SENATE BILL 1
PLANNING GRANTS

PRESENTED BY
PRISCILLA MARTINEZ-VELEZ
SUSTAINABLE TRANSPORTATION PLANNING GRANTS LEAD
OFFICE OF REGIONAL PLANNING
SENATE BILL 1 (SB 1) – THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

Adds $25 M Annually for Sustainable Communities Grants

Section 2033.5 Allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the commission.

Adds $20 M over 3 years for Adaption Planning Grants

Section 16321 (1) Up to $20,000,000 to local and regional agencies for climate change adaptation planning.
<table>
<thead>
<tr>
<th>GRANT</th>
<th>FUND SOURCE</th>
<th>PURPOSE</th>
<th>WHO MAY APPLY</th>
<th>LOCAL MATCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Communities</td>
<td>Road Maintenance and Rehabilitation Account (RMRA)</td>
<td>Funds local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS (where applicable), contribute to the State’s GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).</td>
<td>The following are eligible to apply as a primary applicant:</td>
<td>11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</td>
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<tr>
<td>Competitive</td>
<td>State funds</td>
<td></td>
<td>• MPOs with sub-applicants</td>
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<td></td>
<td>Budget</td>
<td></td>
<td>• RTPAs</td>
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<td></td>
<td>Approx. $12.38 million</td>
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<td>• Transit Agencies;</td>
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<td>Grant Min.</td>
<td></td>
<td>• Cities and Counties;</td>
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<td>$50,000 for Disadvantaged Communities; $100,000 for All Others</td>
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<td>• Native American Tribal Governments</td>
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<td></td>
<td>Grant Max.</td>
<td></td>
<td>The following are eligible to apply as a sub-applicant:</td>
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<td>$1,000,000</td>
<td></td>
<td>• MPOs/RTPAs</td>
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<td></td>
<td></td>
<td></td>
<td>• Transit Agencies</td>
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<td>• Universities and Community Colleges</td>
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<td>• Community-Based Organizations</td>
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<td></td>
<td>• Non-Profit Organizations (501.C.3)</td>
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<td></td>
<td></td>
<td></td>
<td>• Other Public Entities**</td>
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# Sustainable Transportation Planning Grant Summary Chart

<table>
<thead>
<tr>
<th>Grant</th>
<th>Fund Source</th>
<th>Purpose</th>
<th>Who May Apply</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Communities Formula</td>
<td>Road Maintenance and Rehabilitation Account (RMRA) State funds</td>
<td>Funds local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS (where applicable), contribute to the State’s GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).</td>
<td>The following are eligible to apply as a primary applicant:</td>
<td>11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</td>
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**Budget**: $12.5 million
Emphasis on state goals, priorities, and policies that continue AB 32 and SB 375 goals of GHG and VMT reduction.

Encouraging land-use, housing, and transportation integrated planning, where applicable. The list of eligible activities and examples has been expanded to include integrated planning. A transportation nexus is always needed per Article 19 of the CA constitution.

The guide includes additional resources and reference documents for applications to review and reference to support developing a strong application.

There is a 50% minimum threshold for grant award to go to disadvantage communities, including tribal governments and rural areas. Additional resources and criteria are included for applicants to justify how they are a disadvantage community.

Tips and scoring criteria for writing a successful application was updated to align with the new grant specific objective.
Encourage local and regional multimodal transportation and land use planning that furthers the region’s RTP SCS (where applicable), contributes to the State’s GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).

Applicants should demonstrate how the proposed effort would:

- Integrate Grant Program Considerations (See Pages 3-10)
- Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities

Encourage stakeholder collaboration

Involve active community engagement

Coordinate transportation, housing, and land use planning

Promote the region’s RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)

Result in funded and programmed multimodal transportation system improvements
SUSTAINABLE COMMUNITIES EXAMPLE PROJECT TYPES

- Studies to improve access to social services and other community destinations for disadvantaged communities
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State’s GHG reduction targets
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system with connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.
- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Long range transportation plans for tribal governments
- Community to school studies or safe routes to school plans
- Studies, plans, or outreach for school public transit, school pool ridesharing
- Community mobility needs assessments
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
SUSTAINABLE COMMUNITIES EXAMPLE PROJECT TYPES

- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Commute trip reduction studies and plans
- Data collection/data sharing initiatives
- Strategies to increase transit ridership

Land use planning activities in coordination with a transportation project. Examples include:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes
- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change
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| Public Transportation Account (PTA) State funds | Support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system, especially efforts that serve the communities most vulnerable to climate change impacts. | The following are eligible to apply as a primary applicant:  
  • MPOs  
  • RTPAs  
  • Transit Agencies  
  • Cities and Counties  
  • Native American Tribal Governments  
  • Local and Regional Agencies  
  • Special Districts  
  
  The following are eligible to apply as a sub-applicant:  
  • Transit Agencies  
  • Universities and Community Colleges  
  • Native American Tribal Governments  
  • Cities and Counties  
  • Community-Based Organizations  
  • Non-Profit Organizations (501.c.3)  
  • Other Public Entities** | 11.47% minimum (in cash or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match. |
| **Budget**                        | **$7,000,000**                                                          |                                                                                                 |                                                                              |
| **Grant Min**                     | **$100,000**                                                            |                                                                                                 |                                                                              |
| **Grant Max**                     | **$1,000,000**                                                          |                                                                                                 |                                                                              |
ADAPTATION PLANNING GRANT SPECIFIC OBJECTIVE

Applicants must demonstrate how the proposed effort will accomplish the following:

- Demonstrate on-going collaboration and partnerships between sectors and jurisdictions, across levels of government at a regional scale
- Identify co-benefits of the adaptation work, such as benefits to public health, natural ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas emissions

Applicants should demonstrate how the proposed effort will accomplish one or more of the following:

- Identify system-wide climate change impact risks to multimodal transportation infrastructure in the project area
- Identify specific transportation infrastructure vulnerabilities to climate change impacts

(Continued)

- Identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities
- Advance the planning of specific climate adaptation projects, such as developing a cost estimate or conceptual design
- Include economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies

Competitive applications should include one or more of the following:

- Identify benefit to disadvantaged and/or vulnerable communities, including transit-dependent populations (when applicable)
- Demonstrate collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, community-based organizations, and community residents
ADAPTATION PLANNING EXAMPLE PROJECT TYPES

- Climate vulnerability assessments

**Extreme weather event evacuation planning**, which could include:
- Identifying communities and individuals with inadequate access to transportation (e.g. survey to determine number and location of transit dependent residents)
- Planning for increased transportation options in evacuation corridors
- Planning for roadway warning systems for extreme weather events
- Resilience planning

**Transportation infrastructure adaptation plans**, such as:
- Evaluating the feasibility of realigning/relocating transportation infrastructure impacted by sea level rise
- Evaluating the feasibility of a proposed wildlife underpass or overpass
- Natural and green infrastructure planning (e.g. wetlands restoration along transportation corridors to protect transportation infrastructure from flooding and storm impacts)
- Integration of transportation adaptation planning considerations into existing plans, such as a climate mitigation or adaptation plan, Local Coastal Program, Local Hazard Mitigation Plan, General Plan (including meeting Senate Bill 379 requirements), or other related planning efforts

**Evaluation of or planning for other adaptation strategies**, such as:
- Providing transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases
- Planning for decentralized energy and storage for safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions
July 2017 – Post draft discussion grant guide online for comment for 2 weeks. Incorporate comments.

August 2017 – Send Final Draft of the Grant Guides to the financial and policy committees in the legislature. Post the Final Draft Grant Guide online for comment for 30 days.

September 2017 – Hold 2 workshops and incorporate comments in to the guide. Release final Grant Guides and call for applications

October 20, 2017 – Grant applications due

November 2017 – Evaluate and score the applications

December 2017 – Management approval and grant announcements released

February 1, 2018 – Non-MPO/RTPA final due date for contracts to be submitted to ensure the funds are encumbered

May 1, 2018 – MPO/RTPA final due date for contracts to be submitted to ensure the funds are encumbered

February 28, 2020 – ALL grant tasks must be completed

April 30, 2020 – ALL final invoices must be submitted
January 2, 2018 – Release Grant Guide and call for applications
February 23, 2018 – Grant applications due
March 2018 – HQ & District evaluation of applications
May 2018 – Management approval and grant announcements released
February 1, 2019 – Non-MPO/RTPA contracts final due date
May 1, 2019 – MPO/RTPA contracts final due date
February 28, 2021 – ALL grant tasks must be completed
April 30, 2021 – ALL final invoices must be submitted

*Includes Sustainable Communities, Strategic Partnerships, and Adaptation Planning
Caltrans district staff are available during the application period to answer questions and help interested groups complete their applications:

http://www.dot.ca.gov/hq/tpp/grants/1718/3_SEP17_DistrictGrantContacts.docx

For questions specific to the Grant Application Guide, applicants are also welcomed to contact the Caltrans Office of Regional Planning:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erin Thompson</td>
<td><a href="mailto:Erin.Thompson@dot.ca.gov">Erin.Thompson@dot.ca.gov</a></td>
<td>(916) 654-2596</td>
</tr>
<tr>
<td>Priscilla Martinez-Velez</td>
<td><a href="mailto:Priscilla.Martinez-Velez@dot.ca.gov">Priscilla.Martinez-Velez@dot.ca.gov</a></td>
<td>(916) 651-8196</td>
</tr>
</tbody>
</table>

For questions about “Planning for Housing” please contact the Department of Housing and Community Development:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul McDougall</td>
<td><a href="mailto:Paul.McDougall@hcd.ca.gov">Paul.McDougall@hcd.ca.gov</a></td>
<td>(916) 263-7420</td>
</tr>
</tbody>
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Caltrans district staff are available during the application period to answer questions and help interested groups complete their applications:

http://www.dot.ca.gov/hq/tpp/grants/1718/6_DistrictGrantContacts_Adaptation.docx

For questions specific to the Grant Application Guide, applicants are also welcomed to contact the Caltrans Office of Regional Planning:

Julia Biggar
Email: Julia.Biggar@dot.ca.gov
Phone: (916) 654-6344

Brigitte Driller
Email: Brigitte.Driller@dot.ca.gov
Phone: (916) 653-0426