



# San Gabriel Valley Council of Governments

## AGENDA AND NOTICE OF THE MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE Monday, May 21, 2018 – 12:00 PM

### 2017/2018 OFFICERS

Chair: Rene Guerrero

Vice Chair: David Liu

Immediate Past Chair:  
Phil Doudar

### Voting Members:

Arcadia

Azusa

Claremont

Diamond Bar

El Monte

Glendora

Irwindale

Monrovia

Pomona

San Dimas

San Gabriel

South El Monte

Temple City

West Covina

LA County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

**MEETINGS:** *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, [www.sgvkog.org](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvskog.org](mailto:sgv@sgvskog.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

**CITIZEN PARTICIPATION:** Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

**TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE:** At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

**AGENDA ITEMS:** The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

**CONSENT CALENDAR:** Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



## **PRELIMINARY BUSINESS**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)

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

5. Review Public Works TAC Meeting Minutes: 4/16/2018 -- Page 1  
*Recommended Action: Review and approve.*

## **PRESENTATIONS**

6. LA Metro's Arterial Performance Measurement Pilot Program: Results for San Gabriel Valley; Presentation by: Shrota Sharma, LA Metro, Lisa Young, Principal/Owner, TransLink; and Tiffany Barkley, Director, Iteris -- Page 5  
*Recommended Action: For information and discussion only.*

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

### **DISCUSSION ITEMS**

### **UPDATE ITEMS**

7. LA County's "Safe, Clean Water Program;" Update provided by: Eric Wolf, Senior Management Analyst, SGVCOG -- Page 19  
*Recommended Action: For information only.*
8. ACE/COG Integration -- Page 71  
*Recommended Action: For information only.*
9. Update on Measure M Subregional Fund Programming -- Page 73  
*Recommended Action: For information only.*

### **INFORMATION ITEMS**

10. Metro Open Streets Cycle Three Grant Program; Presentation by: Peter Duyshart, Project Assistant, SGVCOG -- Page 75  
*Recommended Action: For information only.*
11. ATP Cycle 4 Grant Program -- Page 89  
*Recommended Action: For information only.*

### **EXECUTIVE DIRECTOR'S COMMENTS**

### **ANNOUNCEMENTS**

- The next Public Works TAC Meeting will be on Monday, June 18, 2018.

### **ADJOURN**



**SGVCOG Public Works TAC Meeting Minutes**

Date: April 16, 2018  
 Time: 12:00 P.M.  
 Location: Upper San Gabriel Valley Municipal Water District  
 602 E. Huntington Dr., Suite B, Monrovia, CA 91016

**PRELIMINARY BUSINESS**

1. Call to Order. The meeting was called to order at 12:08 p.m.
2. Pledge of Allegiance. D. Liu led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call

**Public Works TAC Members Present**

P. Wray; Arcadia  
 D. Bobadilla; Azusa  
 D. Liu, K. Young; Diamond Bar  
 C. Dillon; El Monte  
 D. Co; Irwindale  
 A. Tachiki; Monrovia  
 K. Patel, S. Barragan; San Dimas  
 M. Heredia; West Covina  
 Y. Sim, J. Lu, A. Ross, J. Yang; LACDPW

**Public Works TAC Members Absent**

Claremont  
 Pomona  
 South El Monte  
 Temple City

**Guests**

D. Grilley; City of San Gabriel	S. Hopkins, A. Sweet; City of Glendora
S. Ahmad, SA Associates	B. Stracker; Wallace & Associates
F. Alamolhoda, J. Andrews; LAE Associates	S. Ramirez, J. Torres; SCE
B. Schmith; LA Metro	A. Ansari, A. Chang; Transtech Engineers
J. Martinez; NCE	B. Janka; City of Pasadena
C. Chang, G. Jaquez; MNS Engineers	J. Nelson; CNC Engineering/City of Industry
V. Sedagat; Geo-Advantec, Inc.	

**SGVCOG Staff**

P. Duyshart

4. Public Comment.

There was no public comment.

**CONSENT CALENDAR**

5. Review Public Works TAC Meeting Minutes: 03/19/2018  
**There was a motion to approve the minutes (M/S: K. Patel/D. Liu).**

**[Motion Passed]**

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

## **PRESENTATIONS**

### **6. Modernization of the Changing Electric Grid**

Joshua Torres, a Government Affairs Representative from Southern California Edison (SCE), presented on this topic. Throughout the presentation, he outlined SCE's proposal to fight climate change and improve air quality. He stated that SCE and local partners must find ways to effectively reduce emissions levels and improve air quality, especially because the State, under SB 350, set a goal to reduce emissions 40% below 1990 levels by 2030, and 80% by 2050. He also identified the largest and most common emissions contributors, which include transportation, electric power generation, industrial, residential and commercial, and agriculture. Torres then went in-depth in talking about SCE's integrated solution strategy, which includes the solutions of: decarbonize the electric sector, electrify the transportation sector, and electrify buildings. He also discussed how SCE is investing money and resources into improving and modernizing the power grid, too.

Questions/Discussion: The following issues were discussed:

- There was a question about the enhancements that SCE would have to make for pillars 2 and 3. J. Torres responded that SCE will have to add, improve, and enhance battery storage, solar panels and technologies, etc. The new electric grid will also now have to be a two-way path, since more people will be generating their own power. Torres also mentioned the need for more granular insight to monitor two-way flow of the electric grid. SCE and local governments also need to work together to make sure the entire grid is modernized and can keep up with demand. Mr. Torres also touched upon the infrastructure of SGV electricity distribution circuits and bandwidth capacity, too.
- A TAC member asked about new integrated switches, and where new poles and switches would be installed.
- A second TAC member posed a question regarding whether or not other utility companies are doing similar projects and initiatives pertaining to utility grid and infrastructure modernization.

## **ACTION ITEMS**

## **DISCUSSION ITEMS**

## **UPDATE ITEMS**

### **7. CicLAvia: Heart of the Foothills Event Update and Overview**

Romel Pascual, the Executive Director of CicLAvia provided this update item. He provided information about the route of the event, the location of each City's hub (San Dimas, La Verne, Pomona, and Claremont), and the activities at each hub. He also went into detail about the inspiration for CicLAvia events, and how these open streets events bring communities together, make communities safer, and encourage active, sustainable, and clean modes of multi-modal, non-motorized transportation. He encouraged other cities in the SGV to consider hosting a CicLAvia event in the future.

Questions/Discussion: The following issues were discussed:

- A member of the TAC asked about advice for suburban bedrooms communities which don't have a centralized district, village, or downtown and which are also spread out, but which still want to organize an open streets event. R. Pascual replied that cities should identify special or unique parts of their municipalities. Additionally, which places are most pragmatic from a Public Works perspective to hold events?

**8. ACE/COG Integration**

P. Duyshart updated the TAC on this item. He provided a chart which showed the timeline of the various integration activities, projects, and aspects for the next year. He also reported that a compensation and classification study for the integrated agency is being conducted, and the initial results of the Classification portion of the study will be presented to the ACE Integration Ad Hoc Committee next week. Duyshart also reminded TAC members to please keep submitting public and stakeholder comments and input to the COG for the draft guidelines and draft LOI for the new COG/ACE Project Review and Selection process for capital construction projects.

**9. Update on Measure M Subregional Fund Programming**

P. Duyshart provided an update to the TAC on this matter. He announced to the Public Works TAC that SGVCOG and ACE Staff will not be able to present a meticulous, thorough, and calculated list of projects for the first Measure M 5-Year plan for another one to two months, due to a couple issues: ambiguity of Gold Line Phase 2B local contribution requirements and a delay in receiving finalized results from an SGV Greenway Study.

**INFORMATION ITEMS**

**EXECUTIVE DIRECTOR'S COMMENTS**

**ANNOUNCEMENTS**

J. Martinez of NCE announced that, later that week on Wednesday, NCA will be hosting a Streets and Technologies presentation from 8 am to 4 pm.

G. Jaquez of MNS Engineers let TAC attendees know that on April 19, from 10 am to 3 pm, there will be a Safe Clean Water Measure Advisory Meeting. This meeting will take place at the LADWP Building in Downtown LA.

D. Liu announced that the next Public Works TAC Meeting will be on May 21, 2018.

**ADJOURN**

The meeting adjourned at 1:00 p.m.



DATE: May 21, 2018

TO: SGVCOG Public Works TAC

FROM: Marisa Creter, Executive Director

**RE: LA Metro's Arterial Performance Measurement Pilot Program**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

In 2014, LA Metro launched an Arterial Performance Measurement Framework initiative to assess the feasibility and practicality of developing a countywide Arterial Performance Measurement Program. After feasibility studies and analyses determined that such a program is feasible and cost-effective, Metro launched an Arterial Performance Measurement Pilot Program in 2017. The pilot is part of a larger Countywide Baseline Conditions Analysis program, titled "Measure Up!", the purpose of which is to evaluate the performance of arterials throughout LA County to develop countywide baseline in support of the Arterial Performance Measurement Framework. This arterial conditions and performance analysis program will provide local jurisdictions with quantitative data and information which can inform these municipalities and communities for future project planning, and the greatest arterial system needs.

This pilot program is meant to evaluate and test an Arterial Performance Monitoring Tool to assess arterial network performance in one of the nine subregions in Los Angeles County. This project consists of utilizing comprehensive arterial volume and travel time data to develop a detailed measurement and performance tool which provides substantive and quantitative data for cities to analyze the conditions of their roads and arterials. There were multiple tool technologies that were considered for this project, and ultimately, it was determined that the iPeMS system was the most practical for cities to use. The pilot project and monitoring tool also utilizes INRIX 3<sup>rd</sup> Party Speed Data. The arterial performance tool includes data about speed, travel time, travel time index, travel time delay, level of services, vehicle miles travelled, vehicle hours travelled, and vehicle hours of delay (relative to different speed limits and road capacities).

At the October 2017 Public Works TAC Meeting, LA Metro and System Metrics Group gave an initial presentation on the background, purpose, and content of the "Measure Up!" arterial conditions analysis initiative. Metro also announced that the SGV subregion was selected for the Arterial Performance Measurement Pilot. Then, at the January 2018 Public Works TAC Meeting, representatives from LA Metro, TransLink Consulting, and Iteris provided presentation which was both a follow-up presentation to the "Measure Up!" Countywide Baseline Conditions Analysis Program and a presentation which introduced the Arterial Performance Measurement Pilot for the SGV. A presenter from Iteris also gave demonstrations on how to utilize and analyze the functions of the iPeMS system.


## NEXT STEPS

The arterial analysis pilot test project for the SGV subregion is ongoing, as it officially began in January 2018, and will close in December 2018. LA Metro held a training session for local cities and jurisdictions in February 2018, and also distributed follow-up surveys in March and April 2018. At today's May 2018 meeting, representatives from LA Metro, TransLink, and Iteris will be presenting the results of the Arterial Performance Measurement Pilot program and study, as well as the framework and development of the pilot project.

Metro is still actively seeking feedback and input from SGV cities which have access to this free data, and encourages local government participation and utilization of the measurement tool, including by Public Works professionals. Project implementers have been working to make this performance tool usable by transportation professionals and City staff.

Additionally, Metro and the consulting firms will have a live demo of the iPeMS tool for TAC members to test. The demo will allow City staff to learn more about the arterial performance tool, and will also provide an opportunity for staff to ask additional questions about the operations of the tool that may arise as the demonstration is on-going.

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director

## ATTACHMENTS

Attachment A: Metro Pilot Program Presentation, May 2018 -- Page 7  
Attachment B: "Measure Up!" Project Fact Sheet -- Page 17



**M** Metro

# MEASURE UP

Arterial Performance Measurement Pilot Program

**San Gabriel Valley Council of Governments  
Technical Advisory Committee**

May 21, 2018

*Enhancing Performance-Based Decision Making*



# Arterial Performance Measurement Framework

- **Goals of the Program:**
  - Establish framework to support future deployment of operational improvements by participating agencies
  - Monitor and report on mobility performance on arterial corridors
  - Measure effectiveness of Arterial Transportation System Management improvements after they are in place
  - Develop a continuous data source and archive available over time for cities to use for project planning and grant applications
  - Provide useful tools to support local agency and sub-regional operations and planning efforts
  - Develop consistent methods for mobility performance measures calculations and reporting

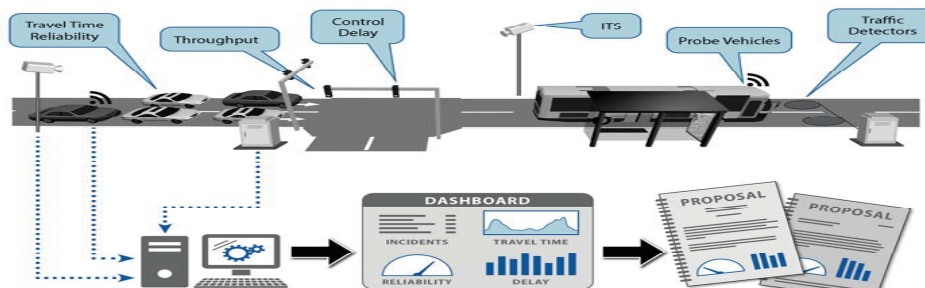
## Background - Framework

### 1. List of Performance Measures

Transportation System Management (TSM) projects make up a large portion of LA Metro's investments. As these are often focused on improving arterial traffic flow, the performance metrics that LA Metro gathers must also be applicable to arterials. Example metrics include travel time performance, and control delay, transit on-time performance, and control delay.

### 2. Data Collection/Sources

There are a variety of sources available to LA Metro that have the data needed for calculation of arterial performance metrics. These sources are both public and private, and include detector data, transit vehicle location data, probe vehicle data, and Intelligent Transportation Systems (ITS) data (e.g., CCTV).



### 3. Data Management

Integrating data into a single, coherent system requires working with different vendors/owners, interfacing with various database systems, and accommodating a range of data formats and types. Data quality validation tools will need to be developed, and strategies for bridging gaps in the data will need to be identified.

### 4. Performance Measurement Tool

When the backend data management system is complete, a performance measurement tool or dashboard is then implemented to generate usable, actionable information from the data. Summary reports on performance are among the outputs provided by this tool.

### 5. Input to Planning Processes

Data-driven planning processes are made possible by performance measurement tools. In this step, internal business processes are updated to take advantage of the new performance measurement tool; projects are prioritized and evaluated based on quantifiable performance metrics and outcomes.

## Background - Performance Measures

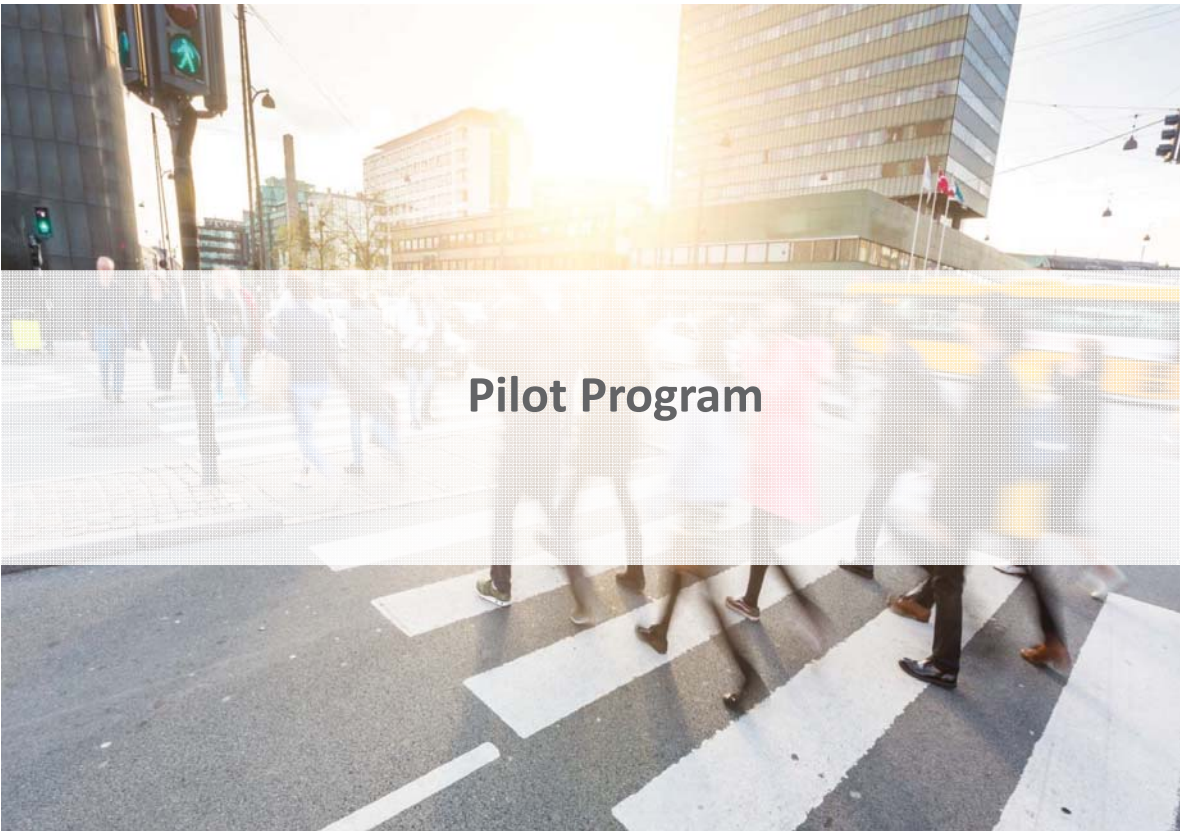
- On all links and routes
  - Speed
  - Travel time (average and reliability)
  - Travel time index
  - Travel time delay
  - Level of Service (link-based HCM methods)
- On links and routes with volume data
  - Vehicle- and person-miles travelled
  - Vehicle- and person-hours travelled
  - Vehicle-hours of delay (relative to different threshold speeds)

## Background - Data Sources

- INRIX 3<sup>rd</sup> Party Speed Data
  - Data is collected from GPS in vehicles and mobile devices
  - From San Gabriel Valley Subregion
  - Data time period: July 1, 2014 – December 31, 2016
- Baseline Conditions Analysis Traffic Volume Profiles
  - About 200 arterial corridors
  - Over 360 manual field tube counts in March 2017

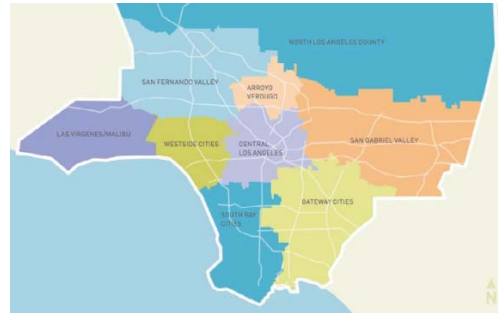
# Background - Baseline

	Arterial length	Travel Demand					Productivity			Vehicle-Hours of Delay (VHD)						
		Vehicle Miles Traveled (VMT)					Flow (Veh-per-hour)									
		AM Peak (6-9 AM)	Midday (9AM - 3PM)	PM Peak (3-7 PM)	Night (7PM-6AM)	Total Daily	AM Peak (6-9 AM)	Midday (9AM - 3PM)	PM Peak (3-7 PM)	AM Peak (6-9 AM)	Midday (9AM - 3PM)	PM Peak (3-7 PM)	Night (7PM-6AM)	Total Daily	AM Pet (6-9 AM)	
Gateway Cities Subregion	E	12.7	16,922	41,195	50,789	20,418	129,534	178	127	343	109	280	658	85	1,112	
City of Artesia	E	2.2	1,612	4,019	3,944	2,014	11,590	183	121	301	13	37	55	12	116	1
City of Bell	E	1.3	2,321	4,385	4,184	1,816	12,716	301	130	321	21	30	41	7	98	1
City of Bell Gardens	E															
City of Bellflower	E	2.6	3,480	8,473	10,446	4,200	26,598	178	127	343	25	72	116	22	234	
City of Cerritos	E	4.6	8,376	17,837	16,235	7,729	50,177	254	129	377	55	122	146	29	355	1
City of Commerce	E															
City of Compton	E	2.5	772	3,372	8,410	1,446	14,000	43	81	308	5	25	117	6	153	
City of Cudahy	E	2.5	2,768	3,144	1,765	1,569	9,245	143	44	72	20	17	10	2	50	
City of Downey	E															



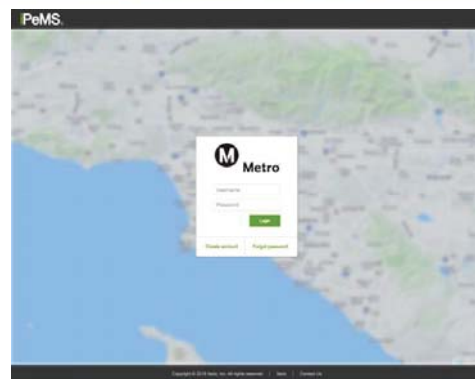
# Arterial Performance Measurement Pilot

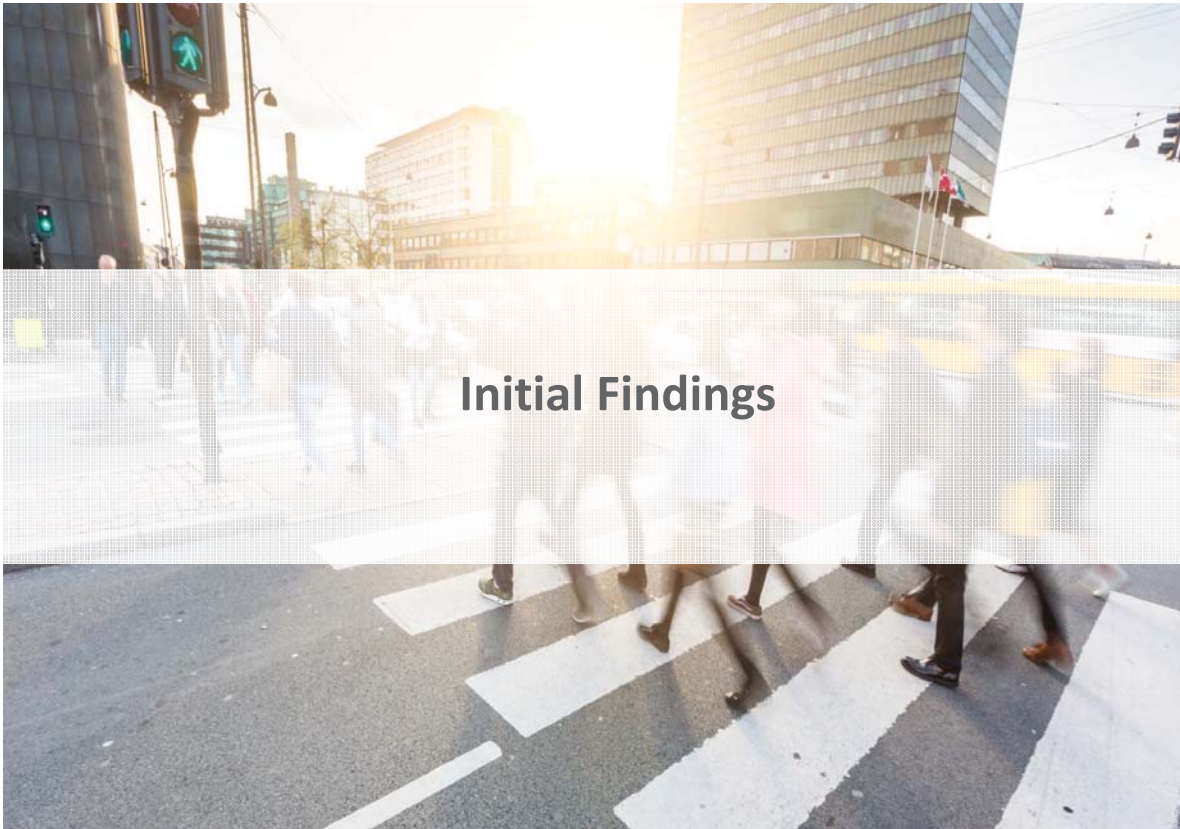
- Evaluate and test an Arterial Performance Monitoring Tool to assess arterial network performance
- Conduct a pilot test based on a subregion in LA County
- Utilize comprehensive arterial volume and travel time data
- Collect user group input and assessment
- Demonstrate application for other subregions



## Pilot Project

- Accessible at
  - [lametro.iteris-pems.com](http://lametro.iteris-pems.com)
- Demonstration available until end of December 2018
- Evaluates performance of arterials using various metrics
- Pilot region: San Gabriel Valley arterials





## Initial Findings

## San Gabriel Valley Participants

- City of Alhambra
- City of Arcadia
- City of Azusa
- City of Baldwin Park
- City of Diamond Bar
- City of Irwindale
- City of La Verne
- City of Pomona
- City of Rosemead
- City of San Dimas
- City of Temple City
- City of West Covina

## Other LA County Participants

- LA County
- City of Culver City
- City of Los Angeles
- City of Santa Monica
- City of Santa Clarita
- City of West Hollywood

## Survey Questions

- What was your overall user experience?
- What do you think of the quality of the tool (e.g., quality of graphics, organization, responsiveness)?
- How often would the tool be used?
- What would the tool be used for (e.g., internal reports, public meetings, grant applications)?
- Is training needed/necessary?

# Survey Results

- All users were satisfied with the overall experience of the iPeMS platform.
- The majority of users found it easy or somewhat easy to navigate the program, create route segments and apply measures.
- The users would likely use iPeMS monthly.
- Majority of users would use the tool for internal reports, and around 50% would use it for other applications (e.g., staff reports, grant applications, projects and public meetings).
- All users agreed that training would be necessary or was beneficial for iPeMS.



## Discussion and Next Steps



# What if you could have a tool to ....

Develop a state of the system arterial report for your region

Do a Before/After study

Evaluate response to an event

Access data quickly



Prioritize projects

Conduct a Corridor Study

Address Council or stakeholder technical questions

Justify need for upgrading a signal system

## Outreach

- Westside Cities COG 5/2/18
- North County TC 5/14/18
- Metro Streets & Freeways Subcommittee 5/17/18
- San Gabriel Valley COG TAC 5/21/18
- LA County 5/23/18
- City of LA/Caltrans D7 5/23/18
- Gateway Cities COG 5/24/18
- SCAG 6/4/18
- South Bay Cities IWG 6/13/18

## Discussion and Next Steps

- Present Pilot Program and initial findings to LA County subregions (May and June 2018)
- Develop sample application scenarios of tool
- Pilot Program demonstration available until December 31, 2018

Demonstration after today's meeting!



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Arterial Performance Measurement Pilot  
*Enhancing Performance-Based Decision Making*

## Questions

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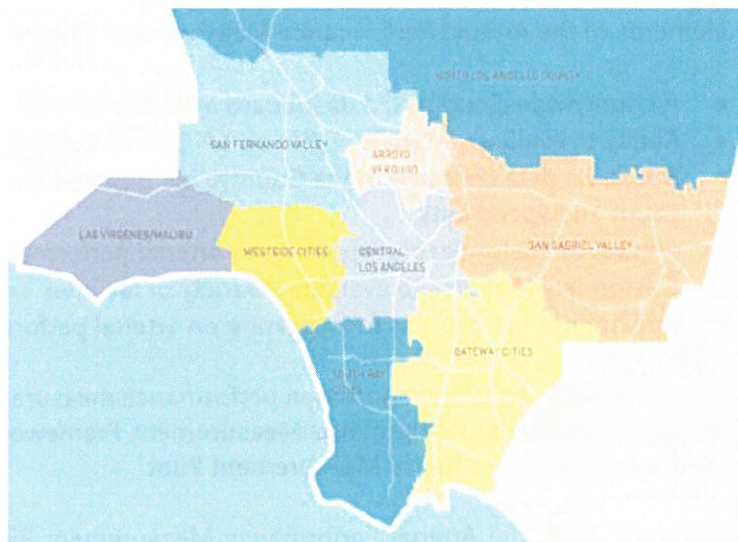
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Arterial Performance Measurement Pilot  
*Enhancing Performance-Based Decision Making*

## Project Fact Sheet

### Background

Over the years, the Los Angeles County Metropolitan Transportation Authority (Metro) has been closely collaborating with its local partner agencies to implement a wide range of arterial improvements including signal synchronization, ITS investments, and bus speed improvements to improve mobility and reliability in the County. Understanding how well a transportation system performs would greatly help target the right projects to address local and regional mobility and reliability needs.



In 2014, Metro conducted the Arterial Performance Measurement Framework initiative to assess the feasibility of developing a countywide Arterial Performance Measurement Program. The study demonstrated that the concept of a countywide Arterial Performance Measurement Program is feasible. To further provide a proof of concept, the Arterial Performance Measurement Pilot was initiated in 2017 to test a vendor analytical package within a subregion of Los Angeles County (LA County).

### Arterial Performance Measurement Pilot

The Arterial Performance Measurement Pilot will test the effectiveness of a performance monitoring analytical package for LA County's complex arterial and highway system. The purpose of this pilot is to evaluate an analytics package that could best serve LA County and its subregions. The objectives of this Pilot Project are to:

- Evaluate and test an Arterial Performance Monitoring Tool to assess arterial network performance.
- Conduct a pilot test based on a subregion in LA County.
- Utilize comprehensive arterial volume and travel time data.
- Collect user group input and assessments.
- Demonstrate applicability for other subregions.



Metro

# MEASURE UP

ARTERIAL PERFORMANCE MEASUREMENT PILOT

Using a combination of recent third party speed data and volume data collected as part of the Countywide Baseline Conditions project, the Pilot Project will evaluate the performance of arterials using metrics described in Arterial Performance Measurement Program. Performance measures will include average speeds and travel times, vehicle and person miles traveled, and vehicle and person hours of delay

## Vendor Analytical Tool

Key elements of the Arterial Performance Measurement Pilot's vendor analytical tool includes:

- A countywide cloud-based dashboard available to local agencies.
- Ability to evaluate arterials within an LA County subregion.
- Builds on data collected in the Countywide Baseline Conditions Analysis, including traffic count and speed data.
- Allows for customizable reporting on arterial performance for a variety of metrics.
- Customizable routes to evaluate a variety of facilities and services.
- Streamlines the process for reporting on arterial performance projects.

Based on an evaluation of transportation performance measures, usability, technical and cost criteria as described in the Arterial Performance Measurement Framework, iPeMS<sup>®</sup> offered the most applicable use for the Arterial Performance Measurement Pilot.

As of January 2018, the Arterial Performance Measurement Pilot analytical tool is available for public agencies to demonstrate and use. To access the analytical tool, please go to the following link:

<http://lametro.iteris-pems.com/>

Create an account using your agency email address. Account applications submitted with a pre-authorized agency e-mail will receive an automated account approval message within a few minutes. All other applications are reviewed within 1-2 business days by project personnel.

## Project Timeline

January to December 2018

## Contact Us:

For more information about the Arterial Performance Measurement Pilot project, please contact:

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[PanE@metro.net](mailto:PanE@metro.net)

**Shrota Sharma**

(213) 418-3058

[SharmaS@metro.net](mailto:SharmaS@metro.net)



# SAFE, CLEAN WATER *DRAFT PROGRAM*

Based on LA County's draft program released on  
April 12, 2018 & County's presentation to  
PW Directors

## Safe, Clean Water Program Framework

- Program Purpose
  - *Enabling Actions*
- Overview
  - *40/50/10*
  - *Eligible Expenditures*
- Tax calculation
- Municipal Program
  - *Maintenance of Effort*
  - *Transfer of funds*
- Regional Program
  - *Project application process*
  - *Watershed area boundaries*
  - *Watershed Area Steering Committees*
  - *Regional Oversight Committee*
  - *Technical Committee*
  - *Project Selection Criteria*
- Flood Control District Program
- TBD

## Program Purpose (from BOS Motion, May 2017)

- *The Safe, Clean Water Program will implement multibenefit stormwater projects and programs that increase water supply, improve water quality, and provide community enhancements.*
  
- BOS Motion:
  - *Develop program collaboratively*
  - *Consider existing stormwater plans*
  - *Analyze potential for credits and rebates*
  - *Include job training and creation*

3

## Overview: Regional, Municipal, FCD Programs (from AB 1180, Chartered Oct 2017)

- Regional Program
  - *50% for implementation, operation and maintenance of watershed-based regional projects and programs*
  - *Projects may include those identified in regional plans*
  - *Projects must be multibenefit (i.e., include water quality and water supply benefits)*
  - *Projects may be centralized or distributed*
- Municipal Program
  - *40% to cities and unincorporated areas for implementation, operation and maintenance of projects and programs*
  - *Return is proportionate to revenue collected in each jurisdiction*
  - *Projects must be multibenefit but an exception may be made*
- FCD Program
  - *10% to the FCD for implementation of projects and programs*
  - *Payment for the costs incurred in connection with collection of the tax and administration of the program*

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# Overview: Eligible Expenditures

- Front end: studies and modeling
- Project development: design, environmental documents, leases and easements, property acquisition, construction
- Back end: O&M, inspection, monitoring
- Existing Projects: modification, upgrade, retrofit, expansion
  - *Maintenance of effort*
- Debt financing leveraged against future revenue
- Programs: education, local job training
- Credit, rebate, incentive programs
- Studies to update the Basin Plan

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# Ballot Question and Tax Calculation

- Shall an ordinance... ..establishing a parcel tax of x (x) cents per square foot of impermeable surface, ...be adopted?
- Revenue Target = \$300M Annually
  - *2.5¢ Per Square-Foot of Impermeable Area*
  - *Regional Program (50%) = \$150M*
  - *Municipal Program (40%) = \$120M*
  - *District Program (10%) = \$30M*
- Exemptions to the Tax
  - *Government Land*
  - *Credit / Rebate Program –(Still under development)*

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# Impermeable Area Calculation: drones, LiDAR, multi-spectral imagery



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## Municipal Program (40%): Overview

- Allocated proportionally to the revenue generated
- Projects require water quality benefit, but strongly encouraged to be multibenefit
- MOE: up to 30% annually may be spent on existing stormwater efforts
- Project requirements:
  - *Engage with stakeholders*
  - *Consider a call for projects*
  - *Prepare, prior to fiscal year, program-level budget*
  - *Prepare annual report of actual expenditures including quantifying the water quality, water supply, community investments realized*

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# Municipal Program: Transfer of Funds Agreement

- FCD will develop standardized terms of agreement including,
  - *Requirements for compliance*
  - *Clarity in the use of funds*
  - *Schedule of disbursement*
  - *Provisions for management of interest, debt, liability*
  - *Indemnification of all parties*
  - *Annual audit requirements*
  - *Post-construction monitoring requirements*
  - *LA County contracting requirements*
    - Targeted worker hire policy
    - Prevailing wage
    - Equal employment

# Estimated Municipal Return

Alhambra	\$0.9M	Glendora	\$0.9M	Pomona	\$2.0M
Arcadia	\$1.0M	Industry	\$1.8M	Rosemead	\$0.6M
Azusa	\$0.7M	Irwindale	\$0.5M	San Dimas	\$0.6M
Baldwin Park	\$0.7M	La Canada Flintridge	\$0.4M	San Gabriel	\$0.5M
Bradbury	\$0.1M	La Puente	\$0.4M	San Marino	\$0.2M
Claremont	\$0.7M	La Verne	\$0.6M	Sierra Madre	\$0.2M
Covina	\$0.8M	Monrovia	\$0.5M	South El Monte	\$0.4M
Diamond Bar	\$0.9M	Montebello	\$1.0M	South Pasadena	\$0.3M
Duarte	\$0.3M	Monterey Park	\$0.8M	Temple City	\$0.5M
El Monte	\$1.2M	Pasadena	\$1.7M	West Covina	\$1.4M

## Regional Program (50%): Overview

- Projects must improve water quality, increase water supply, and/or provide community investment benefits
- Projects and studies to be selected by Watershed Area Steering Committees (WASC)
- Project applicant can be almost anyone with a completed feasibility study. Must demonstrate capability, otherwise FCD could be applicant
- Return in proportion to the revenue generated within each watershed area

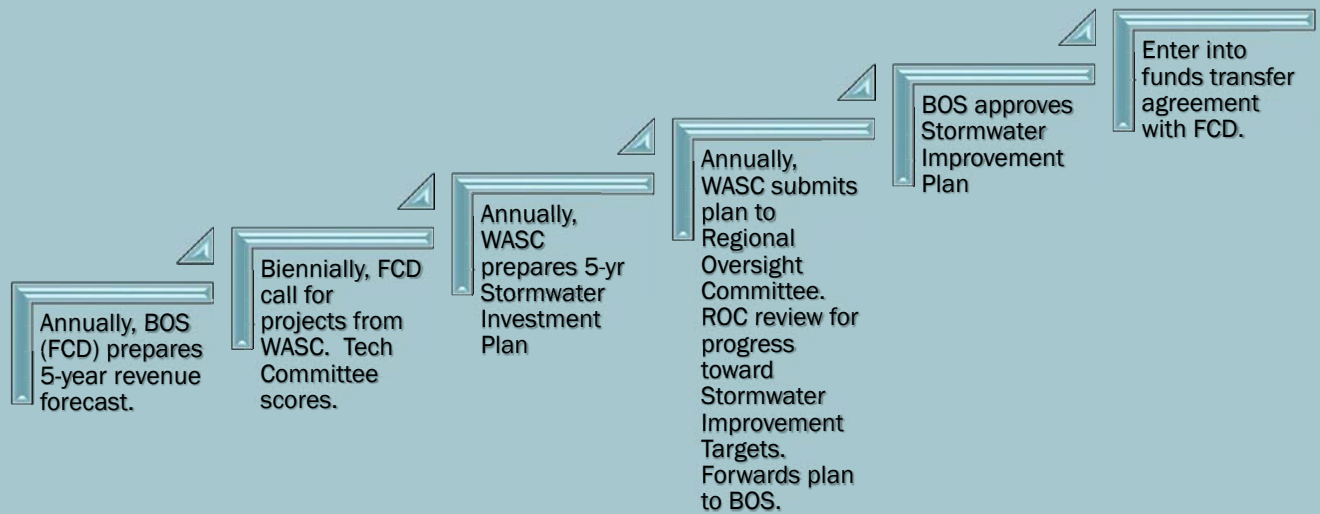
11

## Regional Program (50%): Overview

- 95% spent on infrastructure
  - *Large projects, Small projects*
  - *110% DAC return*
  - *Automatically includes O&M for projects built within this category*
- 5% spent on scientific and feasibility studies, technical assistance
  - *Not less than 1% for DAC feasibility studies*

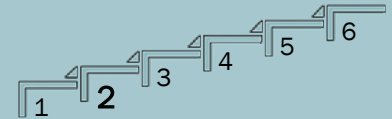
12

# Project Selection Process



13

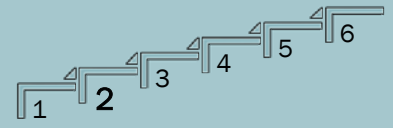
## Watershed Area Steering Committee (WASC): 15 members



- 6 from municipalities
  - 16%/33%/50% of taxable land area = 1/2/3 seats
- 5 sector specific
  - Supervisor District
  - Water Agency
  - Groundwater Agency
  - Sanitation District
  - Open Space/Rec Agency
- 4 community stakeholders
  - CBO
  - NGO
  - EJ



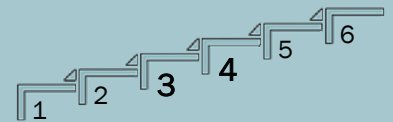
14



# Technical Committee Project Scoring Criteria

- Technical Committee is staffed by County
- Threshold score for projects is 60 points
  
- Water quality benefits: 40 points
  - *Wet weather water quality benefit: 20 points*
  - *Dry weather water quality benefit: 20 points*
- Water supply benefits: 25 points
- Community Investments benefits: 25 points
- Leveraging/Readiness benefits: 10 points

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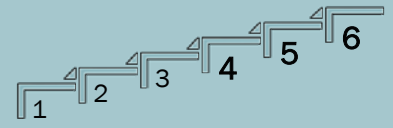


# Stormwater Investment Plan Stormwater Management Targets

- Plan: a five-year plan including annual budget and recommended suite of projects
- Targets: developed through an iterative process with the Regional Oversight Committee
  - *Achievable targets for meeting water quality standards*
  - *Achievable targets for meaningful increase in water supply*
  - *Achievable targets for the creation of community investment benefits*

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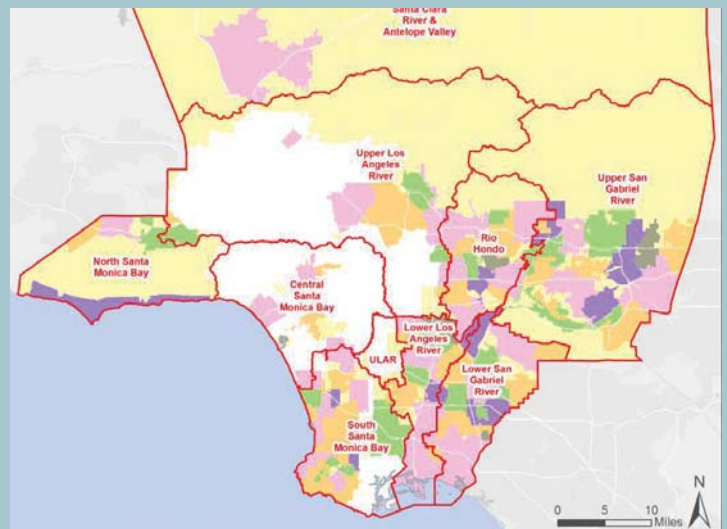
# Regional Oversight Committee (ROC) and BOS



- Regional Oversight Committee
  - Membership: 1 from each WASC (=9), 5 sector-specific, 4 community stakeholder
  - Propose Watershed Improvement Targets
  - Review Stormwater Investment Plans
- BOS - approves Stormwater Improvement Plan
- Enter into funds transfer agreement

## 110% DAC Return

- Funding to *benefit* DACs: not less than 110% of the ratio of the DAC population to the total population of the watershed area
- Example
  - Population of DACs within USGR Watershed =  $400,000/1,000,000$ 
    - DACs = 40% of SGV population
  - USGR generates \$1,000,000
    - 110% Return = 44%
    - Return = \$440,000
    - Remaining \$560,000 goes to other projects throughout the USGR



## Flood Control District Program (10%)

- Prepare 5-year revenue forecast
- Staff support to WASCs and Technical Committee
- Programs: not less than a total of \$20 million over five years
  - *Public education*
  - *Watershed Coordinators – provide resources, education to communities*
  - *Job/workforce training*
  - *Special studies and modeling*

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## Next Steps

- May 30 Stakeholder Advisory Committee
- June 14 Board Letter eFile Deadline
  - *Resolution Calling for an Election*
  - *Ballot Question/Language*
  - *Ordinance w/ Tax Methodology & Program Details*
- June 21 County presentation to Governing Board
- June 26 Board of Supervisors Public Hearing
- July 10 County presentation to City Managers
- July 19 Governing Board action item
- Nov 6 Election

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QUESTIONS?  
IDEAS?





May 11, 2018

**OFFICERS**

*President*  
Cynthia Sternquist

*1<sup>st</sup> Vice President*  
Margaret Clark

*2<sup>nd</sup> Vice President*  
Joe Lyons

*3<sup>rd</sup> Vice President*  
Becky Shevlin

**MEMBERS**

Alhambra  
Arcadia  
Azusa  
Baldwin Park  
Bradbury  
Claremont  
Covina  
Diamond Bar  
Duarte  
El Monte  
Glendora  
Industry  
Irwindale  
La Cañada Flintridge  
La Puente  
La Verne  
Monrovia  
Montebello  
Monterey Park  
Pomona  
Rosemead  
San Dimas  
San Gabriel  
San Marino  
Sierra Madre  
South El Monte  
South Pasadena  
Temple City  
Walnut  
West Covina  
First District, LA County  
Unincorporated Communities  
Fourth District, LA County  
Unincorporated Communities  
Fifth District, LA County  
Unincorporated Communities  
SGV Water Districts

The Honorable Sheila Kuehl, Chair  
Los Angeles County Board of Supervisors  
821 Kenneth Hahn Hall of Administration  
500 W. Temple Street  
Los Angeles, CA 90012

Dear Supervisor Kuehl,

The San Gabriel Valley Council of Governments (SGVCOG) appreciates the Board of Supervisors' leadership in the development of the Safe, Clean Water Program and the extended efforts to engage cities in the stakeholder process to draft a parcel tax for stormwater compliance programs, drought preparedness, water quality, and water sustainability. Our cities appreciate the county's interest in helping them fund their substantial unfunded liability for stormwater permit compliance costs.

The SGVCOG includes membership of 30 cities, 3 Supervisorial Districts, and 3 Municipal Water Districts, representing over 2 million residents. We understand and take seriously stewardship of environmental resources and to that end enacted a Stormwater Policy in November of 2016 in which we pledged to protect our watersheds and natural environment from polluted stormwater, and to capture stormwater and dry weather runoff to augment local water supplies. We continue to support compliance with water quality standards and strive to comply in a reasonable, practical, feasible and affordable manner. Over the last two years, the SGVCOG has actively pursued a path toward compliance within the framework of those four guiding principles—reasonable, practical, feasible, and affordable—and earned a reputation within Los Angeles County and the state as a regional leader on stormwater policy.

On January 18, 2018, the SGVCOG Governing Board adopted an overarching position statement (Attachment 1) on aspects of the Safe, Clean Water program in order to guide our delegates during deliberations. That position statement includes:

- **Regional Funding.** Due to the already high cost of stormwater requirements, the vast majority of revenue from the Safe, Clean Water Program should go to design, construction, and ongoing operations and maintenance of capital projects, especially those identified in approved stormwater permits, not programs.
- **Governance.** Disbursement of Regional Funds should be approved by a strong governance structure, comprised primarily of MS4 permittees, with responsibility for selecting projects according to defined criteria and overseeing how taxpayer money is spent.
- **Local Return.** Cities should have maximum flexibility and independence in spending local return money in a manner consistent with AB 1180.



- **Project Funding Priority.** Funding priority should be given to those projects that cost-effectively address water supply and water quality concerns.
- **Basin Plan.** The Basin Plan establishes the foundation for water quality standards which are then incorporated into MS4 permits. Since the Plan has not received comprehensive review since before stormwater discharges were made subject to it, and impedes cost-effective use of existing infrastructure, we support use of the funds allocated to the Flood Control District to fund the cost of studies to update the Basin Plan.
- **Leverage Existing Funding.** Money from existing voter-approved sources should be leveraged as the primary source of funding for community enhancements, leaving all of the stormwater funding raised through this measure strictly for stormwater compliance.

We are very pleased to say that the draft program released on April 12, 2018 generally meets the elements of our overarching position. In an effort to assist the further development of the program, we offer the following specific categorized recommendations regarding the latest draft.

#### **Definitions/Eligible Expenditures**

- **Project Applicants.** Recommend that only permittees be allowed as applicants for the Regional Program in order to maximize focus on attainment of stormwater quality standards. Other agencies/organizations can work with a permittee as the “sponsor” of their program. Furthermore, there is no need to define project applicants under the Municipal Program because the authority to spend that money is left to the discretion of the cities.
- **Eligible Expenditures.** Recommend removing “a community’s ability to adapt to climate change.” This is not directly stormwater related. Moreover, other funding sources such as the Caltrans Sustainable Communities grants are specifically designed to address this.

#### **Municipal Program**

- **Stakeholder Engagement.** Recommend that all references and requirements for stakeholder engagement be deleted. Municipal residents are, by definition, stakeholders and have the opportunity to participate in all city strategic planning and budget review processes already.
- **Los Angeles County Contracting/Hiring Practices.** Recommend removing all requirements to follow Los Angeles County contracting requirements. Municipalities are already guided by state law on hiring and contracting practices, and requiring compliance with unfamiliar County contracting requirements will unnecessarily increase the city’s project administration costs. For precedent, note that Measures M, R, and Proposition A do not include the requirement to follow Los Angeles County hiring and contracting requirements as a stipulation for receiving funds.

## Regional Program

- **Selection Process/Flowchart.** In general, recommend this process be simplified and streamlined. Specific recommendations are identified below.
- **Watersheds map.**
  - **Arroyo Seco/Rio Hondo Watershed.** Recommend that the Arroyo Seco (AS) watershed be split off from the Upper Los Angeles River (ULAR) watershed and joined with the Rio Hondo (RH) watershed area. Changing the proposed watershed map simply recognizes the on-the-ground reality of how these watersheds should be grouped. As an example, the current Memorandum of Agreement between AS/RH cities for a Load Reduction Strategy shows that these cities, in practice, are already executing stormwater pollution actions apart from the ULAR.
  - **Rio Hondo/San Gabriel River (RH/SGR) EWMP.** Recommend grouping the RH/SGR EWMP in the Upper San Gabriel River (USGR) watershed area. Currently, the proposed map shows this EWMP split between the RH (Arcadia, Monrovia, Sierra Madre) and USGR (Azusa, Bradbury, Duarte) watersheds. This is a concern because the EWMP is in the process of proposing a major revision to their watershed plan, including construction of five regional projects.
- **Watershed Area Steering Committee (WASC)**
  - **County/Municipal Membership.** Recommend further discussion. As proposed, the County is represented both as a municipal member, due to its unincorporated area, and with a sector specific seat allocated to the FCD.
  - **Community Stakeholder Qualifications.** Recommend establishing minimum requirements for Community Stakeholders. Because MS4 compliance requires extensive knowledge, we believe there should be minimum qualifications for community stakeholders, just like there are for municipal and sector specific representatives.
- **Technical Committee.** Recommend the Technical Committee be staffed by one person from each watershed area steering committee in order to preclude county bias in project selection scoring. Those members should be eligible to score all projects except those originating from their own watershed area.
- **Project Selection and Scoring Criteria.**
  - **Project Selection.** Recommend that project score be the only basis upon which projects are selected. If other factors (e.g., regional diversity, 110% return) will be considered beyond a given project's score, specific project selection guidelines must be developed by the County for those other factors, with the opportunity for stakeholder comment on those guidelines.
  - **Project Scoring.** Recommend the following changes to the project selection scoring matrix:
    - **A. Water Quality.** 50 points total (split 25/25 for dry and wet weather)
    - **B. Water Supply.** 25 points total
    - **C. Community Investments.** 13 points total.

- **C1.** 5 points
  - **C2.** 8 points
  - **C3.** Delete C3 as this section duplicates C1 in part.
  - **D. Leveraging/Readiness.** 12 points total
    - **D1.** 5 points
    - **D2.** 2 points
    - **D3.** Delete D3 as there are too many uncertainties with project development to be able to state that a project will commence within 18 months.
    - **D4.** 5 points
- **Stormwater Investment Plan.**
  - **Staffing, Level of Effort.** Recommend that County provide staff support—funded by the FDC Program—to the development of stormwater investment plans. Because there are more than one E/WMP and/or WMP within the proposed watershed areas, it will be time consuming and difficult to meld existing planned projects into the 5-year stormwater investment plan. Moreover, County support will lead to consistency in the plans across the entire region.
  - **BOS Review.** Recommend review of this step for consolidation and/or deletion. It is unclear what role the BOS will play in the review and approval of these plans.
- **Stormwater Management Targets.** Recommend deleting development of stormwater management targets from the program for the following reasons.
  - **Water Quality Targets.** Development of these targets duplicates what the regional board and E/WMPs have already established.
  - **Water Supply Targets.** The 2016 Bureau of Reclamation Basin Study identified water supply targets on a regional level and each adjudicated basin has set specific targets year-by-year. Additionally, precipitation drives stormwater-sourced water supply.
  - **Community Investment Targets.** Establishing these targets is subjective and potentially not measurable.
- **Regional Oversight Committee (ROC).** Recommend review of this step for consolidation and/or deletion. The responsibilities of the ROC are ill defined and it is unclear what value the ROC will add to the project selection process.
- **Disadvantaged Communities (DACs)**
  - **110% Return.** Recommend that the definition of “benefit” be such that a downstream project (built in a non-DAC community) that accepts stormwater from a DAC, be included in the definition. Currently, the program states that the 110% return must “benefit” a DAC. How to define “benefit” requires more discussion.
  - **Accounting for 110% Return.** Recommend that the County develop a system for accounting for the 110% return and report out annually. How the 110% return will be accounted for, and by whom, requires more discussion. Since projects will be built over multiple years and in many places throughout a watershed area, accounting is not straightforward.

- **DAC Count.** Recommend clarifying if DAC population count is by census block or bounded by permittee (city) jurisdiction.

**Flood Control District (FCD) Program**

- **Scientific Studies.** Recommend that the amount for scientific studies be equal to the amount set aside for FCD education programs (currently \$20 million over five years) and come from FCD funds.
- **Job Training.** Recommend more discussion and reconsideration of how this element is structured. A few concerns are: 1) certification for project “design” requires an engineering degree and is not an applicable goal for a vocational job training program, 2) unions are already required to provide construction training in all public works projects. This element seems to be duplicative of other ongoing governmental requirements.
- **Watershed Monitoring.** Recommend an allocation of FCD funds for water quality monitoring.
- **Watershed Coordinator.** Recommend removal of this position from the program as the duties of this position are ill defined.

**Miscellaneous**

- **1st/2nd Ordinance.** Recommend that both ordinances be passed at the same time with wording that says the 2nd ordinance will only go into effect upon voter approval of the tax.
- **Credits/Incentives/Rebates.** In the SGVCOG’s letter of April 5, 2018, we stated our recommendations regarding this program element. (See Attachment 2.)
- **Conflict of Interest.** Recommend clarification. As written, the conflict of interest policy is ambiguous whether it is personal to the representative or extends to the organization represented.

The challenges ahead remain daunting, but with your leadership and continued stakeholder outreach we look forward to developing a stormwater funding program that the SGVCOG and its member agencies can support. Should you have any questions, please contact Eric Wolf, Senior Management Analyst, at [ewolf@sgvcog.org](mailto:ewolf@sgvcog.org), (626) 457-1800.

Sincerely,



Marisa Creter  
Executive Director  
San Gabriel Valley Council of Governments

Attachments

- Attachment 1 – SGVCOG Position on SCW Program Elements, Resolution 18-03
- Attachment 2 – SGVCOG Position on Credits, Rebates, and Incentives

Cc.

Hon. Janice Hahn, Chair Pro Tem, Los Angeles County Board of Supervisors

Hon. Hilda L. Solis, Supervisor, First District, Los Angeles County  
Hon. Mark Ridley-Thomas, Supervisor, Second District, Los Angeles County  
Hon. Kathryn Barger, Supervisor, Fifth District, Los Angeles County  
Katy Young, Office of Supervisor Sheila Kuehl  
Teresa Villegas, Office of Supervisor Hilda Solis  
Mark Pestrella, Director of Public Works, Los Angeles County  
Russ Bryden, Los Angeles County Department of Public Works

**RESOLUTION 18-03**

**A RESOLUTION OF THE GOVERNING BOARD OF THE SAN GABRIEL  
VALLEY COUNCIL OF GOVERNMENTS (“SGVCOG”)  
SGVCOG POSITION ON SAFE, CLEAN WATER PROGRAM ELEMENTS**

**WHEREAS**, the Safe, Clean Water Program is the stormwater funding element of Los Angeles County’s (the County) water resilience program; and

**WHEREAS**, the overall goals of Safe, Clean Water are to fund multi-benefit stormwater projects and programs that increase water supply, improve water quality, and provide community enhancements; and

**WHEREAS**, the County and Los Angeles County Flood Control District (FCD) have formed a Stakeholder Advisory Committee (SAC) to discuss and provide input to the Safe, Clean Water program elements; and

**WHEREAS**, the SGVCOG is a member of the SAC;

**NOW, THEREFORE BE IT RESOLVED**, that the Governing Board adopts the following overarching position on Safe, Clean Water program elements and directs its delegates to the SAC to advocate for the following:

- **Regional Funding:** Due to the already high cost of stormwater requirements, the vast majority of revenue from the Safe, Clean Water Program should go to design, construction, and ongoing operations and maintenance of capital projects, especially those identified in approved stormwater permits, not programs.
- **Governance:** Disbursement of Regional Funds should be approved by a strong governance structure, comprised primarily of MS4 permittees, with responsibility for selecting projects according to defined criteria and overseeing how taxpayer money is spent.
- **Local Return: Cities** should have maximum flexibility and independence in spending local return money in a manner consistent with AB 1180.
- **Project Funding Priority.** Funding priority should be given to those projects that cost-effectively address water supply and water quality concerns.
- **Basin Plan.** The Basin Plan establishes the foundation for water quality standards which are then incorporated into MS4 permits. Since the Plan has not received comprehensive review since before stormwater discharges were made subject to it, we support use of the funds allocated to the Flood Control District to fund the cost of studies to update the Basin Plan.

- **Leverage Existing Funding.** Money from existing voter-approved sources should be leveraged as the primary source of funding for community enhancements, leaving all of the stormwater funding raised through this measure strictly for stormwater compliance.

PASSED, APPROVED, and ADOPTED this 18<sup>th</sup> day of January 2018.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

By: 

Cynthia Sternquist, President

**Attest:**

I, Marisa Creter, Interim Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 18-03 was adopted at a regular meeting of the Governing Board held on the 18<sup>th</sup> day of January 2018, by the following roll call vote:

<b>AYES:</b>	Alhambra, Azusa, Baldwin Park, Claremont, Covina, Diamond Bar, Duarte, El Monte, La Canada Flintridge, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pasadena, Rosemead, San Dimas, San Marino, Sierra Madre, South Pasadena, Temple City, Walnut, LA County District 1, LA County District 4, LA County District 5, Water Districts
<b>NOES:</b>	West Covina
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Arcadia, Bradbury, Glendora, Industry, Irwindale, Pomona, San Gabriel, South El Monte



\_\_\_\_\_  
Marisa Creter, Secretary



---

**SGVCOG COMMENTS ON SAFE, CLEAN WATER  
CREDITS, REBATES, AND INCENTIVES PROGRAM ELEMENT**

While the SGVCOG has not previously developed a position statement on Credits, Rebates, and Incentives, it has become clear that this program element is the most difficult to craft.

**Measurable Water Quality Improvement.** Throughout the subcommittee meetings, the SGVCOG has maintained its focus on helping our local agencies comply with water quality standards. Preserving that as the goal of any incentive, credit, or rebate program is essential. Often with this program element, discussion has drifted to consideration of concepts that may not produce water quality benefits. The SGVCOG recommends that consideration of a particular incentive, credit, or rebate concept start with an assessment of whether that effort will improve water quality in the end, by how much, and at what cost. Just as Safe, Clean Water has developed numeric metrics for project selection, there must be measurable criteria for any incentive, rebate, or credit program.

**Incentives vs. Credits.** The SGVCOG recommends offering incentives only—money at the front end to encourage construction of water quality capital projects and/or BMPs. Continuing to pay for projects on the back end through credits for projects that are already done, could theoretically grow and grow to the point that the credits payouts consume every dollar of the annual revenue generated. Additionally, depending on how the tax is structured, parcel owners may inherently receive a kind of credit, by paying less tax due to the amount of pervious area on their property. This, in and of itself, serves as an incentive for which they would reap an annual benefit.

**Administration.**

The SGVCOG is concerned with the cost of administering a program, in whatever form it emerges. If a program is offered it must be simple to access and apply for. Inspections and/or verification should be tied into existing permitting and inspection routines, and payouts must be based on measurable criteria that is worked into the design of the projects. The County has posited the concept of *oversizing* Low Impact Development (LID) projects; that is, incentivizing retailers to build projects that collect and treat more runoff than they are otherwise required to under LID ordinances. We believe this type of project meets our simplicity of administration goals. We can imagine working an incentive program into existing LID ordinances in such a way that it encourages big box retailers (or other similar businesses) to oversize their projects in order to receive a financial savings. The design of these projects can be prescribed up front and the compliance can be checked during the normal inspection/construction process. This type of project and incentive program seems to us to be the best in terms of moving toward meeting water quality objectives at the municipal level.

# SAFE, CLEAN WATER PROGRAM

## Draft Program Elements

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## I. Purpose of the Draft Program Elements Document

The Safe, Clean Water (SCW) Program consists of a proposed special property tax to be imposed upon parcels within the Los Angeles County Flood Control District ("District") and an expenditure plan for programming revenues from the parcel tax and implementing eligible programs and projects.

The Los Angeles County Board of Supervisors, acting as the governing board of the District, will be conducting a public hearing to consider adopting a resolution and ordinance: 1) establishing the tax formula, expenditure plan, and any exemptions for the parcel tax, 2) outlining key elements of the Program, and 3) seeking voter approval of the parcel tax in accordance with Articles XIII A and XIII C of the California Constitution. This first ordinance will be presented to voters and memorialize the foundational elements of the Program.

Should voters approve the tax, the Board of Supervisors, as the governing body of the District, will adopt a second ordinance ("implementation ordinance") to establish criteria and procedures to implement the Program. The details of the implementation ordinance may be refined over time subject to standard Board Ordinance approval procedures.

The purpose of this document is to communicate SCW Program decision points to stakeholders. Key elements of this Program Elements document will be memorialized in the first ordinance. If the SCW tax is approved, the Program Elements document will guide the development of the implementation ordinance.

## II. Introduction to the Safe, Clean Water Program

The Safe, Clean Water Program is a multi-benefit stormwater and urban runoff capture program intended to increase water supply, improve water quality, and provide community investments.

The SCW Program will help put Los Angeles County on a path to water resiliency and economic security through equity-focused strategies and policies to increase drought preparedness, improve water quality and public health, grow good jobs, build capabilities, and remove barriers.

## III. Definitions

The following definitions apply to this SCW Program Elements document:

**Auditor:** Auditor-Controller of the County of Los Angeles.

**Board of Supervisors:** Los Angeles County Board of Supervisors acting as the governing body of the Los Angeles County Flood Control District.

**Chief Engineer:** Chief Engineer of the District or his/her authorized deputy, agent, or representative.

**Community Investment Benefit:** Benefit created in conjunction with Stormwater capture and reduced Stormwater and Urban Runoff pollution Projects as stated in AB 1180, including but not limited to: improved flood management and flood risk mitigation, creation of parks and wetlands, or restoration of habitat and wetlands, improved public access to waterways providing enhanced or new recreational opportunities, greening of schools. May also include a Benefit to the community derived from a program or project to increase Stormwater capture and reduce Stormwater and Urban Runoff pollution, including improved public health, reduction of urban heat island effect, carbon reduction/sequestration, improved air quality, green waste reduction/diversion, or local workforce investment and job training.

**County:** County of Los Angeles.

**Disadvantaged Community (DAC):** A community with an annual median household income that is less than 80 percent of the Statewide annual median household income (as defined in California Water Code §79505.5).

**District Program:** Part of the SCW Program as described in Section 2, subsection 8b(A) of the Flood Control Act.

**District:** Los Angeles County Flood Control District.

**Flood Control Act:** Los Angeles County Flood Control Act, as amended by Assembly Bill (AB) 1180 (Holden, 2017).

**Impermeable Area:** Surfaces such as pavement, concrete, or rooftops, which prevent the infiltration of Stormwater and Urban Runoff into the ground.

**Multi-Benefit Project:** A project that has a Water Quality Benefit and a Water Supply Benefit and/or Community Investment Benefit.

**Municipal Program:** Part of the SCW Program as described in Section 2, subsection 8b(B) of the Flood Control Act.

**Municipal Project:** A Project carried out through the Municipal Program that has a Water Quality Benefit. A Municipal Project may also be a Multi-Benefit Project.

**Municipality:** A city or a County unincorporated area within the District.

**Nature-Based Solutions:** Projects that do any of the following: rely predominantly on soils and vegetation to restore the natural ecosystem processes required to slow, detain, and absorb water; infiltrate water to aquifers; filter pollutants out of water and air; sequester carbon; support biodiversity; provide shade; and aesthetically enrich environments; which may include utilizing strategically undeveloped mountains and floodplains, wetlands, rain grading, mulch, soil building, tree and vegetation planting, and parkway basins.

**Parcel:** A parcel of real property situated within the established boundaries of the District, as shown on the latest equalized assessment roll of the County and identified by its Assessor's Parcel Number.

**Project Applicant:** An individual, group, special district, school, municipality, non-governmental organization (NGO), non-profit organization, community-based organization (CBO), public utility, federally recognized Indian tribe, state Indian tribe listed on Native American Heritage Watershed Area Steering Committee's California Tribal Consultation List, mutual water company, or other entity that submits a Project for consideration.

**Project Developer:** The entity that carries out or causes to be carried out part or all the actions necessary to complete a Project for the Regional Program. The Project Applicant may or may not be the Project Developer.

**Project:** An infrastructure project, or non-infrastructure activity or program, or other eligible activity funded by SCW Program revenue, that results in a Water Supply Benefit, Water Quality Benefit, or Community Investment Benefit.

**Regional Oversight Committee (ROC):** A body empaneled by the District whose responsibilities are to establish Stormwater Management Targets for the region and review the Watershed Area Steering Committees' Expenditure Plans for the Regional Program.

**Regional Program:** Part of the SCW Program as described in Section 2, subsection 8b(C) of the Flood Control Act.

**Regional Project:** A project carried out through the Regional Program. Regional Projects must be Multi-Benefit Projects.

**Safe, Clean Water (SCW) Program:** Program or system established to administer revenues from a tax levied pursuant AB 1180, including criteria and procedures for selecting and implementing Projects and allocating revenues among the Municipal, Regional and District Programs.

**Stakeholder:** A person, citizens' group, homeowner or other property-owner, business, NGO, environmental group, labor union, academic institution, neighborhood council, town council or other similar community group, water resources agency such as groundwater pumper or manager, private or public water agency, other government agency, or other interested party that has a direct or indirect stake in the SCW Program.

**Stakeholder Advisory Committee:** A committee comprised of stakeholders with technical expertise that supports the Technical Committee and periodically reviews the criteria and scoring of Projects.

**Stormwater:** Water that originates from atmospheric moisture (rainfall or snowmelt) and falls onto land, water, and/or other surfaces within or tributary to the District.

**Stormwater Investment Plan:** A five (5) year plan developed by Watershed Area Steering Committees to include an annual budget for a recommend suite of Projects and a projection of expenditures for the following four (4) years.

**Stormwater Management Targets:** Targets for the region and Watershed Areas developed through an iterative process by the Regional Oversight Committee and Watershed Area Steering Committees referencing targets contained in existing plans. Targets must set achievable targets for meeting regional water quality standards, set achievable targets for the creation of meaningful increase in the regional water supply, and set achievable targets for providing community investments.

**Threshold Score:** A minimum score that Projects must meet or exceed in order to be eligible for Regional Program funding. The initial recommendations for the Threshold Score is 60 points. The Threshold Score will be evaluated year to year and may be revised by the District in consultation with the Regional Oversight Committee and the Board of Supervisors.

**Treasurer:** Treasurer and Tax Collector of the County of Los Angeles.

**Urban Runoff:** Surface water flow that may contain but is not entirely comprised of Stormwater, such as water flow from residential, commercial, and industrial activities.

**Water Quality Benefit:** An increase in Stormwater capture and reduction in Stormwater and Urban Runoff pollution. An improvement in the chemical, physical, and biological characteristics of Stormwater. Activities resulting in this benefit include but are not limited to: infiltration or treatment of Stormwater runoff, non-point source pollution control, and diversion of Stormwater to sanitary sewer system.

**Watershed Area Steering Committees:** The nine (9) bodies empaneled by the District, one for each Watershed Area, whose responsibilities are to select Projects for the Regional Program.

**Water Supply Benefit:** Increase in the amount of locally available water supply, provided there is a nexus to Stormwater capture. Activities resulting in this benefit include but are not limited to the following: reuse and conservation practices, water recycling, increased groundwater replenishment, storage or available yield, offset of potable water use.

**Watershed Area:** Regional boundary formed considering hydrologic conditions, as well as Enhanced Water Management Plan (E/WMP) group boundaries. Each Watershed Area has its own Watershed Area Steering Committee.

## IV. Policy Goals

Many elements of the SCW Program have been included in this document; however, the concepts below are still under development. Additional stakeholder input will be key to refining these policies for inclusion in the final Safe, Clean Water Program.

- Equity for Disadvantaged Communities
  - The SCW Program addresses equity for disadvantaged communities at all levels of the program, including returning a greater amount of funding to DACs than was collected from DACs. The Program is designed to build capacity through the development of stormwater education programs, the inclusion of local workforce job training and vocational training at the community level, the provision and funding of Watershed Coordinators, as well as providing technical assistance and funding opportunities for developing Project concepts and feasibility studies, and implementing design and construction Projects.
- Providing Community Investments through direct and leveraged funding
  - The SCW Program provides direct funding for Projects that provide Water Quality Benefits, Water Supply Benefits, and Community Investment Benefits. The SCW Program is designed to incentivize the leveraging of other funding sources to maximize the ability to provide multiple benefits whenever possible.
- Credit, Incentive and Rebate Program
  - A credit, incentive, and rebate program will be developed as part of the SCW Program that may provide: credit or rebates for existing stormwater capture activities; incentives, credits or rebates to encourage parcel owners to accept offsite stormwater; and other possible credits, rebates, and incentives.

## V. General SCW Program Requirements

### A. Overview

This Program Elements document sets forth the procedures for implementing the SCW Program.

### B. Authority and Allocation of Revenues

The Board of Supervisors shall annually levy a tax upon the taxable real property within the District. The revenues from the tax will be allocated and used, in accordance with the provisions of Section 2, subsection 8b of the Flood Control Act as follows:

- District Program: *“(A) Ten percent shall be allocated to the district for implementation and administration of projects and programs described in subsection 8a, and for payment of the costs incurred in connection with the levy and collection of the tax, fee, or charge and the distribution of the funds generated by imposition of the tax, fee, or charge, in accordance with the procedures established by the ordinance adopted pursuant to subsection 8c.”*
- Municipal Program: *“(B) Forty percent shall be allocated to cities within the boundaries of the district and to the County of Los Angeles, in the same proportion as the amount of revenues collected within each jurisdiction and within the unincorporated territories, to be expended by those cities within the cities’ respective jurisdictions and by the County of Los Angeles within the unincorporated territories that are within the boundaries of the district, for the implementation, operation and maintenance, and administration of projects and programs described in subsection 8a, in accordance with the procedures established by the ordinance adopted pursuant to subsection 8c.”*



- Regional Program: *“(C) Fifty percent shall be allocated to pay for the implementation, operation and maintenance, and administration of watershed-based projects and programs described in subsection 8a, including projects and programs identified in regional plans such as stormwater resource plans developed in accordance with Part 2.3 (commencing with Section 10560) of Division 6 of the Water Code, watershed management programs developed pursuant to waste discharge requirements for municipal separate storm sewer system (MS4) discharges within the coastal watersheds of the County of Los Angeles, issued by the Los Angeles Regional Water Quality Control Board, and other regional water management plans, as appropriate, in accordance with the procedures established by the ordinance adopted pursuant to subsection 8c.”*

Requirements for use of the funds within each the District, Municipal, and Regional Programs are discussed in their respective sections of this document.

### C. Agreements for Transfer of SCW Program Funds

Prior to its receipt of SCW Program funds, each Municipality and Project Developer must enter into an agreement with the District to transfer SCW Program funds. This agreement will require recipients of funds to comply with the requirements of the SCW Program and other appropriate provisions established by the Board of Supervisors. A standard agreement will be prepared by the Chief Engineer and approved by the Board of Supervisors, to include:

- Requirements for compliance with the terms of the SCW Program.
- Provisions, as necessary, to provide clarity and accountability in the use of SCW Program funds.
- Provisions, processes, and schedules for disbursement of funds.
- Provisions for management of interest funds, debt, liability, and obligations.
- Provisions for indemnification of the District.
- Requirement of annual auditing and progress reporting.
- Los Angeles County contracting requirements, to include: Local and Targeted Worker Hire Policy, Jury Service Program, Safely Surrendered Baby Law, Prevailing Wage Rates, Child support Compliance Program, County Equal Employment Provisions, Best Efforts Hiring Goal, etc.
- Requirement for post-construction/implementation monitoring.

### D. Eligible Expenditures

Expenditures eligible for SCW Program funds include, but are not limited to, the following:

- Infrastructure development tasks including design, preparation of environmental documents, obtaining permits, construction, operations & maintenance (O&M), inspection, etc.
- Real property acquisition, leases, and easements necessary to implement eligible Projects.
- Stormwater modeling and monitoring
- Projects or studies to investigate new technologies or methodologies to increase stormwater capture and reduce stormwater and urban runoff pollution for improving water quality, increasing local water supplies, or improving the ability of communities to adapt to the impacts of climate change.

- e. The development of feasibility studies to enable organizations to submit Projects for SCW Program funds.
- f. Scientific and technical studies to support revisions to the *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* when related to the implementation of the MS4 Permit and E/WMP plans, including TMDL amendments, use attainability analyses and site-specific objectives.
- g. The modification, upgrade, retrofit, or expansion of an existing Project to incorporate new elements to increase stormwater capture and reduce stormwater and urban runoff pollution to provide additional Water Quality Benefit, Water Supply Benefit, and/or Community Investment Benefit.
- h. Debt financing should the District or a Municipality determine that bonds are prudent and necessary to implement a Project. Watershed Area Steering Committees may request the District to bond against their Watershed Area's revenue stream for Regional Projects
- i. Stormwater programs such as but not limited to school education and curriculum, public education, watershed coordinators, regional water quality planning and coordination, local workforce job training, and others.
- j. Credit, rebate and incentive programs aligned with the core principles and outcomes of the SCW Program.
- k. Maintenance of Effort: Use of up to 30% annually of a Municipality's Municipal Program funds to pay for baseline SCW Program eligible activities commenced before the effective start date of the SCW Program.

#### E. Ineligible Expenditures

Ineligible expenditures for SCW Program funds include, but are not limited to, the following:

- a. Payment of fines imposed by any State, Federal, or local regulatory agency.
- b. Expenditures related to the investigation, defense, litigation, or judgment associated with any regulatory permit violations, notices of violation, or noncompliance regulations brought forth by any State, Federal, local regulatory agency, or a third party unrelated to eligible Projects.
- c. Expenditures for the investigation or litigation of any claim or action against the District, County, or their officers, employees or agents alleging improper allocation, withholding or reassignment of SCW Program revenues.
- d. Costs associated with any litigation including investigation, defense, litigation, settlement, and payment of any judgements for claims and liability related to the design and implementation of eligible Projects.

## VI. Regional Program

### A. Regional Program Summary

Fifty (50) percent of the revenue from the tax is allocated for the Regional Program pursuant to the Flood Control Act section 2, subsection 8b(C). The intent of the Regional Program is to implement Multi-Benefit watershed-based Projects that provide Water Quality Benefits, Water Supply Benefits, and/or Community Investment Benefits. Regional Program funds may be spent on design, construction, land acquisition, operations and maintenance, programs, and other related eligible activities. Regional Program funds will be allocated for Projects selected by the nine (9) Watershed Area Steering Committees proportional to the funds generated in each Watershed Area. Regional Program funds are to be appropriated by Watershed Area Steering Committees as follows:

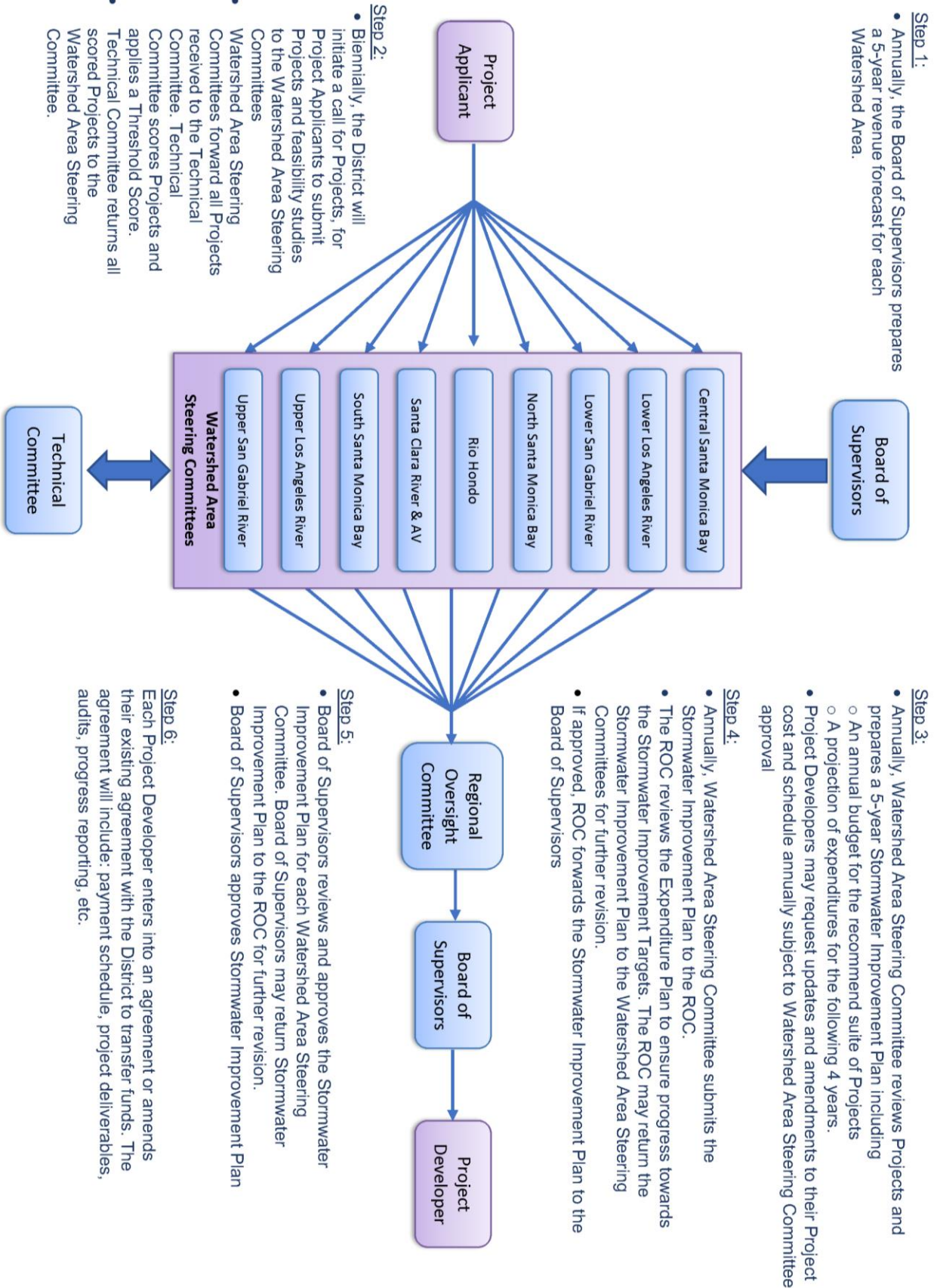
- Infrastructure (not less than 95% of Regional Program Funds):
  - Not less than 90% for Projects
    - Funding that benefits DACs shall not be less than 110% of the ratio of the DAC population to the total population in the Watershed Area.
  - 5% for small-scale Projects (Budgets of \$100,000 – 500,000)
  - Projects completed using Regional Program funds will automatically receive funding for maintenance for the portion of the Project funded by SCW funds.
  - Infrastructure Projects will follow the project selection and funding process outlined in Figure 1 below.
- Scientific Studies and Technical Assistance for the Development of Feasibility Studies (up to 5% of Regional Program Funds):
  - Up to 5% for eligible scientific and other activities, such as but not limited to: special studies, monitoring, modeling, Project feasibility study development, providing technical resources for community groups, such as DACs, NGOs, and CBOs.
    - Not less than 1% of the Regional Program funds shall be used for feasibility study development for DACs. If feasibility study development does not utilize 1% of the funds available, the funds may be utilized for Projects resulting from a feasibility study for a Project that benefits a DAC.
    - Technical assistance for the development of feasibility studies is complementary to District programs for Stormwater education. (See section VIII District Program)
    - Watershed Area Steering Committees will determine how to appropriate funds for the Scientific Studies and Technical Assistance for Development of Feasibility Studies sub-programs to be included in the Expenditure Plans.

Project Developers are responsible to carry out the actions necessary to complete a Project that is selected for funding. Project Applicants must demonstrate technical, financial, and other necessary capabilities to be the Project Developer. If the Project Applicant is unable to be the Project Developer for any aspect of a Project, the District may take on that role for the Project. For Projects that will be developed by a Project Developer but will be maintained by the District, the Project design must be developed in accordance with the design standards of the District.

Project Applicants will submit Projects to the Watershed Area Steering Committees for scoring every two years. The project selection and funding process, as shown in Figure 1, is described as follows:

- Step 1:
  - Annually, the Board of Supervisors, via the District, prepares a five (5) year revenue forecast for each Watershed Area.
- Step 2
  - Biennially, the District will initiate a call for Projects on behalf of the Watershed Area Steering Committees, for Project Applicants to submit Projects and feasibility studies to the Watershed Area Steering Committees.
  - Watershed Area Steering Committees forward all Projects received to the Technical Committee. Technical Committee scores Projects and applies a Threshold Score.
  - Technical Committee returns all scored Projects to the Watershed Area Steering Committee.
- Step 3
  - Annually, Watershed Area Steering Committee reviews Projects and prepares a revolving five (5) year Stormwater Investment Plan which shall include an annual budget for their recommended suite of Projects and a projection of expenditures for the following four (4) years.
  - Project Developers may request updates and amendments to their Project costs and schedule annually subject to Watershed Area Steering Committee approval.
- Step 4
  - Annually, Watershed Area Steering Committee submits the Stormwater Investment Plan to the Regional Oversight Committee (ROC). For details on the membership of the ROC see section VI.K.
  - The ROC reviews the Stormwater Investment Plan to ensure progress towards the Stormwater Management Targets (Targets). For details on Targets see section VI.N. ROC may return the Stormwater Investment Plan to the Watershed Area Steering Committees for further revision.
  - If approved, the ROC forwards the Stormwater Investment Plan to the Board of Supervisors.
- Step 5
  - Annually, Board of Supervisors reviews the Stormwater Investment Plan for each Watershed Area Steering Committee. Board of Supervisors may return Stormwater Investment Plans to the ROC for further revision.
  - Board of Supervisors approves Stormwater Investment Plans.
- Step 6
  - Annually, each Project Developer enters into an agreement or amends their existing agreement with the District to transfer funds. The agreement will include: payment schedule, project deliverables, audits, progress reporting, etc.

**Figure 1. Regional Program Governance Structure and Selection Process Flowchart**



## B. Regional Program: Initial Year Events

Should voters approve the Safe, Clean Water tax in November 2018, the following schedule of events will occur:

- Winter 2018–Watershed Area Steering Committees will be formed followed subsequently by the formation of the Regional Oversight Committee, Technical Committee, and Stakeholder Advisory Committee. The District will initiate a biennial call for Projects, for Project Applicants to submit Projects and feasibility studies to the Watershed Area Steering Committees.
- Spring 2019– The District will initiate a biennial call for Projects, for Project Applicants to submit Projects and feasibility studies to the Watershed Area Steering Committees. All submitted Projects will be forwarded to the Technical Committee to be scored. Stormwater Investment Plans will be prepared by Watershed Area Steering Committees.
- Summer 2019–Stormwater Investment Plans will be vetted by the Regional Oversight Committee and the Board of Supervisors.
- Winter 2019–The District will execute agreements for transfer of funds to begin implementation of Projects.
- Beginning of 2020–First installment of the tax will be available; District to transfer funds to Project Developers.

## C. Eligible Project Applicants

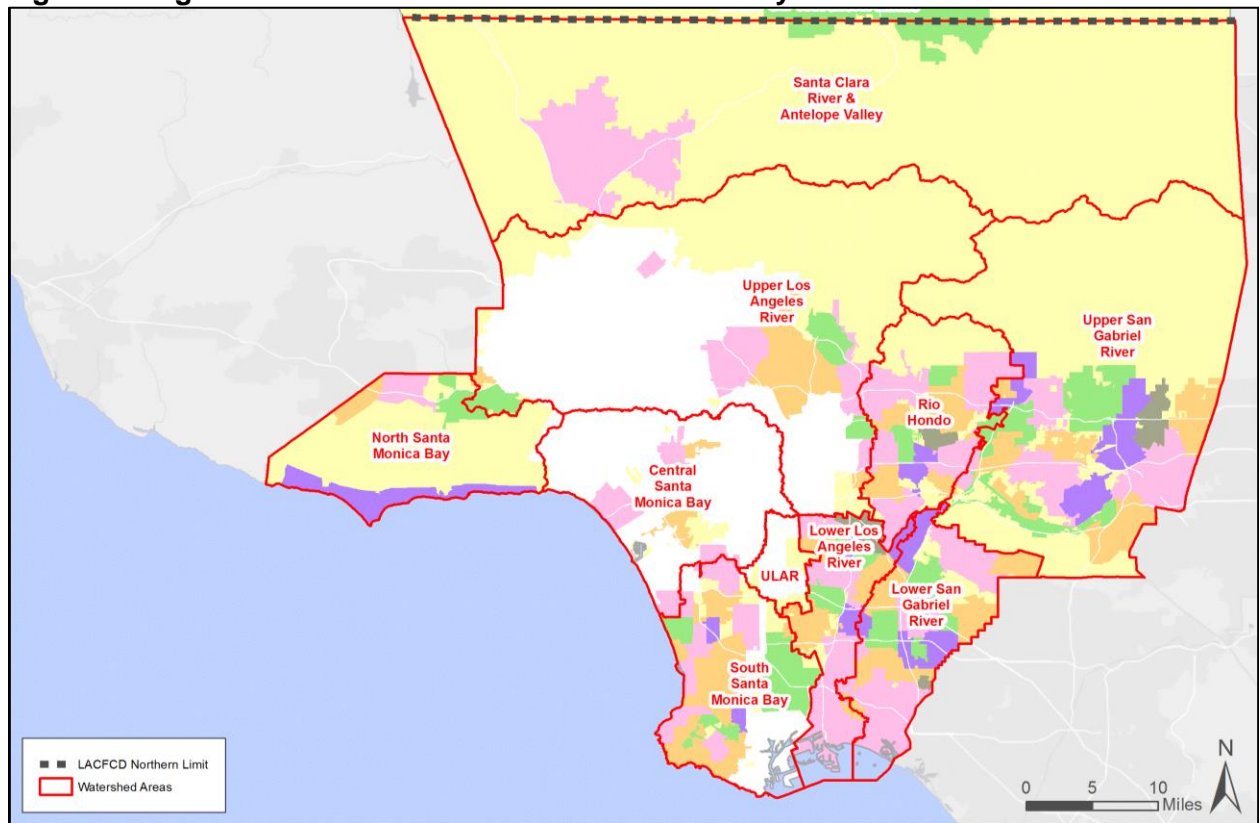
An eligible Project Applicant includes an individual, group, business entity, special district, school, municipality, NGO, non-profit organization, CBO, public utility, federally recognized Indian tribes, state Indian tribes listed on Native American Heritage Watershed Area Steering Committee's California Tribal Consultation List, mutual water company, or other entity that submits a Project for consideration. Applicants are encouraged to bundle small and medium scale, community level projects to promote efficiency, achieve economies of scale and advance local hire and job training goals.

## D. Boundaries of the Watershed Areas

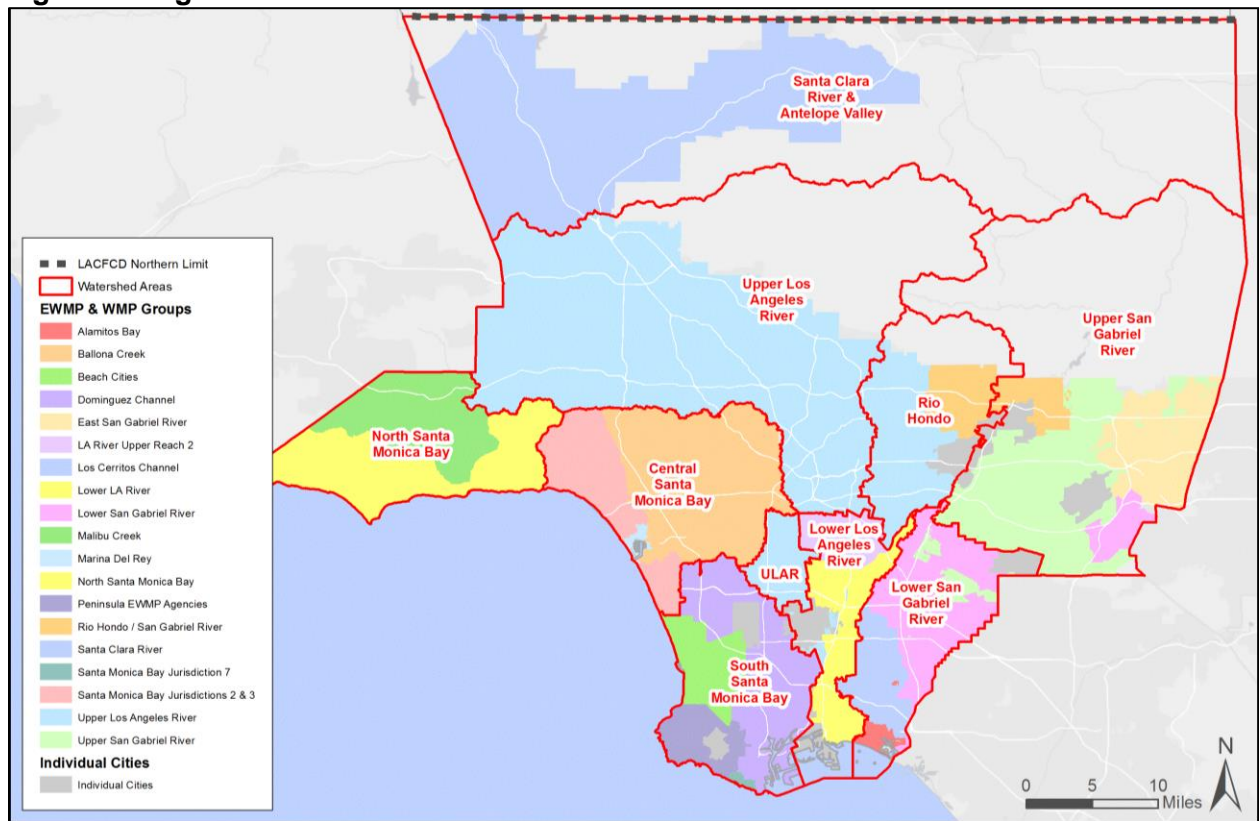
The Chief Engineer will maintain on file detailed maps establishing the precise boundaries of the Watershed Areas. The boundaries of the Watershed Areas are based on hydrologic conditions and modified to keep E/WMP groups whole, wherever practical.

There are nine (9) Watershed Areas within the District, as shown in Figure 2 and Figure 3.

**Figure 2. Regional Watershed Area Boundaries with City Boundaries**



**Figure 3. Regional Watershed Area Boundaries with E/WMP Boundaries**



## E. Membership of the Watershed Area Steering Committees

The District will empanel Watershed Area Steering Committees for each of the nine (9) Watershed Areas for the purpose of recommending funding appropriations for Regional Projects. The District will provide staff support to each Watershed Area Steering Committee and carry out their decisions. Operating guidelines for Watershed Area Steering Committees will be developed by the District.

Each Watershed Area Steering Committee consists of fifteen (15) members and each member receives one equally weighted vote. Six (6) members are designated from Municipalities located within the Watershed Area, five (5) members are sector-specific stakeholder representatives, and four (4) members are community stakeholder representatives, as shown in Table 1.

The five (5) sector-specific stakeholder representatives and four (4) community stakeholder representatives will be chosen to maintain a geographic balance and be representative of a range of interests within the Watershed Area. These representatives must demonstrate a regional focus. Watershed Area Steering Committee members are required to have knowledge of the sector they represent, as described in Appendix A. Each Watershed Area Steering Committee member will assign an alternate, who must also demonstrate knowledge of the sector they represent, to serve in the absence of the member. The alternate will be selected in the same manner the member seat was assigned.

The anticipated membership for each Watershed Area Steering Committee can be found in Appendix B.

**Municipal Members:** Six (6) seats will be assigned to Municipalities. Any Municipality with at least 16% of the taxable land area located within the Watershed Area receives one seat. A Municipality with at least 33% of the taxable land area located within the Watershed Area receives two seats. A Municipality with at least 50% of the taxable land area located within the Watershed Area receives three seats. A single Municipality may occupy up to three (3) seats on each Watershed Area Steering Committee.

Municipal members for the remaining seats will be assigned by the unrepresented Municipalities. Each Municipal member will assign an alternate from their Municipality to serve in their absence who must meet the general requirements of a Watershed Area Steering Committee member.

**Sector-Specific Members:** Five (5) sector-specific seats will be assigned by the Board of Supervisors. A seat will be assigned to each of the following sectors:

- District
- Water Agency (to be filled by municipal water district in the Watershed Area)
- Groundwater, or second Water Agency if a groundwater agency does not exist in the Watershed Area (to be filled by the largest service provider in the Watershed Area)
- Sanitation (to be filled by the largest service provider in the Watershed Area)
- Open Space (to be filled by the largest local park and open space agency in the Watershed Area)

Each sector-specific member will assign an alternate from their specific sector to serve in their absence who must meet the general requirements of a Watershed Area Steering Committee member, and is subject to Board of Supervisors' approval.



**Community Stakeholder Members:** Representatives for the four (4) Community Stakeholder seats will be recommended collectively by the Municipal members and sector-specific members of the Watershed Area Steering Committee and approved by the Board of Supervisors. These seats will be assigned to representatives from the community, i.e.: business, public health, non-governmental organization, disadvantaged community, community-based organization, academia, and others. Each community stakeholder member will assign an alternate from their organization to serve in their absence who must meet the general requirements of a Watershed Area Steering Committee member, and is subject to Board of Supervisors approval.

**Table 1. Regional Program Watershed Area Steering Committee Membership**

	Sector	Member
1	Municipality	Varies for Each Watershed Area
2	Municipality	Varies for Each Watershed Area
3	Municipality	Varies for Each Watershed Area
4	Municipality	Varies for Each Watershed Area
5	Municipality	Varies for Each Watershed Area
6	Municipality	Varies for Each Watershed Area
7	District	Appointed by Board of Supervisors
8	Largest Service Provider- Water Agency	Appointed by Board of Supervisors
9	Largest Service Provider- Groundwater/Water Agency #2	Appointed by Board of Supervisors
10	Largest Service Provider- Sanitation	Appointed by Board of Supervisors
11	Largest Municipality Agency- Open Space/Recreation	Appointed by Board of Supervisors
12	Community Stakeholder	Watershed Area Steering Committee recommended, then Board of Supervisor approved
13	Community Stakeholder	Watershed Area Steering Committee recommended, then Board of Supervisor approved
14	Community Stakeholder	Watershed Area Steering Committee recommended, then Board of Supervisor approved
15	Community Stakeholder	Watershed Area Steering Committee recommended, then Board of Supervisor approved

#### F. Voting and Meeting Requirements of the Watershed Area Steering Committees

A quorum is required for Watershed Area Steering Committees to act on any item of business. A quorum will consist of a simple majority of the members or their alternates. If a quorum is present, approval of any item of business requires a simple majority vote of those in attendance.

Each Watershed Area Steering Committee is required to comply with open public meeting requirements of the Ralph M. Brown Act (Government Code Sections 54950 – 54963), the Public Records Act (Government Code Section 6200), the Political Reform Act (Government Code Section 87100), and all other laws applicable to such bodies.

#### G. Responsibilities of the Watershed Area Steering Committees

Watershed Area Steering Committees have the following responsibilities:

- a. Review and adopt Stormwater Management Targets (See section VI.N for details) from the ROC. Stormwater Management Targets (Targets) are reviewed and refined through an iterative process with the ROC before they become final. Stormwater Management Targets should be attainable goals for each of the Watershed Areas. Stormwater Management Targets are reevaluated every five (5) years by the iterative process described above.

- b. Receive Projects from Project Applicants, forward the Projects to the Technical Committee for scoring, review the list of scored Projects returned by the Technical Committee, and prepare a Stormwater Investment Plan that demonstrates progress towards the Stormwater Management Targets.
- c. Provide the recommended Stormwater Investment Plan to the ROC which will be affirmed by the Board of Supervisors.
- d. Comply with all SCW Program Quarterly Progress/Expenditure report requirements
- e. Provide additional financial and other information, as required by the Board of Supervisors.
- f. Help identify Project partners and additional sources of funding to augment SCW Program revenues for Projects.

#### H. Watershed Area Steering Committee Conflict of Interest

No member of the Watershed Area Steering Committee shall participate in discussions or vote where that member has a direct interest in the project under consideration.

#### I. Formation and Composition of the Regional Oversight Committee

The ROC consists of eighteen (18) members. Each member receives one equally weighted vote. The ROC consists of one member appointed from each of the nine (9) Watershed Area Steering Committees, five (5) sector-specific members appointed by the Board of Supervisors, and four (4) community stakeholder members appointed by the Board of Supervisors, as shown in Table 2. The District will provide staff support to each Watershed Area Steering Committee and carry out their decisions.

The five (5) sector-specific stakeholder representatives and four (4) community stakeholder representatives will be chosen to be representative of a range of interests and maintain a geographic balance across the District. These representatives must demonstrate a regional focus and are required to have knowledge of the sector they represent, as described in Appendix A. An alternate will be assigned to serve in the absence of the member.

**Watershed Area Steering Committee Members:** Each Watershed Area Steering Committee will assign one of their members and one alternate to represent the Watershed Area Steering Committee on the ROC.

**Sector-Specific Members:** The Board of Supervisors will select five (5) sector-specific stakeholder representatives and their alternates to represent the:

- District
- Water Agency (to be filled by a regional service provider)
- Groundwater or second Water Agency if a groundwater agency does not exist in the Watershed Area (to be filled by a regional service provider)
- Sanitation (to be filled by a regional service provider)
- Open Space (to be filled by a regional open space entity or similar)

**Community Stakeholder Members:** The Board of Supervisors will select four (4) Community Stakeholder representatives and their alternates. These seats will be assigned to representatives from the community, i.e.: business, public health, NGO, DAC, CBO, academia, and others.

**Table 2. Regional Oversight Committee Membership**

	Sector	Member
1	Central Santa Monica Bay	Watershed Area Steering Committee
2	Lower Los Angeles River	Watershed Area Steering Committee
3	Lower San Gabriel River	Watershed Area Steering Committee
4	North Santa Monica Bay	Watershed Area Steering Committee
5	Rio-Hondo	Watershed Area Steering Committee
6	Santa Clara River & Antelope Valley	Watershed Area Steering Committee
7	South Santa Monica Bay	Watershed Area Steering Committee
8	Upper Los Angeles River	Watershed Area Steering Committee
9	Upper San Gabriel River	Watershed Area Steering Committee
10	District	Appointed by Board of Supervisors
11	Water Agency	Appointed by Board of Supervisors
12	Groundwater/Water Agency	Appointed by Board of Supervisors
13	Sanitation	Appointed by Board of Supervisors
14	Open Space/Recreation	Appointed by Board of Supervisors
15	Community Stakeholder	Appointed by Board of Supervisors
16	Community Stakeholder	Appointed by Board of Supervisors
17	Community Stakeholder	Appointed by Board of Supervisors
18	Community Stakeholder	Appointed by Board of Supervisors

**J. Voting and Meeting Requirements of the Regional Oversight Committee**

The ROC will determine the frequency and schedule for regular meetings necessary to process the review of Stormwater Investment Plans and Targets submitted by the Watershed Area Steering Committees.

A quorum is required for the ROC to take action on any item of business. A quorum will consist of ten (10) members of the ROC. If a quorum is present, approval of any item of business requires a simple majority vote of those in attendance.

The ROC is required to comply with open public meeting requirements of the Ralph M. Brown Act (Government Code Sections 54950 – 54963), the Public Records Act (Government Code Section 6200), the Political Reform Act (Government Code Section 87100), and all other laws applicable to such bodies.

**K. Responsibilities of the Regional Oversight Committee**

The ROC will have the following responsibilities:

- a. Propose Targets for the full region, and distribute the regional Targets among the nine (9) Watershed Areas. Targets are reviewed and refined through an iterative process with the Watershed Area Steering Committees before they become final. Targets shall take into consideration regional differences—e.g. ability to infiltrate to groundwater-- and should reflect attainable goals for each of the Watershed Areas.

- b. Review Stormwater Investment Plans to ensure progress towards the Stormwater Management Targets. ROC may return the Stormwater Investment Plan to the Watershed Area Steering Committees for further revision. If approved, the Stormwater Investment Plans are forwarded to the Board of Supervisors for consideration and approval for funding. The Stormwater Investment Plans will be evaluated by the Board of Supervisors for their consistency with the SCW Program intent and for their ability to achieve the Stormwater Management Targets.
- c. Confirm that progress is being made towards the Targets of each Watershed Area Steering Committee and the region as a whole.

#### L. Regional Oversight Committee Conflict of Interest

Members that have a possible conflict with actions of the Regional Oversight Committee must recuse themselves from discussion and voting on those issues.

#### M. Technical Committee

The Technical Committee will score all Regional Projects using the Draft Regional Program Project Criteria and will apply a Threshold Score. The initial recommendation for the Threshold Score is 60 points. The Technical Committee forwards Projects with their respective score to the appropriate Watershed Area Steering Committees.

The Technical Committee will be staffed by the District. A Stakeholder Advisory Committee comprised of stakeholders with technical expertise will periodically review the criteria and scoring of Projects.

#### N. Stormwater Management Targets

The ROC will coordinate with the Watershed Area Steering Committees to develop and refine a set of Stormwater Management Targets (Targets). Stormwater Management Targets will be developed by referencing targets contained in existing plans, such as IRWM, E/WMP, UWMP, and other regional plans. Stormwater Management Targets must:

- a. Set achievable targets for meeting regional water quality standards.
- b. Set achievable targets for the creation of a meaningful increase in the regional water supply.
- c. Set achievable targets for the creation of a meaningful increase in community investment benefits.

#### O. Draft Regional Program Project Criteria

Scoring of Regional Program Projects utilizes the Draft Regional Program Project Criteria, shown in Table 3. Projects will be eligible for scoring if they have a completed feasibility study. The District will provide guidance on the minimum requirements, as well as a template for feasibility studies. Assistance with the development of Project feasibility studies may be available to qualified Projects Applicants (See section VI.A).

Projects submitted for consideration through the Regional Program do not have to be part of an existing plan. Projects from existing plans as well as new feasibility studies will be considered. All Projects will be scored according to the Draft Regional Program Project Criteria.

Draft Regional Program Project Criteria include the following four sections, which are assigned different ranges of points:

- Section A: Water Quality Benefit (40 Points)
  - Wet weather Projects:
    - Applies a range of points for effectiveness and extent of pollution reduction
  - Dry weather Projects:
    - Applies a range of points for full capture of urban runoff and tributary size.
- Section B: Water Supply Benefit (25 Points)
  - Applies a range of points for cost effectiveness and volume of supply created or offset
- Section C: Community Investment Benefit (25 Points)
  - Applies a range of points for Projects that provide benefits to DACs, nature-based solutions, and multiple Community Investment Benefits.
- Section D: Leveraging Funds (10 Points)
  - Applies points for Project funding match, partnerships, community involvement, and Project readiness. Projects that are already part of an existing plan receive additional points.

The Technical Committee will score Projects and apply a Threshold Score. The Threshold Score is a minimum score that Projects must meet or exceed to be eligible for Regional Program funding. The Technical Committee will then forward all scored Projects to the appropriate Watershed Area Steering Committee.

**Table 3. Draft Regional Program Project Criteria**

Section	Score Range	Draft Scoring Standards
<b>A.1 Wet Weather Water Quality Benefits</b>	40 points max	The project provides water quality benefits
	20 points max	A.1.1: For Wet Weather BMPs Only: Water Quality Cost Effectiveness (Cost Effectiveness) = (24-hour BMP Capacity) <sup>1</sup> / (Life-Cycle Cost <sup>2</sup> in \$Millions) <ul style="list-style-type: none"> <li>• &lt;4.0 (AF / \$-Million) = 0points</li> <li>• 4.0-6.0 (AF / \$-Million) = 5points</li> <li>• 6.0-8.0 (AF / \$-Million) = 10points</li> <li>• 8.0-10.0 (AF / \$-Million) = 15points</li> <li>• &gt;10.0 (AF / \$-Million) = 20points</li> </ul> <p><i>1. Management of the 24-hour event is considered the maximum capacity of a project for a 24-hour period. For water quality focused projects, this would typically be the 85<sup>th</sup> percentile design storm capacity. Units are in acre-feet (AF).</i></p>
<b>- OR -</b>	20 points max	A.1.2: For Wet Weather BMPs Only: Water Quality Benefit Magnitude. Quantify the pollutant reduction for the controlling pollutants using the similar analysis as the E/WMP which use the Districts Watershed Management Modeling System. The analysis should be an average reduction of the primary pollutant of concern over a ten-year period showing the impact of the Project. Modeling should include the latest performance data to reflect the efficiency of the multi-pollutant BMP Project. <ul style="list-style-type: none"> <li>• &lt;50% = 5points</li> <li>• 50-65% = 10points</li> <li>• 65-80% = 15points</li> <li>• &gt;80%= 20points</li> </ul>
<b>A.2 Dry Weather Water Quality Benefits</b>	20 points	A.2.1: For dry weather BMPs only, projects must be designed to capture 100% of all tributary dry weather flows.
	20 points max	A.2.2: For Dry Weather BMPs Only. Tributary Size of the Dry Weather BMP <ul style="list-style-type: none"> <li>• &lt;200 Acres = 10points</li> <li>• &gt;200 Acres = 20points</li> </ul>
<b>B. Significant Water Supply Benefits</b>	25 points max	The project provides water supply benefits
	13 points max	B1. Water Supply Cost Effectiveness. The total life-cycle cost <sup>2</sup> per unit of acre foot of stormwater captured for water supply is: <ul style="list-style-type: none"> <li>• &gt;\$2500/ac-ft = 0points</li> <li>• \$2,000–2,500/ac-ft = 3points</li> <li>• \$1500-2,000/ac-ft = 6points</li> <li>• \$1000–1500/ac-ft = 10points</li> <li>• &lt;\$1000/ac-ft = 13points</li> </ul>
	12 points max	B2. Water Supply Benefit Magnitude. The additional water supply resulting from the project is: <ul style="list-style-type: none"> <li>• &lt;25 ac-ft/year = 0points</li> <li>• 25 - 100 ac-ft/year = 2points</li> <li>• 100 - 200 ac-ft/year = 5points</li> <li>• 200 - 300 ac-ft/year = 9points</li> <li>• &gt;300 ac-ft/year = 12points</li> </ul>
<b>C. Community Investments Benefits</b>	25 points max	The project provides Community Investment Benefits
	10 points	C1. Project provides Community Investment Benefits within a disadvantaged community
	10 points	C2. Project implements Nature Based Solutions (as per the SCW Program Definition)
	5 points	C3. Project has at least: <ul style="list-style-type: none"> <li>• One of the Community Investment Benefits defined above = 3points</li> <li>• More than one Community Investment Benefit = 5points</li> </ul>
<b>D. Leveraging Funds &amp; Readiness for Implement- ation</b>	10 points max	The project achieves one or more of the following:
	4 points max	D1. Cost-Share. Additional Funding has been awarded for the project. <ul style="list-style-type: none"> <li>• &gt;25% Funding Matched = 2points</li> <li>• &gt;50% Funding Matched = 4points</li> </ul>
	2 points	D2. The project demonstrates strong local, community-based support and/or has been developed as part of a partnership with local NGOs/CBOs.
	2 points	D3. Project will begin construction within 18 months
	2 points	D4. The project is already part of an existing plan. (eg. IRWM Plan, E/WMP, City Plans, others)
<b>Total</b>	<b>Total Points All Sections 100</b>	

2. Total Life-Cycle Cost: The annualized value of all Capital, planning, design, land acquisition, construction, and total life O&M costs for the project for the entire life span of the project (e.g. 50-year design life span should account for 50-years of O&M). The annualized cost is used over the present value to provide a preference to projects with longer life spans.

## VII. Municipal Program

Forty (40) percent of the funds from the SCW Program tax are allocated for the Municipal Program pursuant to the Flood Control Act section 2, subsection 8b(B). Municipal funds are allocated proportionally to the revenues generated within each Municipality or the County Unincorporated Areas in the District. Considering the geologic, geographic and demographic diversity within the District, the Municipal Program is designed to maximize the ability of local governments to address local stormwater challenges and opportunities. Projects are required to include a Water Quality Benefit. Multi-Benefit Projects are strongly encouraged but are not required.

### A. Municipal Program Responsibilities

Each Municipality receiving Municipal Program funding from the SCW Program will have the following responsibilities:

- a. Engage stakeholders in the planning process for use of the Municipal Program funds.
- b. As part of the Municipal Program planning process, consider a Municipal level call for Projects from eligible Project Applicants.
- c. Plan, implement, and maintain municipal Projects in conjunction with stakeholders.
- d. Prepare informational materials to provide members of the public with up-to-date information on the Municipality's actual and budgeted use of revenues from the SCW Program and make the information available to the public through the Municipality's websites and upon request.
- e. Operate in accordance with best practices for government agencies.
- f. Be strictly accountable for all funds, receipts, and disbursements by the Municipality.
- g. Prepare, prior to the start of that Municipality's fiscal year, a budget for how SCW Program funds will be used.
- h. Prepare within six (6) months after the end of that Municipality's fiscal year an annual report that details a program level summary of expenditures and a quantification of Water Quality Benefit, Water Supply Benefit, and Community Investment realized through use of Municipal Program funds.
- i. Comply with all SCW Program reporting and audit requirements (See section XI).
- j. Provide the District additional financial and other information, as required by SCW Program or upon request.
- k. Engage stakeholders in the planning process for their Projects.

### B. Agreements for Transfer of Revenues

A Municipality may enter into a binding agreement with another Municipality, the County, the District, or other capable entity to carry out the Municipality's responsibilities under the SCW Program. As described in Section IV.C of this document, prior to its receipt of SCW Program funds, a Municipality must enter into a revenue transfer agreement with the District.

### C. Maintenance of Effort

A Municipality must spend at least 70% of their Municipal Program funds annually on new Projects. A Municipality may use up to 30% annually to pay for baseline SCW Program eligible activities commenced before the effective start date of the SCW Program.

## VIII. District Program

Ten (10) percent of the revenue from the tax on each parcel is allocated for the District Program pursuant to the Flood Control Act section 2, subsection 8b(A).

### A. Responsibilities

The District will have the following responsibilities:

- a. Administer the SCW Program to include: Tax and payment administration, review annual budgets and reports, conduct audits, and manage appeals of scoring process.
- b. Annually prepare a 5-year revenue forecast for each Watershed Area.
- c. Plan, implement, and maintain District Projects.
- d. Coordinate logistics for the Regional Program.
- e. Staff the Technical Committee. Provide technical support and score Projects.
- f. Provide staff support to the Watershed Area Steering Committees and the ROC.
- g. Engage stakeholders in the planning process for use of the District Program funds.
- h. Plan, implement, and maintain District Projects in conjunction with stakeholders.
- i. Operate in accordance with best practices for government agencies.
- j. Conduct independent audits as described in section XI. to ensure compliance with requirements of the SCW Program.
- k. Prepare, prior to the start of the District's fiscal year, a budget for how SCW Program funds will be used.
- l. Prepare within six (6) months after the end of the District's fiscal year an annual report that details a program level summary of expenditures and a quantification of Water Quality Benefit, Water Supply Benefit, and Community Investment realized through use of Municipal Program funds.
- m. Comply with all SCW Program audit requirements (See section XI).

### B. Programs

The District will administer the programs below. The District will commence these programs within the first year of passage of the Safe, Clean Water Tax. Not less than \$20-million of District Program funds shall be allocated for these programs over a revolving five (5) year period. The District will solicit proposals for carrying out these programs.

- a. Create Stormwater education programs that proactively involve stakeholders and community groups to carry out activities that may include, but are not limited to:
  - Public education programs
  - Watershed coordinators, who provide resources, educational workshops, partnership opportunities, and networking for communities to become more engaged.
  - Local workforce job training, which will provide certification classes and vocational training at the community level for the design, construction, inspection, and maintenance of Stormwater management and Multi-Benefit Projects.
  - Schools education and curriculum program, such as classroom curriculum, guest speakers, etc.



## C. District Projects and Regional Water Quality Planning & Coordination

The District will carry out the following activities:

- a. Regional Water Quality Planning and Coordination to carry out activities which may include, but are not limited to:
  - Provide regional leadership and coordination for scientific studies, research, and water quality modeling
    - Special studies are to be funded by the Watershed Area Steering Committees
- b. Implementation of District-scale Projects consistent with SCW Program regional Multi-Benefit Projects. The District will engage stakeholders in the planning process for District Projects.

## IX. Tax Calculation and Collection Provisions

### A. Calculation of the Tax

The tax will be calculated for each parcel subject to the tax based upon the parcel's impermeable area. The boundaries of the area, and identification of the parcels subject to the tax and the method for calculating the tax for each parcel will be established by the ordinance adopted by the Board. The rate used for calculating the tax, as established by the ordinance adopted by the Board, will remain the same from year to year, unless a change is approved in accordance with all applicable laws. The Chief Engineer may periodically re-evaluate the characteristics of parcels to ensure accuracy of tax calculations.

### B. Collection – General Procedure

The tax will be collected for each fiscal year on the property tax roll in the same manner, and at the same time as, the general taxes of the County are collected. The Auditor will provide an annual statement of the revenues collected for the SCW Program to each Municipality as well as each Watershed Area Steering Committee

Insofar as feasible and not inconsistent with the SCW Program, the times and procedures regarding exemptions, due dates, installment payments, corrections, cancellations, refunds, late payments, penalties, liens, and collections for secured roll ad valorem property taxes will be applicable to the collection of the tax.

### C. Claims for Reimbursement and Appeals

Parcel owners who believe their tax has been calculated incorrectly will be able to seek review on one or more of the following grounds:

- a. Mathematical error in the calculation of the tax
- b. Discrepancy of more than either the result of a 10% error in the actual impermeable area or \$100 in the tax amount, whichever is greater.

Tax appeals must be filed with the Los Angeles County Assessor's Office.

### D. Credits and Rebates

A credit, incentive, and rebate program will be developed as part of the SCW Program that may provide: credit or rebates for existing stormwater capture activities; incentives, credits or rebates to encourage parcel owners to accept offsite stormwater; and other possible credits, rebates, and incentives.

## **X. Revenue Bonds**

Bonds issued hereunder by a Municipality or the District, to the extent such entity is authorized by law to issue and sell revenue bonds, may be secured by SCW Program revenues as set forth in this document. Only those amounts specifically allocated to a Municipality or the District may be used as security for its respective bonds. Watershed Area Steering Committees may request the District to bond against their Watershed Area's revenue stream for Regional Projects.

Any such revenue bonds shall not constitute any indebtedness of the District or the County, but shall be payable, principal and interest, only from revenues received from the tax.

## **XI. Miscellaneous Provisions**

### **A. Carryover of Uncommitted Municipal and Regional Program Funds**

Municipalities and Project Developers will be able to carry over uncommitted SCW Program revenues for up to five (5) years from the end of the fiscal year in which those revenues are transferred from the District to the Municipality or Project Developer. Additional requirements may be included in the transfer agreement.

### **B. Procedures for Lapsing Funds**

Municipalities and project developers who are unable to expend their approved funding as described in their Stormwater Investment Plan will be subject to lapsing funds procedures. Lapsing funds are funds that were committed and approved but were not able to be spent per the approved schedule. Funds are considered lapsed five (5) years after the transfer agreement execution date.

SCW Program revenues that are not expended by a Municipality or Project Developer within the five (5) years will revert back to the Watershed Area Steering Committee of the respective Watershed Area and be reprogrammed to a new Project with benefit to that Municipality or Watershed Area.

### **C. Quarterly Progress/Expenditure Reports**

Each Project Developer shall arrange for a Quarterly Progress/Expenditure Report for all Projects. The entity shall be subject to and comply with all applicable requirements of the District regarding project-reporting requirements. The Quarterly Progress/Expenditure Report details:

- Percent complete estimate.
- All costs incurred
- Discussion of work accomplished during the reporting period.
- Milestones or deliverables completed/submitted during the reporting period.
- Scheduling concerns and issues encountered that may delay completion of the task.
- Work anticipated for the next reporting period.
- Photo documentation, as appropriate.
- Any schedule or budget modifications.

#### D. Record-Keeping and Audits

The following recordkeeping and audit requirements will apply:

- a. SCW Program revenues received by the District, Municipalities, and Project Developers will be required to be held in separate interest-bearing accounts and not combined with other funds. Interest earned on SCW Program revenues will be required to be used for SCW Projects in the Watershed Area Steering Committee or Municipality in which it was earned, consistent with the requirements of the SCW Program.
- b. Municipalities, Project Developers, and the District will be required to retain, for a period of ten (10) years after project completion, all records necessary to determine the amounts expended, and eligibility of projects. Municipalities and Project Developers, upon demand by authorized representatives of the District will be required to make such records available for examination and review or audit by the District or its authorized representative.
- c. At all reasonable times, Municipalities and Project Developers will be required to permit the Chief Engineer, or his or her authorized representative, to examine all projects that were erected, constructed, implemented, operated, or maintained using SCW Program revenues. Municipalities and Watershed Area Steering Committees will be required to permit the authorized representative, including the Auditor, to examine, review or audit, and transcribe any and all audit reports, other reports, books, accounts, papers, maps, and other records that relate to projects funded with revenues from the SCW Program.
- d. Municipalities will be subject to an independent audit of their use of SCW Program funds not less than once every five (5) years.
- e. Project Developers will be subject to an independent audit upon completion of the Project. Additional interim audits may be conducted.
- f. District will be subject to an independent audit of their use of SCW Program funds not less than once every five (5) years.

#### E. Procedures for Addressing Misuse of Funds and Failure to Comply with Requirements

The following procedures apply for misuse of funds and failure to comply with requirements.

- a. If the District determines that a Project Developer or Municipality has misused SCW Program revenues, the District may issue a written notice to the Project Developer or Municipality of that determination and to refund those revenues, including associated interest, to the District within thirty (30) days of notification.
- b. Revenues refunded by a Project Developer or Municipality will, at the Board of Supervisors' discretion, be reassigned and used to plan, implement, and maintain Projects in accordance with the following:
  - SCW Program revenues refunded by a Municipality will be used to fund Municipal or Regional Projects that are located within the jurisdiction of the Municipality.
  - SCW Program revenues refunded by a Project Developer will be used to implement projects in the same Watershed Area from which the revenues were collected.

- c. Failure to comply with a notice to refund revenues by the required date will result in immediate suspension of future SCW Program revenue disbursements to that entity until such time as revenues are refunded.
- d. If the District determines that a Municipality or Project Developer has failed to comply with any applicable requirement of the Program, the District, at its discretion, may issue a written notice to the Municipality or Project Developer of that determination and that the District will withhold future disbursements of SCW Program revenues pending compliance. Withheld disbursements will be retained by the District for a period of five (5) years after which, if the violation has not been resolved, they will revert back to the respective Watershed Area Steering Committee for reprogramming to another Project.
- e. If a Project Developer or Municipality disputes a determination by the District, as described above, the Project Developer or Municipality may submit a notice of appeal to the District not later than ten (10) business days from the date of the written notice from the District. The District will appoint a hearing officer to conduct a hearing on the appeal. The submission of a notice of appeal does not relieve the Municipality or Project Developer of the obligation to refund the SCW Program revenues in dispute. If the hearing officer determines an adjustment is required, that adjustment will be reflected in the next disbursement of SCW Program revenues.

#### F. District Held Harmless

The District will not be required to accept ownership or responsibility for any project developed, implemented or constructed by a Municipality or a Project Developer with SCW Program revenues. Unless the District enters into an express agreement with a Project Developer or Municipality to the contrary, neither the District, nor the County to the extent that it is acting on behalf of the District, their officers, employees, agents or volunteers ("District Indemnitees") will be liable in connection with errors, defects, injuries, property damage caused by or attributed to any project that is funded in whole or in part with SCW Program revenues, and each Municipality and Project Developer will be required to indemnify the District Indemnitees and hold them harmless for claims, liability, and expenses, including attorneys' fees, incurred by any District Indemnitees as a result of any project developed, implemented, or constructed by the Municipality or Project Developer that is funded with the SCW Program revenue, except for claims, liability, and expenses, including attorneys' fees, resulting from the sole negligence or willful misconduct of District Indemnitees.

# SAFE, CLEAN WATER PROGRAM

## Draft Program Elements Appendices

### XII. APPENDIX

## A. Watershed Area Steering Committee Minimum Requirements

Sector	Years Of Experience	Description
Groundwater	Five +	<ul style="list-style-type: none"> <li>• Experience in one of the following groundwater areas: remediation, supply, management and/or storage.</li> <li>• Educational background or equivalent work experience in engineering, natural sciences, land use management, conservation, or other water resource-related field.</li> </ul>
Water Agency	Five +	<ul style="list-style-type: none"> <li>• Educational background or work experience in engineering, environmental science, biology, chemistry, toxicology, microbiology, urban planning or closely related field.</li> <li>• Ability to provide a regional perspective on water supply issues.</li> <li>• Expertise in the planning, design and construction, financing, and operations of water works facilities which includes storage reservoirs, transmission and distribution systems, pumping plants, water treatment, water conservation, and system optimization particularly as it effects power usage.</li> <li>• Sound knowledge of existing and emerging regulations, as well as environmental matters and familiarity with California water law and regulations.</li> <li>• Knowledgeable of the roles of federal, state and local governmental agencies involved in either the regulation of or the operation of water supply facilities, as well as familiarity with key nongovernmental agencies that influence the operations of water systems.</li> <li>• Experience in the acquisition of water rights.</li> </ul>
Sanitation	Five +	<ul style="list-style-type: none"> <li>• Experience in local or regional agency that provides wastewater collection, treatment, recycling and/or disposal services.</li> <li>• Education background and work experience in science, engineering, waste management or related fields.</li> </ul>
Open Space	Five +	<ul style="list-style-type: none"> <li>• Experience with habitat, open space and/or recreational issues at a regional level (i.e. across municipal jurisdictions and watershed boundaries).</li> <li>• Educational background or equivalent work experience in natural sciences, land use management, conservation, or other water resource-related field.</li> <li>• Familiar with the agencies and organizations involved in habitat/open space issues in the District who are likely to be Project Developers, land owners or permitters of Projects.</li> </ul>
<p>General Minimum Qualifications for all Members:</p> <ul style="list-style-type: none"> <li>• General knowledge of pollution abatement projects and knowledge in Stormwater programs, and knowledge of NPDES Stormwater Permit and TMDL issues as related to the region. <ul style="list-style-type: none"> <li>○ Community Stakeholder members may be briefed on relevant subjects to meet qualifications.</li> </ul> </li> <li>• Must be able to represent regional interests in the District.</li> <li>• Must be able to attend and participate in Watershed Area Steering Committee meetings.</li> </ul>		







# SGVCOG / ACE Integration

	Activity	2017												2018												Status																		
		S			O			N			D			S			A			M			J				J			A			S			O			N			D		
<b>Project Identification</b>	Develop process for project identification, development and approval																																						Draft process reviewed by committees in February, presented to Governing Board in March, and distributed to member agencies for comment in March.					
	Submit process for project identification, development and approval to GB																																											
	Conduct outreach to member agencies to develop/ refine project list.																																											
	Develop and approve initial project list																																											
	Conduct ACE/COG employee outreach																																					Joint monthly staff meetings are being held.						
<b>Personnel and Admin. Restructure</b>	Develop consolidated personnel system																																					Salary/classification study initiated in February and be completed in October 2018.						
	Implement consolidated personnel system																																					Draft combined employee handbook being reviewed internally. To be considered for adoption in April 2018. Additional consolidation pending Comp/Class study.						
	Develop consolidated admin and finance system																																					Being developed by staff. Draft finance manual to be prepared by April.						
	Implement consolidated admin and finance system																																					Action pending adoption of consolidated finance manual.						
	Develop consolidated budget																																					Anticipate fully consolidated budget to be presented for FY 19-20.						
<b>Budget</b>	<b>Present budget to GB for approval</b>																																											

**Accomplishments:**

- Developed and approved updated JPA (November 2017)
- JPA approved by a majority of member agencies (19) (December 2017)
- Developed and approved updated bylaws (December 2017)
- Election process for Construction Committee approved by Governing Board (January 2018). Elections to be held in May.
- Contract awarded for compensation / classification study (January 2018)
- Updated ACE Logo approved by Governing Board (February 2018).



DATE: May 21, 2018  
 TO: San Gabriel Valley Council of Governments Public Works TAC  
 FROM: Marisa Creter, Executive Director  
 RE: **May 2018 Update on Measure M Subregional Fund Programming**

**RECOMMENDED ACTION**

For information only.

**BACKGROUND**

In June, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. In accordance with these guidelines, five-year project specific programming plans, or MSP 5-Year Plans, will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program. Based on the projected initial five-year cash flow for each subregional fund in the San Gabriel Valley subregion and recommendations by the SGVCOG Governing Board, the funds that would be available for programming are as follows:

Program	Sub-region	Funding Dates	FY 2017 FY 2018	FY 2018 FY 2019	FY 2019 FY 2020	FY 2020 FY 2021	FY 2021 FY 2022	5-Year Total	40-Year Fund Total	5-Year Percentage of Total
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018-57	\$ 2.40	\$ 3.00	\$ 3.00	\$ 3.10	\$ 3.20	\$ 14.70	\$ 231.00	6.36%
Bus System Improvement Program	sg	FY 2018-57	\$ 0.50	\$ -	\$ -	\$ -	\$ -	\$ 0.50	\$ 55.00	0.91%
First/Last Mile and Complete Streets	sg	FY 2018-57	\$ 2.00	\$ 2.00	\$ 4.00	\$ 4.60	\$ 4.80	\$ 17.40	\$ 198.00	8.79%
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018-57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231.00	0.00%
Goods Movement (Improvements & RR Xing Elim.)	sg	FY 2048-57						\$ -	\$ 33.00	0.00%
Highway Efficiency Program	sg	FY 2048-57	\$ 2.30	\$ 2.40	\$ 0.50			\$ 5.20	\$ 534.00	0.97%
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048-57						\$ -	\$ 66.00	0.00%
<b>San Gabriel Valley MY Subregion Total</b>								<b>\$ 37.80</b>	<b>\$ 1,348.00</b>	<b>2.80%</b>
<b>Gold Line Foothill Extension to Claremont</b>	sg	FY 2019-25			?	?	?		\$ 1,019.00	
SR-71 Gap	sg	FY 2022-26							\$ 248.00	
SR-57/60	sg	FY 2025-31							\$ 205.00	
Gold Line Eastside Extension	sg	FY 2029-35							\$ 543.00	
I-605/10 Interchange	sg	FY 2043-47							\$ 126.00	
SR-60/605 Interchange	sg	FY 2043-47							\$ 130.00	
<b>Major Projects San Gabriel Valley Total</b>									<b>\$ 2,271.00</b>	
<b>Overall Total</b>									<b>\$ 3,619.00</b>	

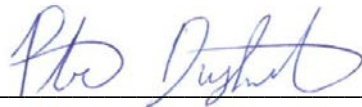
**Table 1.  
 Adopted Measure M Multi-Year Subregional Program 5-Year Allocation (\$ in millions)**

Now that SGVCOG Staff has approved and finalized monetary allocations for each of the sub-programs of the MSP 5-Year Plan to work with, COG staff can draft a list of selected projects to be constructed based on the amount of money that is available for each sub-program. Below are

the steps for this process; these steps were also presented to the Transportation Committee in January 2018 when COG staff presented the Committee with the proposed Measure M Subregional Funds Public Outreach and Participation Plan, which was adopted by the Governing Board in February 2018.

1. Staff is in the initial stages of developing a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.
2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG's website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendaized for the Public Works and Planning TACs in April 2018 for discussion and public input.
4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendaized for the May 2018 meeting for discussion and public input.
5. Final recommendations from the COG's Transportation Committee will be forwarded to the COG's Governing Board for final approval in June 2018.
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

Prepared by:



Peter Duyshart  
Project Assistant

Approved by:



Marisa Creter  
Executive Director

# REPORT

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DATE: May 21, 2018  
TO: San Gabriel Valley Council of Governments Public Works TAC  
FROM: Marisa Creter, Executive Director  
RE: Metro Open Streets Cycle Three Grant

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND AND INFORMATION**


In April 2018, LA Metro released its application and guidelines for Cycle Three of its Metro Open Street Grant Program. Metro's funding for Open Streets programs enable jurisdictions from across LA County to organize and hold open streets and active transportation events, which provide residents the opportunity to walk, ride transit, or bike in an urban environment, and enables people to experience their City in a completely safe and new manner. These events also encourage sustainable and clean modes of transportation, provide an opportunity to take transit for the first time, and provide the opportunity for unique and enriching civic engagement.

On Tuesday, May 8, Metro staff hosted the Open Streets Cycle Three Applicant Workshop at LA Metro headquarters, which enabled stakeholders throughout LA County to ask additional questions about the provisions of the Cycle Three guidelines and how to submit a successful and competitive application. SGVCOG staff attended this workshop, as it is assisting with the coordination of application submissions for multiple proposed open streets projects in the SGV subregion.

## **NEXT STEPS**

The online application for the current cycle of the Open Streets Grant Program is June 8, 2018. LA Metro will award grants pending board approval in September 2018, and then selected Cycle Three events must be held between January 2019 and December 2020.

Prepared by:   
Peter Duyshart  
Project Assistant

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Marisa Creter  
Executive Director

## ATTACHMENTS

Attachment A – Metro Open Streets Cycle Three Presentation Slides -- Page 77

Attachment B – Open Streets Cycle Three Application Package and Guidelines -- Page 81

# Metro Open Street Grant Program

SGVCOG Transportation Committee

May 10



Open Streets



SGVCOG

San Gabriel Valley Council of Governments

## What are Open Streets?

- One-day car-free events that OPEN the streets up to people walking, riding a bike, and using other forms of non-automobile transport



*Photo by Eric Jung.*

# Metro Cycle One and Two Open Street Implementation

- 28 Events Funded in 32 Jurisdictions (22 completed)
- Additional points granted to multijurisdictional events and disadvantaged communities
- Metro funded Evaluation Study
  - 8% ridership increase systemwide
  - 11% increase in TAP card sales
  - 10% increase in event day retail sales



## What's New For Cycle Three?

- Max Funding Ceiling Increased
  - Maximum of \$500,000 per application
  - Additional scoring criteria awarded to multijurisdictional events
- Additional points for clear plan to satisfy data collection requirements
  - Standardized data collection template provided
- Separate criteria for new and existing applicants
  - Existing applicants demonstrate success with previous events
  - New applicants demonstrate capacity to produce successful event





# What's New For Cycle Three?

- Emphasis on accessibility to Metro rail and Metrolink stations.
- Importance in connection to central city business districts or retail corridors.
- Topography - Routes should aim to minimize hilly terrain
- Additional Scoring Criteria to encourage innovative events
  - Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events



# Cycle Three Next Steps

- June 8, 2018 - Online application due to Metro
- September 2018 - Award Cycle Three grants pending Board approval
- Jan 2019 - Dec 2020 - Cycle Three events held



Questions?





**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

Attachment B

213.922.2000 Tel  
metro.net

## Open Streets Cycle Three Application Package & Guidelines

*All fields are required for application submission unless noted.*

### Program Guidelines

#### **Program Objectives**

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

#### **Eligibility**

Applicants must be a city/county/council of government office within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

#### **Funding**

There is up to \$4 million available for grants for the Open Streets Grant Cycle Three. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per a single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2019, pending Metro Board approval and events must be staged by December 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

#### **Scoring**

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

#### **General Event Information – 10 points**

#### **Project Feasibility – 25 points**

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency's existing active transportation programs and policies	4
Community support	4

Matching funds committed	3
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\* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

### Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

\*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

\*\*Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

\*\*\* As an example see San Francisco's "Wiggle" - [http://en.wikipedia.org/wiki/The\\_Wiggle](http://en.wikipedia.org/wiki/The_Wiggle)

### Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

### Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

### Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post implementation report no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post implementation report and data collection performance

according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes, and economic impact on local retailers.

### **General and Administrative Conditions Lapsing Policy**

Open Streets Cycle Three events must be staged by December 31, 2020 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

### **Grant Agreement**

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

### **Audits and Event Scheduling**

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

### **Application**

#### **General Information**

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

#### **General Open Street Event Information**

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

*Maximum Allowed: 150 characters.*

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th

Street, 1<sup>st</sup> Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)

*Maximum Allowed: 500 characters.*

11. Estimated Route Length (in miles):

*Maximum Allowed: 4 digits.*

12. Estimated Number of Signalized Intersections:

*Maximum Allowed: 3 digits*

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

*Maximum Allowed: 150 characters.*

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15A. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

*Maximum Allowed: 150 characters*

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

*Maximum Allowed: 150 characters*

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

*Maximum Allowed: 300 characters*

**Project Feasibility**

18. Estimated Month & Year of Event (Funds will be available starting in January 2019, pending Metro Board approval. Event must be staged by December 31, 2020)  
*Maximum Allowed: 6 digits*

19. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

*Maximum Allowed: 500 characters*

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

**Demonstration of Event Success**

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

*Maximum Allowed: 600 Characters*

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

*Maximum Allowed: 800 Characters*

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

**Event Budget**

23. What is the total estimated cost of the event?

*Maximum Allowed: 10 characters.*

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

*Maximum Allowed: 10 characters.*

26. What are the estimated outreach costs?

*Maximum Allowed: 10 characters.*

27. What are the estimated pre-event planning costs?

*Maximum Allowed: 10 characters.*

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

*Maximum Allowed: 7 characters.*

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

**Route Setting**

32. Will the route connect multiple cities? Y/N

List all partner cities.

If “YES” to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

*Maximum Allowed: 1000 characters.*

33. Will the route be along or connect to commercial corridors? Y/N Explain.

*Maximum Allowed: 1000 characters.*

34. Will the route be along any residential corridors? (Y/N)

*Maximum Allowed: 1000 characters*

If “YES” to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

*Maximum Allowed: 1000 characters.*

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

*Maximum Allowed: 1000 characters*

If “YES” to question 35



35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

*Maximum Allowed: 1000 characters.*

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

*Maximum Allowed: 1000 characters.*

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like [www.mapmyride.com](http://www.mapmyride.com) or google maps to calculate this information).

39. Will the event be innovative? Y/N

If “YES” to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine’s Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

*Maximum Allowed: 1000 characters.*

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

*Maximum Allowed: 4 digits*

### **Regional Significance**

42. List all rail stations within a ½ mile radius of the event route.

*Maximum Allowed: 250 characters*

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

*Maximum Allowed: 1000 characters*

44. If the city or event location does not have Metro or any other mass transit as option to connect, what is city's plan to transport patrons and bikes to the location other than personal automobiles? Please provide city's approach on multi-modal options to transport high capacity of people and bike to the event, particularly if no Metro or any mass transit option is available. *Maximum Allowed: 1000 characters*

**Marketing and Outreach**

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

# REPORT

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DATE: May 21, 2018  
TO: Public Works TAC  
FROM: Marisa Creter, Executive Director  
RE: **REMINDER: 2019 Active Transportation Program (ATP) – Cycle 4**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND:**

Please refer to Attachment A for a PowerPoint Presentation which includes information about the 2019 Active Transportation Program. More specifically, this presentation contains information about this program's goals, application, selection, and delivery schedule, funding distribution, matching requirements, project types, and examples of eligible projects.

Please refer to Attachment B for the complete Final program and application Guidelines for the 2019 ATP – Cycle 4.

## **NEXT STEPS**

ATP Cycle 4 Grant applications are due to the California Transportation Commission (CTC) by July 31, 2018.

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director

## **ATTACHMENTS:**

Attachment A – PowerPoint Presentation which includes an overview of the current Draft Guidelines for the 2019 ATP -- Page 90

Attachment B – Full CTC Final Draft of the 2019 ATP Guidelines -- (Separate packet)

# 2019 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 4

Applications due July 31, 2018

## Program Background

- Active Transportation Program (ATP) was created by SB 99 and AB 101 in 2013
- SB 1 also specifies that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be made available annually to the ATP.
- Grant objective: The purpose of these pieces of legislation was to promote and encourage increased use of active modes of transportation.
- The guidelines for the 4<sup>th</sup> Cycle have been developed and adopted by the CTC, with input from government agencies and active transportation stakeholders.



## Program Overview and Goals

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance active transportation efforts of regional agencies to achieve statewide greenhouse gas reduction goals.
- Ensure that disadvantaged communities can fully share in the benefits of the ATP.
- Enable a plethora of beneficial active transportation projects to be constructed.
- Enhance public health through programs and projects eligible for programs such as the Safe Routes to School Program.



## Program Schedule

- **2019-20, 2020-21, 2021-22, and 2022-23:** The programming period for the 2019 ATP will be for these State fiscal years.
- **March 21, 2018:** Draft ATP Guidelines presented to the California Transportation Commission (CTC)
- **May 16, 2018:** Call for Projects / Opening of the 2019 ATP Application.
- **July 31, 2018:** Project applications are due to Caltrans (postmark date).



## Program Schedule

- Each Active Transportation Program programming cycle will include four (4) years of funding.
- First two years of funding will consist of \$100 million annually from the Road Maintenance and Rehabilitation Account (RMRA).
- Second two years of funding will consist of about \$123 million annually from other ATP funds.
- In total, the CTC is expected to include about \$440 million in ATP funding. This funding will consist of Federal funding, as well as State SB 1 and SHA funding.



## Program Funding Distribution

- 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000.
- 10% to small urban and rural areas with populations of 200,000 or less.
- 50% to projects competitively award by the Commission on a statewide basis.
- **25% of the funds dedicated to each project-type or region-type must benefit disadvantaged communities (DACs).**
- \$4 million per year from the RMRA to the California Conservation Corps (CCC) for community conservation corps projects.
- The minimum request for ATP funds must be at least \$250,000.



# Program Matching Requirements

- Matching funds are not required.
- However, the CTC encourages the leveraging of additional funds for a project.
- The applicant must provide a project funding plan through construction that proves that supplemental funding in the plan is expected to be available and satisfactory.
- **Projects that are considered to be large or medium infrastructure must be federal-aid eligible.**



# Program Project Types

LARGE	MEDIUM	SMALL
Infrastructure only	Infrastructure only	Infrastructure only
Infrastructure/Non- infrastructure	Infrastructure/Non- infrastructure	Infrastructure/Non- infrastructure
Total project cost > \$5 million (subject to change)	Total project cost between \$1.5 million and \$5 million (subject to change)	Non-infrastructure only
		Plan
		Total project cost < \$1.5 million (subject to change)



## Eligible Applicants

- Local, Regional, or State agencies (includes Cities and Counties)
  - Caltrans
  - Transit Agencies
  - Natural Resources or Public Land Agencies
  - Public schools or school districts
  - Tribal governments
- There are also opportunities for applicants to apply for grant funding and then partner with an implementing agency.



## Examples of Eligible Projects

- Development of new bikeways and walkways that improve mobility.
- Improvements to existing bikeways and walkways.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- *Safe Routes to School* projects.
- Safe routes to transit projects.
- Secure bicycle parking for the benefit of the public.
- Establishment or expansion of a bike share program.
- Development of a community-wide bike, pedestrian, safe routes to schools, or active transportation plan in a disadvantaged community.
- Education programs to increase bicycling and walking.
- Bicycle-carrying facilities on public transit.
- Recreational trails and trailheads, including trail linkage projects.



# Project Screening and Scoring Criteria



Project Applications will be screened for the following:

- Consistency with an adopted regional transportation plan.
- Supplanting funds.
- Eligibility of projects (Infrastructure, Plans, Non-infrastructure)

Scoring Criteria – Some Key Scoring Topics/Types Include:

- Benefit to Disadvantaged Communities (DACs)
- Need
- Safety
- Public Participation & Planning
- Implementation & Plan Development
- Context Sensitive & Innovation

## Learn More



- California Transportation Commission staff contact for ATP:  
**Laurie Waters**, Associate Deputy Director.

- (916) 651-6145
- [laurie.waters@catc.ca.gov](mailto:laurie.waters@catc.ca.gov)