programs	Funding agencies, including MTC	None	The coordination proposed in Specific Action 2-2 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>Item 9 (Coordinate timing of solicitations)</li> </ul>

## Storm Water Grant Program (SWGP) Case Study

The following checklist presents the results of a review of the State Water Resources Control Board’s (SWRCB) Proposition 1 Storm Water Grant Program Guidelines (SWRCB 2015), which was conducted using the checklist in Appendix D. Following the checklist is a discussion of how the results were used to develop specific actions included in the Roadmap.

SWGP Case Study					
Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
<b>Questions Regarding Pathway 1: Prioritize Sustainable Streets in Funding Sources</b>					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. If the funding source is a transportation grant, does it restrict the use of funds for green stormwater infrastructure? If yes, please describe the restrictions in the “Potential Revisions for Consideration” columns.	<ul style="list-style-type: none"> <li>The funding source is not a transportation grant.</li> </ul>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. If the funding source is a resource grant, does it restrict the use of funds for transportation improvements that reduce greenhouse gases? If yes, please describe the restrictions in the “Potential Revisions for Consideration” columns.	<ul style="list-style-type: none"> <li>Costs for impervious surfaces are generally ineligible; however, costs for bike lanes, pedestrian pathways, and/or alternate transit lanes could be eligible if greenhouse gas (GHG) reduction is shown as a quantifiable benefit. Guidance may be provided to assist applicants in documenting multiple benefits of GSI.</li> </ul>	<ul style="list-style-type: none"> <li>Fure grant programs could consider how the program may support the funding of Sustainable Streets as eligibility criteria are developed.</li> </ul>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Is the maximum grant amount too low to fully fund the construction of both the transportation and green stormwater infrastructure features of a Sustainable Streets project? If yes, please indicate in the “Potential Revisions for Consideration” columns whether an increase in the maximum grant amount could be considered.	<ul style="list-style-type: none"> <li>Although the maximum implementation grant amount is \$10 million, projects that seek funding under the Storm Water Grant Program often combine funding from multiple sources.</li> </ul>	N/A



SWGP Case Study					
Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	
				Legislative Revisions	
Questions Regarding Pathway 2: Improve Conditions for Using Multiple Grants					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. To simplify the application process for projects that must obtain multiple grants, would the agency consider coordinating with other funding agencies to develop a basic application form, which each agency could modify as needed for each funding program?	<ul style="list-style-type: none"> <li>The SWGP and other funding program requirements are too unique to fit into a “single application” solution.</li> </ul>	<ul style="list-style-type: none"> <li>It may be possible to influence the development of future propositions/enacting legislation to coordinate some elements of application requirements with other grant programs that fund Sustainable Streets</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Would the agency consider incorporating into the guidelines for its funding program(s) statewide guidance on how to “package” Sustainable Streets projects for specific grants?	<ul style="list-style-type: none"> <li>This type of guidance could be helpful for grant applicants to demonstrate multiple benefits of Sustainable Streets projects, including GHG reduction.</li> </ul>	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Would the agency consider jointly establishing a match with other agencies – for example, would resource agencies consider establishing a standard local match similar to transportation grants?	<ul style="list-style-type: none"> <li>The SWGP match requirement was dictated by the chapter of State law into which the program was incorporated.</li> <li>Guidance could be developed to help applicants demonstrate the eligibility of transportation elements, such as the use of permeable paving, so that funding of those elements could be</li> </ul>	<ul style="list-style-type: none"> <li>As future funding programs based on future propositions are developed, there may be opportunities to influence related legislation and the incorporation into a chapter of state law.</li> </ul>

SWGP Case Study					
Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
				identified as matching funds.	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. If grant recipients may combine this grant with other grants, is your agency willing to coordinate with the other funding agencies to allow joint reporting?	<ul style="list-style-type: none"> <li>SWRCB currently allows grant recipients to establish some milestone dates. If reporting requirements of applicable funding programs are compared, there may be opportunities to coordinate the reporting schedule, format, etc.</li> </ul>	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8. If the funding source does not fund all aspects of Sustainable Streets, does the scoring system put projects at a disadvantage if they include ineligible costs?	<ul style="list-style-type: none"> <li>The SWGP's scoring criteria do not penalize projects that include ineligible costs.</li> </ul>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. If grant recipients may combine this grant with other grants, is your agency willing to coordinate among agencies to time solicitations?	<ul style="list-style-type: none"> <li>Timing of solicitations is subject to state budget allocation. Bond law dictates when funds must be spent.</li> <li>While the SWGP has no flexibility in the timing of solicitations, there are opportunities to coordinate information. SWRCB participates in funding fairs and the California Financing Coordinating Committee website. A database of grants/upcoming solicitations could be</li> </ul>	N/A

SWGP Case Study Identifying Opportunities to Improve Funding of Sustainable Streets					
YES	NO	N/A	Question	Potential Revisions for Consideration	
				Program Revisions	Legislative Revisions
				developed. Funding agencies could inform one another on RFP timing.	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. If your agency does not currently include in solicitations the extensions that may be available, would you be willing to include this information in order to assist applicants in evaluating the potential alignment of grant periods of different grants that may be combined for a project?	<ul style="list-style-type: none"> <li>Time extension requests are never guaranteed and may be denied by the Governor.</li> </ul>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11. Are any of the following activities ineligible under the grant program: planning, design, construction, and/or short-term maintenance, and monitoring?	<ul style="list-style-type: none"> <li>Grants can only cover costs incurred within the grant period.</li> </ul>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	12. For urban greening grant programs, would the agency be willing to coordinate with other urban greening programs in order to standardize urban greening solicitations to the extent possible?	<ul style="list-style-type: none"> <li>The funding source is not an urban greening grant program.</li> </ul>	

As a result of completing the above checklist for the SWGP, four Specific Actions were identified. The relationship between these specific actions and the information in the checklist is explained in Table E-2.

Table E-2 Relationship between Specific Actions and the SWGP Review			
Specific Action	Agencies/Organizations		Applicable Items from the SWGP Review Checklist
	Lead	Support	
<b>1-7, Develop State Legislative Program</b> - Develop and implement an initiative to influence future state propositions, related legislation, and incorporation into a chapter of state law – to provide a clear path for full eligibility of Sustainable Streets, and coordinate application requirements among grant programs that fund Sustainable Streets	SFEP	SWRCB, RWQCB, BASMAA, Champions	The State Legislative Program proposed in Specific Action 1-7 would address issues discussed in the following checklist items: <ul style="list-style-type: none"> <li>• Item 2 (Eligibility of transportation components of Sustainable Streets)</li> <li>• Item 4 (Potential coordination of some application requirements with other grant programs)</li> <li>• Item 6 (Match requirements)</li> </ul>
<b>2-1, Coordinate to publicize solicitations</b> - Coordinate with other agencies to join SWRCB in participating in funding fairs and the California Financing Coordinating Committee website	SWRCB	Other funding agencies	The coordination proposed in Specific Action 2-1 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>• Item 9 (Coordinate timing of solicitations)</li> </ul>
<b>2-2, Inform other agencies of solicitations</b> - Identify and add staff from applicable agencies to the list of parties to notify regarding schedules of future solicitations for applicable grant programs	Funding agencies, including SWRCB	None	The coordination proposed in Specific Action 2-2 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>• Item 9 (Coordinate timing of solicitations)</li> </ul>
<b>2-7, Consider linkages to other programs</b> - Funding agencies will consider aspects of other related grant programs (timing, criteria, etc.) in the development of future grant programs, and will coordinate with other grant programs where feasible	Funding agencies, including SWRCB	None	The considerations proposed in Specific Action 2-7 would address issues discussed in the following checklist item: <ul style="list-style-type: none"> <li>• Item 4 (Potential coordination of some application requirements with other grant programs)</li> </ul>

# Appendix F

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VTA – See Santa Clara Valley Transportation Authority.

# Appendix G

## List of Participating Agencies and Organizations

Participating agencies and organizations are listed below, and includes the names of the representatives that attended Regional Roundtable meetings. Attendees<sup>6</sup> of this meeting provided comments on the Draft Roadmap that have been incorporated in the Final Roadmap.

Table G-1 Participating Agencies and Organizations	
Agency/Organization	Roundtable Attendance 9/19/2017
Alameda Countywide Clean Water Program	Jim Scanlin
BAAQMD	--
BASMAA	Geoff Brosseau
	Matt Fabry
Bay Area Metro   ABAG and MTC	Anne Richman
	Matt Maloney
	Mallory Atkinson
	Christy Leffal
Bay Area Regional Collaborative	--
Bay Conservation and Development Commission	Miriam Torres
California Natural Resources Agency	--
California Transportation Commission	Garth Hopkins
Caltrans	Jagjiwan Grewal
	Ephrem Meharena
	Tom Rutsch
California Stormwater Quality Association	Geoff Brosseau
City of Campbell	Fred Ho
City of Oakland	Ryan Russo
	Alison Schwartz

<sup>6</sup> Curt Kruger, of Contech, and Eric Zickler, of Lotus Water, also attended the September 19, 2017, Regional Roundtable meeting and commented on the Draft Roadmap.

Table G-1 Participating Agencies and Organizations	
Agency/Organization	Roundtable Attendance 9/19/2017
	Terri Fashing
	Bruce Wells
City of San Jose	--
City of San Pablo	Amanda Booth
City of Union City	Thomas Ruark
Contra Costa Clean Water Program	Rachel Kraai
Contra Costa County	Mary Halle
Contra Costa Transportation Authority	--
Department of Water Resources	Paul Wells
Federal Emergency Management Agency	--
Federal Highway Administration	--
Natural Resources Defense Council	Alisa Valderrama
Regional Water Quality Control Board	Thomas Mumley
	Keith Lichten
San Francisco Estuary Partnership	Josh Bradt
San Mateo City/County Association of Governments	Jean Higaki
San Mateo Countywide Water Pollution Prevention Program	Matt Fabry
San Mateo Transportation Authority	--
Santa Clara Urban Runoff Pollution Prevention Program	Jill Bicknell
Santa Clara Valley Transportation Authority	Eugene Maeda
Save the Bay	Allison Chan
SPUR	Laura Tam
State Coastal Conservancy/ San Francisco Bay Restoration Agency	Sam Schuchat
	Matt Gerhart
State Water Resources Control Board	Jeffrey Albrecht
	Meghan Tosney
Strategic Growth Council	--

<b>Table G-1 Participating Agencies and Organizations</b>	
<b>Agency/Organization</b>	<b>Roundtable Attendance 9/19/2017</b>
Trust for Public Land	Katherine Jones
U.S. Environmental Protection Agency	David Smith
	Luisa Valiela
	Erica Yelensky