

**Regional Sustainable
Infrastructure Planning
Grant Program
Cycle 3**

**Fresno Council of Governments
June 2019**

Introduction

Fresno Council of Governments is soliciting Regional Sustainable Infrastructure Planning Grant Program (SIPGP) project nominations from member agencies for cycle 3 (2019-20). Fresno COG will provide the cash match requirement of 11.47 percent. Community-based and non-profit organizations may partner with member agencies to submit an application. Fresno COG staff will screen project selection through the SIPGP steering committee and will work with interested stakeholders and the steering committee to award projects, develop requests for consultant proposals and review bid responses. Fresno COG will enter into and administer contractual agreements with the selected consultants. Member agencies and stakeholders are encouraged to review consultant performance during project development.

1. Sustainable Infrastructure Planning Grant Program Purpose

The Regional Sustainable Infrastructure Planning Grant Program is one of the three Sustainable Communities Strategy (SCS) implementation programs directed by the Fresno COG Policy Board during the 2014 RTP/SCS adoption process.

Senate Bill (SB) 1 - The Road Repair and Accountability Act of 2017, has provided a reliable source of funds through the Caltrans sustainable communities formula planning grant program. The SB 1 grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

The grant-specific objective is to encourage local and regional multimodal transportation and land-use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives.

2. Program Objectives and Considerations

Successful applications address and articulate how the project relates to Fresno COG's RTP/SCS, Caltrans' mission, grant program overarching objectives and grant program considerations.

Applications should demonstrate how the proposed effort would:

- Integrate grant program considerations
- 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

2.1 Grant Program Overarching Objectives

The following grant program overarching objectives are provided to guide application development, including:

Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission-reduction goals, preserving the State’s natural and working lands, and preserving California communities’ unique character and livability.

Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the transportation system’s safety and/or security for motorized and active transportation users.

Innovation – Promote the use of technology and innovative designs to improve the transportation system’s performance and social equity and provide sustainable transportation options.

Economy – Support the area’s economic vitality (i.e. enable global competitiveness, increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for disadvantaged business enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity, especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater-than-average public involvement in the transportation decision making process.

2.2 Grant Program Considerations

The grant program also supports related State sustainability initiatives, explained further in [Caltrans Sustainable Communities Grant Guide](#), including:

- California Transportation Plan (CTP) 2040

- 2017 RTP Guidelines and Promoting Sustainable Communities in California
- Addressing environmental justice and disadvantaged communities
- 2017 Climate Change Scoping Plan Update, Appendix C
- Complete Streets and Smart Mobility Framework
- California Sustainable Freight Action Plan
- Climate Ready Transportation
- Planning for Housing

3. Schedule

The following schedule lists the major milestones for the development and adoption of the Regional Sustainable Infrastructure Planning Grant Program:

Policy Board adopts guidelines and application packet	June 27, 2019
Applications due	August 1, 2019
Scoring Committee convenes	August 27, 2019
Release staff recommendations	September 13, 2019
Policy Board adopts program	September 26, 2019

4. Available Funding

\$147,048 will be distributed through a competitive regional program to eligible projects for the fiscal year (FY) 2019-2020 (cycle 3) grant cycle. Funding distribution for the competitive program will depend on the quality and number of applications. Fresno COG will administer the awarded project from procurement through completion.

5. Eligible Applicants

The following organizations are eligible to submit project nominations:

- Fresno COG Member Agencies (Cities and County)
- Transit Agencies
- Native American Tribal Governments

The following organizations are eligible to be included in an application as partners:

- Non-Profit Organizations (501.C.3)
- Universities and Community Colleges
- Community-Based Organizations – According to 20 U.S.C.A § 7801(6), the term “community-based organization” means “a public or private nonprofit organization of demonstrated effectiveness that:
 - (A) is representative of a community or significant segments of a community; and
 - (B) provides educational or related services to individuals in the community.”

6. Example Sustainable Communities Grant Project Types

These examples include projects that plan for reductions in GHG and VMT, and/or integrate land-use and transportation planning.

- Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use
- Studies, plans or planning methods that assist transportation agencies in creating sustainable communities and transit oriented development
- SCS development
- 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 Needs Assessments
- Studies, plans or planning methods that advance a community's effort to address the impacts of climate change, such as sea level rise, flooding, wildfires, and mudslides, which may include the use of natural infrastructure to reduce the impacts of climate change
- Studies that promote greater access between affordable housing and job centers
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans
- Plans for bike parking facilities
- Educational outreach for mode shifts to electric forms of transportation
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health into transportation planning
- Climate change adaptation plans for transportation facilities
- 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
- 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 that 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
- Studies, plans or planning methods that address environmental justice issues in a transportation related context
- Station area planning
- Community outreach plans for park-and-ride lots
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Planning for zero or near zero emission vehicles
- Electric vehicle charging infrastructure network planning
- Transit planning for zero emission bus fleets
- Planning for autonomous vehicles
- Integration of transportation and environmental planning
- Shared mobility services planning studies
- Road or parking pricing studies
- Transportation Demand Management studies
- Congestion pricing studies including plans that enhance social equity and avoid inequitable cost burdens
- Commute trip reduction studies and plans
- Planning to remove or reduce barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities
- Studies or plans to ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement
- Transportation modeling studies that address active transportation, emerging technology, public health, VMT and other impacts
- Data collection/data sharing initiatives
- Strategies to increase transit ridership
- Integration of transit, new emerging technologies, and shared mobility services
- Studies or plans that include a temporary built environment demonstration, e.g., tactical urbanism
- Studies or plans related to zero emissions vehicle goods movement

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
- Creating 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

7. Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Fresno COG staff for more information on whether costs are eligible for funding. Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultants
- Conceptual drawings and design
- Community surveys, meetings, charrettes, focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Fresno COG will administer the awarded project from procurement through completion.

8. Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under this grant program. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents (PIDs)
- Regional Transportation Plans (RTP) or updates, excluding SCS development
- Construction projects or capital costs
- Office furniture or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational Membership fees
- Unreasonable incentives, such as prizes for public participation
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

9. Project Start Dates and Timelines

Awarded projects can begin as soon as project recommendations are approved by the Fresno COG policy board. All work must be completed and submitted to Fresno COG by February 28, 2022. No time extensions will be granted.

10. Grant Project Administration Requirements

Third Party Contracts

Fresno COG will produce any RFP and enter contract agreements as the project administrator, if a consultant is required. If the awarded project is conducted without a consultant, additional reporting will be required and negotiated accordingly. Fresno COG will only pay direct costs associated with deliverables.

Accounting Requirements

Fresno COG will monitor work and expenses to ensure the project is completed according to the contracted scope of work and project timeline. Fresno COG will be responsible for project administration for the awarded project(s). Project sponsors must communicate with Fresno COG staff to ensure any issues are addressed early in the project period.

11. Project Selection Process

A scoring committee will evaluate, score and rank the proposed projects. An agency submitting multiple project applications must clearly prioritize its projects. There may be more than one awarded project based on the scoring committee's discretion. Scoring committee representatives cannot score a project submitted by their own agency or organization.

The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee and Policy Board for endorsement.

The scoring committee comprises one representative from each of the following entities:

1. Fresno Council of Governments
2. City of Fresno/Clovis
3. Eastside cities
4. Westside cities
5. County of Fresno
6. Caltrans
7. Transit Agency
8. Community-Based Organization/Non-Profit Organization

12. Scoring Criteria (maximum 100 points)

Scoring Criteria		
1.	Project Justification	10
2.	Grant Specific Objective	30
3.	Plan Implementation	20
4.	Benefit to Areas with Health Burden Measures	20
5.	Disadvantaged Communities Justification	10
6.	Community Engagement	10
	Total	100

1. Project Justification (maximum 10 points)
 - Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, define the public benefits, explain how the public was involved in identifying issues, and describe the impact of not funding the project

2. Grant-specific objective (maximum 30 points):
 - Extent to which the proposed project addresses the grant specific objective of the sustainable communities grant program: to 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 grant program overarching objectives – sustainability, preservation, mobility, safety, innovation, economy, health, and social equity, as applicable.
 - 2A. Encourages local and/or regional multimodal transportation, housing and land use planning that furthers the region's RTP/SCS (where applicable). Applicants should demonstrate how the proposed effort would coordinate transportation, housing, and/or land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.). Also explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. See example projects on page 6-7. (6 points)
 - 2B. Contributes to the State's GHG reduction targets and advances 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.) (6 points)
 - 2C. Supports other State goals, including but not limited to, State planning priorities (Government Code Section 65041.1), climate adaptation goals ([Safeguarding California](#)), and the goals and best practices cited in the [2017 RTP Guidelines](#) (smart growth, complete streets) Appendix K & L. (6 points)
 - 2D. Assists in achieving the Caltrans Mission and Grant Program Overarching Objectives on Page 4: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity, as applicable. Applicant is encouraged to focus on objectives that are applicable to the project. Full points may be awarded for comprehensively addressing one or more objective. (6 points)

- 2E. Ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. (6 points)
3. Plan implementation (maximum 20 points):
- Extent to which the application demonstrates capacity to implement the proposed work on time and within budget. This should include a description of past project management experience, identified staff and staff availability. (5 points)
 - Scope of Work in required Microsoft Word format and is consistent with application (10 points)
 - Project Timeline in required Microsoft Excel format and is consistent with scope of work and grant application cover sheet. This should include reporting, invoicing and budget for all tasks. (5 points)
4. Benefit to areas with health burden measures (maximum 20 points):
- Extent to which the project benefits areas that are most health burdened. Visit Fresno County Department of Public Health's website at <http://gis.co.fresno.ca.us/HealthPriorityNDX/> (Health Priority Index) for a map to determine project areas level of health burden. Health burden measures include: pre-term birth rate, pollution burden, year of potential life lost, and composite mortality index. (10 points)
 - Extent to which the health burdens will be addressed (10 points)
5. Disadvantaged communities justification (maximum 10 points):
- Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities, as well as how the proposed project addresses the needs of the disadvantaged community. Please cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool. Also describe how disadvantaged communities will benefit from the proposed planning project.
6. Community engagement (maximum 10 points)
- Encourages stakeholder involvement. Applicants should list the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, and partners including State, federal, local agencies), as well as how they will be involved throughout the project. (5 points)
 - Involves active community engagement. Applicants should describe the specific public outreach methods/events that will be employed throughout the project, as well as how public input will inform the project. Also describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort. Also describe previous outreach efforts. (5 points)

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Project Justification (10 points maximum)	
9-10 points	Applicant clearly, completely and convincingly demonstrates project justification
6-8 points	Applicant mostly demonstrates project justification
3-5 points	Applicant somewhat demonstrates project justification
1-2 points	Applicant minimally demonstrates project justification
Grant-Specific Objective (30 points maximum)	
Application has described how it will address applicable grant specific objectives. Application will get 6 points for clearly and convincingly demonstrating each addressed objective.	
6 points	Encourages local and/or regional multimodal transportation, housing and land use planning that furthers the region's RTP/SCS (where applicable). Applicants should demonstrate how the proposed effort would coordinate transportation, housing, and/or land use planning components of the project to inform one another
6 points	Contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies
6 points	Supports other State goals, including but not limited to, State planning priorities (Government Code Section 65041.1), climate adaptation goals (Safeguarding California), and the goals and best practices cited in the 2017 RTP Guidelines.
6 points	Assists in achieving the Caltrans Mission and Grant Program Overarching Objectives on Page 4: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity, as applicable. Applicant is encouraged to focus on objectives that are applicable to the project. Full points may be awarded for comprehensively addressing one or more objective.
6 points	Ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.
Plan Implementation (20 points maximum)	
5 points	Application has described in detail project readiness and implementation capacity within the timeline and budget provided.
10 points	Application has provided a detailed scope of work.
5 points	Application has provided a timeline that is consistent with the scope of work and grant application cover sheet. This should include reporting, invoicing and budget for all tasks.
Benefit to Areas with Health Burden Measures (20 points maximum)	
Map of Project Area using Fresno County Department of Public Health's Health Priority Index (10 points)	
10 points	Projects that benefit areas with four health burden measures
6 points	Projects that benefit areas with three health burden measures
4 points	Projects that benefit areas with two health burden measures
2 points	Projects that benefit areas with one health burden measures
0 points	Projects that do not benefit areas with significant health burden measures
Application describes how the health burdens of project location will be addressed (10 points)	
9-10 points	Applicant clearly, completely and convincingly demonstrates how the health burdens will be addressed
6-8 points	Applicant mostly demonstrates how the health burdens will be addressed
3-5 points	Applicant somewhat demonstrates how the health burdens will be addressed
1-2 points	Applicant minimally demonstrates how the health burdens will be addressed
Disadvantaged Communities Justification (10 points maximum)	
9-10 points	Applicant clearly, completely and convincingly demonstrates DAC justification
6-8 points	Applicant mostly demonstrates DAC justification
3-5 points	Applicant somewhat demonstrates DAC justification
1-2 points	Applicant minimally demonstrates DAC justification

Community Engagement (10 points maximum)	
Application encourages stakeholder collaboration (5 points max)	
3-5 points	Applicant demonstrates existing stakeholder collaboration AND how they will be involved throughout the project
1-2 points	Applicant demonstrates how stakeholder collaboration will be involved throughout the project
Application demonstrates active community engagement (5 points max)	
3-5 points	Applicant demonstrates existing active community engagement AND how they will be involved throughout the project
1-2 points	Applicant demonstrates community engagement will be involved throughout the project