



Sustainable & Resilient Communities / Natural & Farm Lands Conservation Joint Working Group Meeting

September 15, 2022
1:00 – 3:00 pm

WWW.SCAG.CA.GOV

Land Acknowledgment

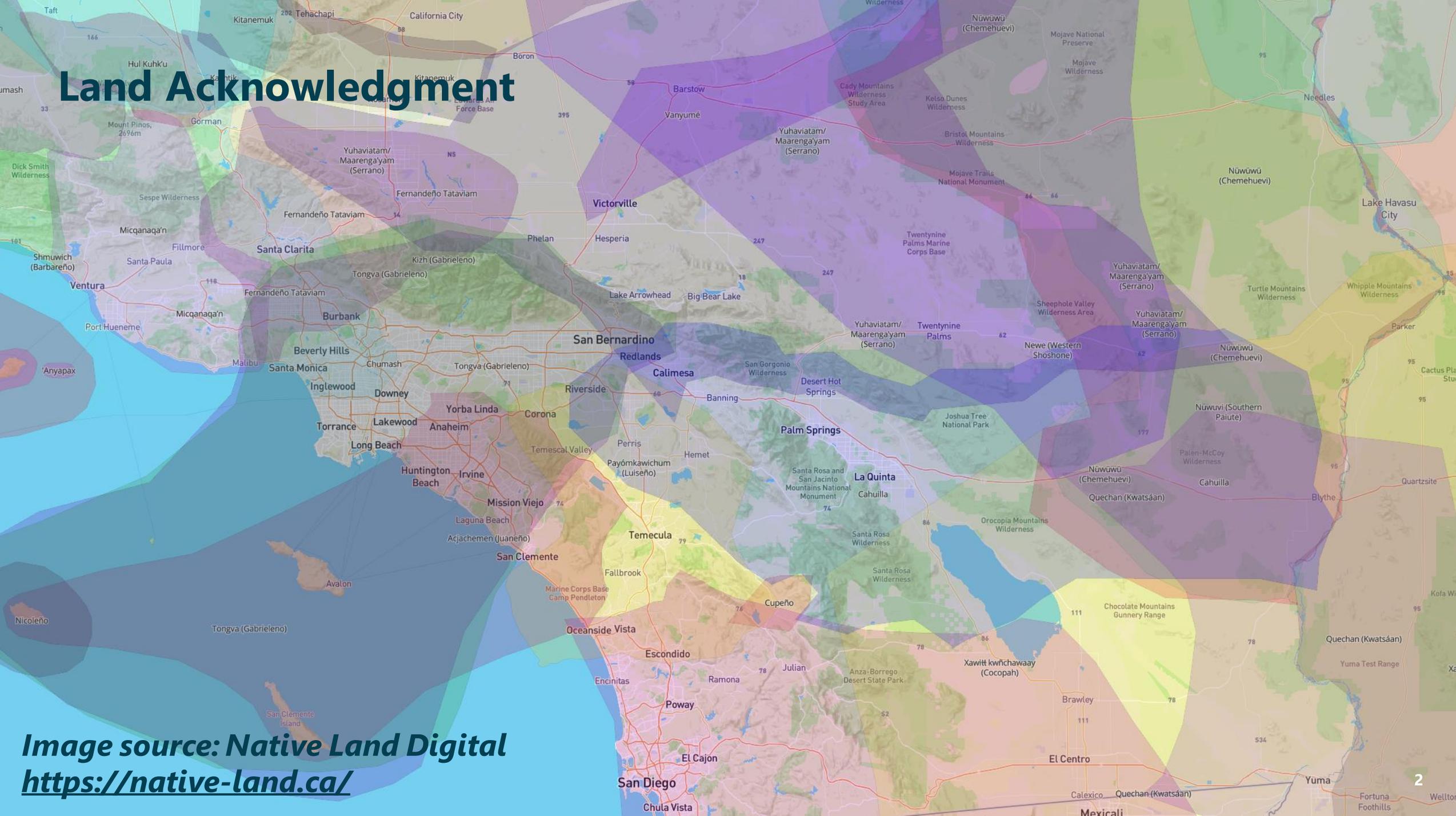


Image source: Native Land Digital
<https://native-land.ca/>

Housekeeping

- Meeting length: 2 hours
- This meeting is being recorded
- All participant lines will be muted
- There will be a Q&A session at the end of each presentation.
- Please use the "raise hand" function or type your question(s) into the chat to be answered during each Q&A segment.
- Materials will be posted to SCAG's Regional Planning Working Group webpage: <https://scag.ca.gov/regional-planning-working-groups>

Agenda

1. Welcome & Introductions

Kim Clark, SCAG

2. Wallis Annenberg & Wildlife Crossings

Beth Pratt, National Wildlife Federation
Francis Appiah, Caltrans

3. Regional Resilience Framework

Diana Edwards, AECOM

4. Legislative Update: Inflation Reduction Act 2022 & Climate Change Bills

David Angel, SCAG

5. Climate Adaptation Vulnerability Assessment

Anuj Desai, Alex Chwierut & Stephen Torres,
Southern California Edison

6. Caltrans Sustainable Transportation Planning Grant Program

Reece Allen & Caleb Brock, Caltrans

7. Regional Announcements & Adjourn

Kim Clark, SCAG



WELCOME & INTRODUCTIONS



WALLIS ANNENBERG & WILDLIFE CROSSINGS

Beth Pratt (she/her), Regional Executive Director, California, National Wildlife Federation

Francis Appiah, Senior Mitigation Specialist, Caltrans



CALTRANS Recent Work on Wildlife Crossings, Connectivity and Linkages For Joint Sustainable & Resilient Communities/Natural & Farm Lands Conservation Working Group

Francis Appiah, Senior Environmental Planner and Mitigation Specialist

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT 7

Los Angeles and Ventura Counties

DISTRICT 7 MAP



Wildlife Crossings: Why is it Important to Caltrans?

- ▶ Safety-Number One Priority
- ▶ Our Core Values-Equity, Innovation, Engagement, Integrity, and Pride
- ▶ Mission: to provide a safe and reliable transportation network that serves all people and respects the Environment

Why this is Important

- ▶ Safety for motorists and safety for wildlife
- ▶ Habitat connectivity and linkages
- ▶ Reduced or eliminated wildlife/vehicle collisions
- ▶ Improved disbursement of genetic material
- ▶ Stops inbreeding effect-NPS biologists report first abnormalities linked to inbreeding depression in mountain lions. P-81, a subadult male, has reproductive and tail defects; Cryptorchidism is when one or both testes fail to descend. In Florida, males with neither teste descended were not able to reproduce and were likely sterile.
- ▶ Good for the ecosystem
- ▶ Recent roadkill news draws attention, so we must do our part: Mountain lion fatally struck in Malibu area was pregnant (msn.com). This happen last June but She-P-54 had 4 Kittens that could have increase the population of Lions.

Why is it Important to Promote Wildlife Crossings?

- ▶ P-89 struck by a vehicle on the Ventura (101) Freeway in Woodland Hills, July 18, 2022



- ▶ P-97 Did not make it to the Getty Museum (Killed on 405 Freeway near Getty Museum 1 Day before Wildlife Crossing Groundbreaking)



101 Freeway Project at Conejo Grade

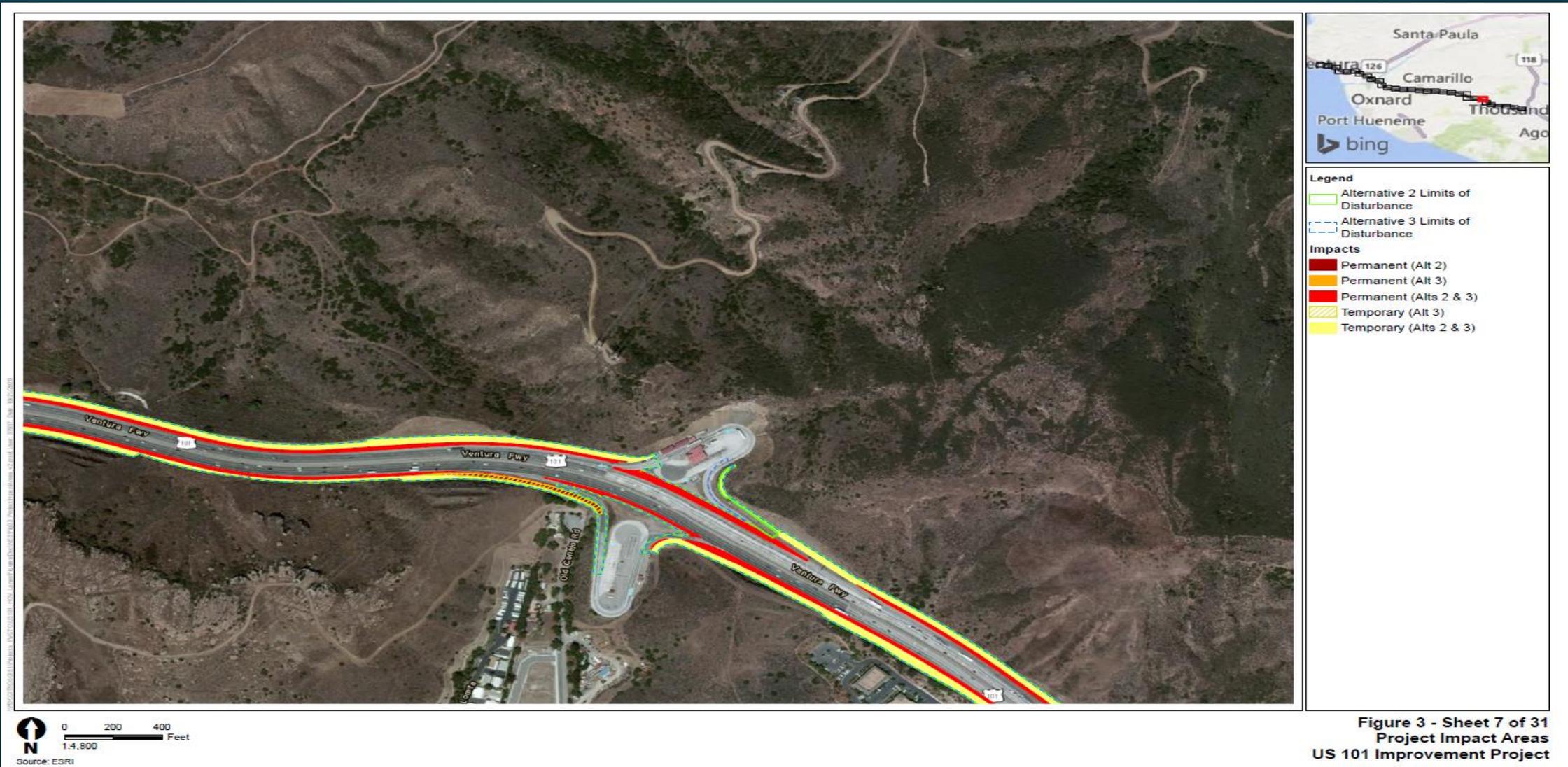
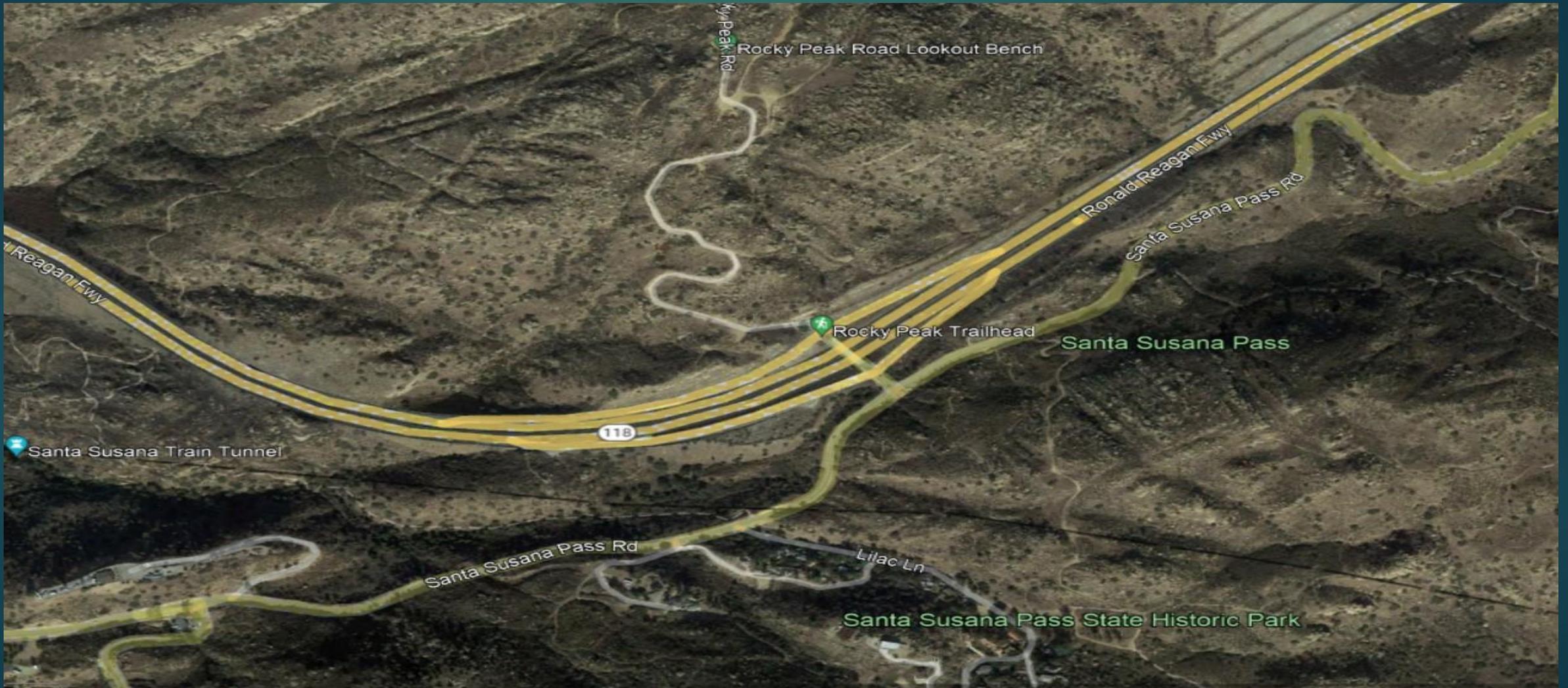


Figure 3 - Sheet 7 of 31
Project Impact Areas
US 101 Improvement Project

Proposed Project in Relation to Wildlife

- ▶ Ventura County Transportation Commission (VCTC) received funding from Caltrans Sustainable Communities Grant
- ▶ Contracting with the National Park Service (NPS) to do Wildlife Study around the project footprint from late 2003 to 2024
- ▶ NPS will make recommendations to VCTC and Caltrans
- ▶ Caltrans and VCTC will seek grants from other funding sources, such as the Wildlife Conservation Board, during the studies
- ▶ Findings can result in improvements to Caltrans facilities (culverts, fencings and more) like project on 118 or even a brand-new wildlife crossing
- ▶ Note that this proposed project is in the Environmental Document Stage

118 Freeway Rocky Peak Wildlife Study



Rocky Peak Wildlife Study

- ▶ Caltrans obtained a grant and has contracted with NPS for wildlife studies in the area.
- ▶ The studies started this year prior to the beginning of the Summer, and it will go on for a year or two.
- ▶ NPS will recommend to Caltrans either a brand-new wildlife crossing or improvements to Caltrans Facilities (culverts, fencings and more) like an earlier project on 118, after the study is completed.

Proposed Wildlife Signs on I-405, SR-27, 101 Freeway, SR-118, and I-5

- ▶ Caltrans will be Placing wildlife signs on I-405, SR-27, 101 Freeway, SR-118, and I-5
- ▶ We will recommend that the Counties and the Cities to do the same since some wildlife are hit and killed on county roads as well.
- ▶ On I-405 signs will be installed from I-405 and Wilshire Blvd to I-405 and Ventura Blvd.
- ▶ 101 Freeway-from Calabasas to Ventura County
- ▶ SR-27-From PCH to 101 Freeway
- ▶ I-5-Many areas to be considered since more open spaces are connected
- ▶ SR-118-West portion

Kinds of Signs Discussed

Specific



General



Liberty Canyon-The Wallis Annenberg Wildlife Crossing



Little Update on Liberty Canyon- The Wallis Annenberg Wildlife Crossing

- ▶ Groundbreaking was done on April 22, 2022
- ▶ Project has been broken into two Phases:
 - ▶ First Phase is the Structure or a Bridge over 101 Freeway
 - ▶ Second Phase is a Bridge over Agoura Road and planting on the Bridge
- ▶ Utility relocation is completed, and contractor is working on striping, high visibility fencing installation and k-rail placements

Recent Caltrans Headquarters Call for Wildlife Facilities Inventory Proposals

- ▶ HQ requested each District to show Caltrans facilities that are used for wildlife
- ▶ We sent the following facilities:
 - ▶ I-10 Culvert in San Dimas near Cal-Poly Pomona
 - ▶ I-5 Marple Canyon (Grasshopper Canyon) Box Culvert
 - ▶ SR-126 East Cavin Culvert and East San Martinez Grande
 - ▶ I-405 and Sepulveda Blvd.
 - ▶ SR-118 Santa Susana Rd.
 - ▶ 101- Conejo Grade
 - ▶ 1-5 Santa Clarita
 - ▶ 118- Rock Peak

Examples of the Facilities used by Wildlife (Submitted)

I-5 Grasshopper Canyon/Marple



SR-126 Cavin Rd Inlet facing North



Success Story on SR-118 Culvert Improvement and Fencing for Wildlife Usage

- ▶ In 2010, NPS did a study on the Western portion of SR-118 near Somis
- ▶ They provided recommendations for Caltrans
- ▶ In 2013, Caltrans biological scientist, Celina Oliveri, worked and obtained the EEMP Grant to make these improvements
- ▶ In 2016, five culverts were improved with ramps and fencing was installed
- ▶ We have seen usage by various species of wildlife (and even a bear)

Images for the Success Story

2019-08-07 1:49:03 PM M 1/5 96°F



LONG



009-06-24 1:54:02 AM M 2/3

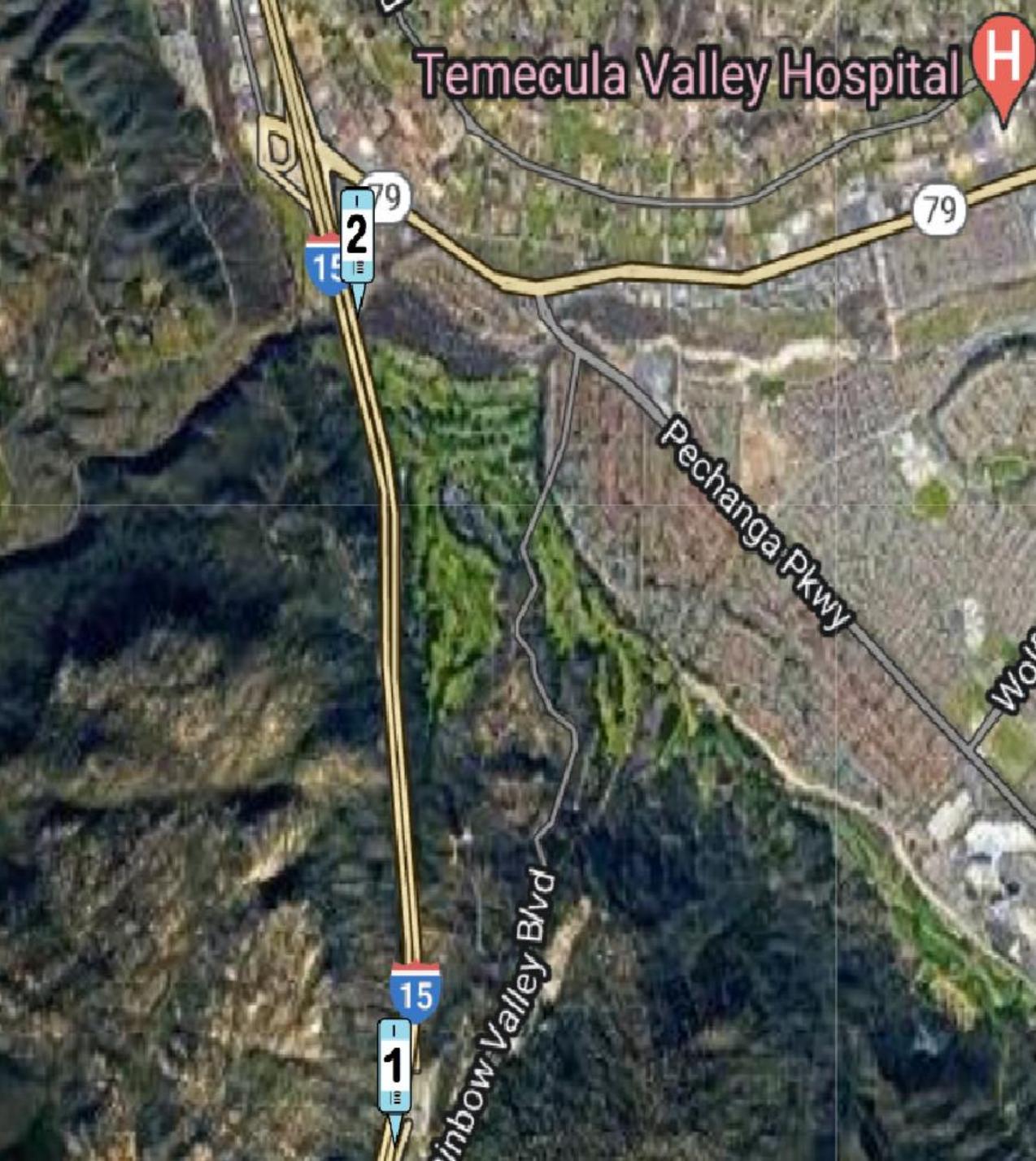


KBOUTWEST



Caltrans District 8 Wildlife Crossing on I-15

- ▶ Caltrans District 8, San Bernardino is also working on a Wildlife Crossing on I-15 near Temecula
- ▶ They are considering Overcrossing or Under-Crossing



Caltrans District 8 Proposed Wildlife Crossing Location

- ▶ The Crossing can be overcrossing-a Vegetated Bridge over the I-15
- ▶ Or Under Crossing-Tunneling Underneath I-15 or construct 15ft by 15 ft Box Culvert as wildlife passage
- ▶ Located in the City of Temecula in the Riverside County

Conclusion

- ▶ The Lesson From the Chumash People: Prior to the inclusion of the road network, the Conejo Valley was the traditional territory of the Ventureño Chumash people. Traveling from the Valley to the Pacific Ocean was dangerous for humans as the mountainous terrain was inhabited by wide array of large predators. Today, the opposite is true.
- ▶ Wildlife is forced to use transportation structures such as culverts, pipes, and drainages if they are feasible, or worst of all, at-grade roadways with active traffic to cross to the other side. This sometimes results in both roadkill and injuries to motorists.
- ▶ Since roads have caused habitat fragmentation, a safe way for wildlife movement that will benefit the ecosystem should be implemented quickly before some species may go extinct.

LIBERTY CANYON WILDLIFE CROSSING



Credits: Caltrans D7-Celina Oliveri-Biological Scientist, Lillian Cai-Acting Senior Env. Planner, Paul Caron-Senior District Biologist and Dawn Kukla-Office Chief; D8-Elmer Llamas Associate Environmental Planner (Natural Science); And The National Park Service (NPS)

QUESTIONS?



REGIONAL RESILIENCE FRAMEWORK

Diana Edwards (she/her), Project Manager & Resiliency Planner, Sustainable Development, AECOM



SCAG™

AECOM

Regional Resilience Framework

September 15, 2022

1:00 pm – 3:00 pm

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Agenda

1. Project Overview

- SCAG's resilience work to date
- Project introduction and overview
- Connection to Connect SoCal 2024

2. Community-Based Organization (CBO) Outreach

3. Next Steps

4. Discussion



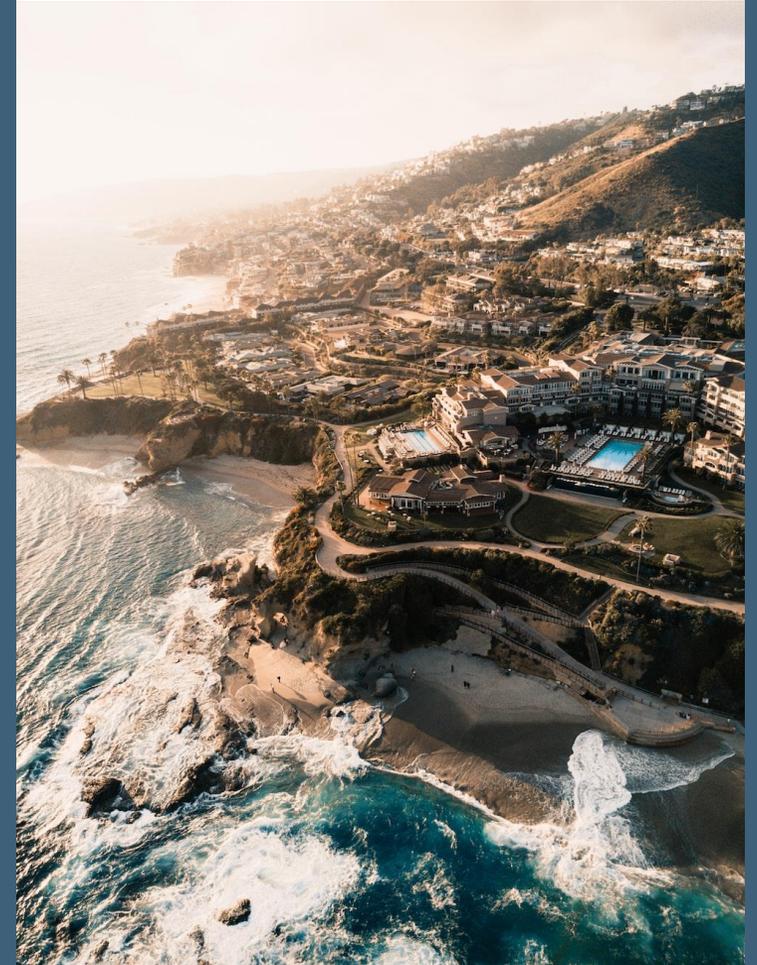
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PROJECT OVERVIEW

SCAG's Resilience Work to Date

Work To-Date: Resilience Policy Lab

- Lab created by staff members from SCAG Planning & Programs Division in November 2020
- Developed and ground-truthed definition of resilience for SCAG's Planning Division
- Conducted baseline regional "Landscape Analysis" to identify status of resilience planning at local level
- Conducted Resilience Inventory Assessment



Work To-Date: Regional Climate Adaptation Framework

- Framework developed in 2021
- Offers resources for local jurisdictions to conduct community outreach and develop climate adaptation plans
- Regional Coordination Strategy Report offers takeaways from public agency interviews



**Model policy
library**



**Climate
adaptation
strategies**



**Climate
actions**

Work To-Date:

Regional Climate Planning Network

- Network currently under development
- Forum for local jurisdictions, regional climate collaboratives, and other stakeholders to form partnerships and support resilience
- Consensus-building, sharing best practices



Priority Agricultural Lands (PAL) Program

- Addresses natural agricultural land conservation and climate resilience
- Building understanding of the agricultural and aquacultural landscape in the region
- Identifying benefits, risks, and uncertainties for conservation.



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PROJECT OVERVIEW

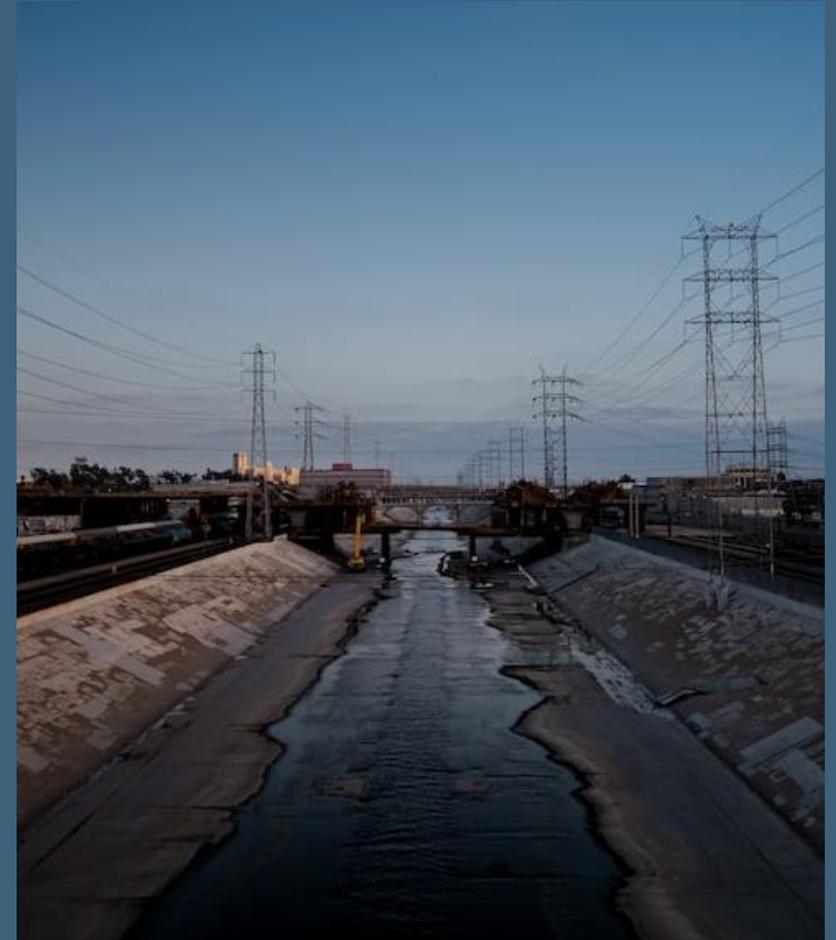
Introduction & Overview

Introduction & Overview: High-level schedule

Workstream	Q3 2022	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024
Committee & Working Group Outreach	Active						Completed
Resilience Level Setting & CBO Interviews	Active	Completed	Completed	Completed	Completed	Completed	Completed
Resilience Shocks and Stressors	Completed	Active	Active	Completed	Completed	Completed	Completed
Exploratory Scenario Planning	Completed	Completed	Active	Active	Active	Completed	Completed
Regional Resilience Toolkit	Completed	Completed	Completed	Completed	Active	Active	Active

Introduction & Overview: Project Outcomes

- **Building on previous efforts:** Expand resilience planning to include natural, built, social and economic resilience to multiple shocks and stressors
- **Building regional capacity through outreach and engagement:** Create consensus across diverse stakeholders
- **Exploratory scenario planning (XSP) process:** Understand a range of potential futures
- **Resilience Toolkit:** Create a toolkit to help jurisdictions integrate resilience into planning processes





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PROJECT OVERVIEW:

Alignment with Connect SoCal 2024

Connect SoCal 2024: Creation of Framework

- Connect SoCal 2020 noted transportation investment should design for long-term climate resilience
 - Recommended creation of regional resilience framework (RRF)
- Connect SoCal 2024 (under development) establishes objectives strongly related to resilience in many areas:
 - Mobility
 - Environment
 - Economy



Connect SoCal 2024: Areas of Alignment

- RRF will inform and be informed by Connect SoCal 2024
- Exploratory Scenario Planning (XSP) process
- Matrix of Resilience Shocks, Stressors, and Indicators
- Strategies developed as part of RXSP can inform land use planning/CSC 2024

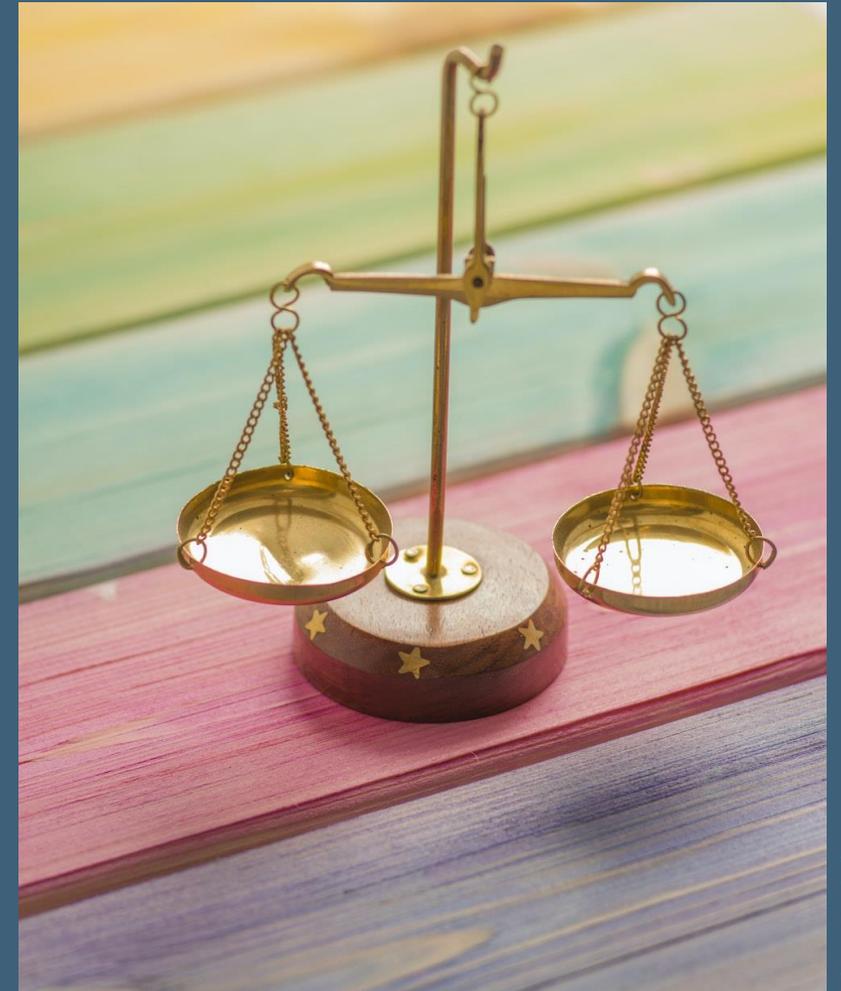




COMMUNITY-BASED ORGANIZATION (CBO) OUTREACH

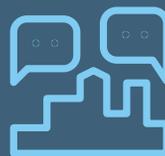
CBO Outreach: Strategy

- Input sought and connection to project tasks
 - Shaping Framework recommendations
 - “Checks and balances” to ensure recommendations are useful, community-relevant, and reflect lived experience
- CBO involvement plan
 - Compensated for their time
 - Selected one CBO from each SCAG county plus one tribal government whose work covers the entire geographic area that they serve



CBO Outreach: Interviews

- Purpose of interviews:
 - Understand CBOs' definition of resilience and lived experiences
 - Ground-truth lived experiences with disruptions, shocks and stressors
 - Community groups and core project team listen and learn from each other
- Key Interview Topics:
 - Understanding Risk and Resilience
 - Community Response
 - Communicating with the Community





PROJECT NEXT STEPS

Next Steps

- Mid October CBO Interviews
- Expand matrix of resilience focus areas to include new shocks and stressors
- Develop resilience metrics to measure resilience



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THANK YOU!

For more information or questions, please contact:

Diana Edwards, Diana.Edwards@aecom.com



LEGISLATIVE UPDATE: THE INFLATION REDUCTION ACT 2022 & CLIMATE CHANGE

David Angel (he/him), Legislative Analyst, SCAG



The Inflation Reduction Act of 2022

Sustainable & Resilient Communities Regional Planning
Working Group

September 15, 2022

By David Angel

WWW.SCAG.CA.GOV



HOW DID THE IRA PASS?

- Senate Democrats gut-and-amended HR 5376 to contain the Inflation Reduction Act of 2022.
- Used the Budget Reconciliation process.
- Reconciliation is a special filibuster-proof process that allows bills to pass via simple majority vote in the Senate.
- The IRA passed on party lines in both chambers.
 - Passed in Senate 51-50 – August 7, 2022
 - Then in the House 220-207 – August 12, 2022
 - And then signed by the President – August 16, 2022
- Negotiations occurred over several months, but the bill cleared both Chambers and the President’s desk in about a week.





THE IRA: AN OVERVIEW

In total, the IRA is valued at \$750 billion, which it will generate in new revenues/savings over ten years. From those funds, the IRA will spend \$490 billion to:



Reduce carbon emissions 40% by 2040;



Extend subsidies for the Affordable Care Act; and



Implement a cap on insulin co-payments and lower out of pocket spending on medications.



Leftover funds after these provisions will be dedicated toward reducing the federal deficit.

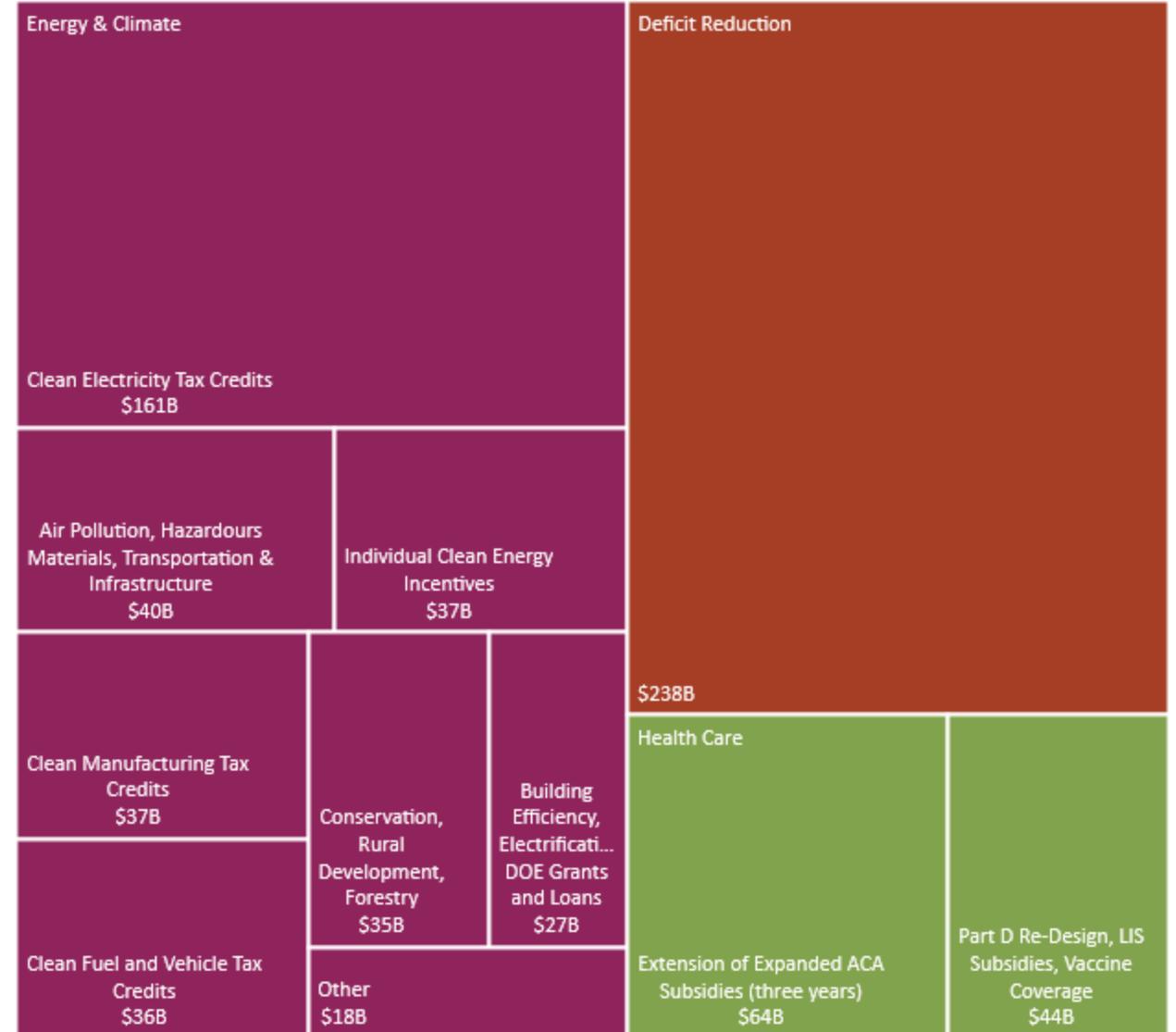


BUT, MORE SPECIFICALLY

- The IRA is much smaller than Build Back Better bill, but still includes major provisions:
 - Expands offshore wind and fossil fuel production
 - Reduces GHG emissions
 - Supports decarbonizing agriculture and other GHG-intensive industries
 - Addresses methane emissions
 - Expands federal support for alternative fuels
- Accomplishes this through credits, grant funds, and direct investments.

Inflation Reduction Act Spending Overview

■ Energy & Climate ■ Health Care ■ Deficit Reduction



Source: Committee for a Responsible Budget, "CBO Scores IRA with \$238 Billion of Deficit Reduction"



WHERE'S THE MONEY COMING FROM?

Inflation Reduction Act Spending Overview

■ Health Savings ■ Revenue

- The IRA raises or saves the needed funds through a few, but significant changes to the tax code, and drug pricing provisions including:
 - 15% Corporate Minimum Tax
 - 1% Excise Tax on Stock Buybacks
 - closing the carried interest loophole
 - Reinstating Superfund tax on Petroleum and Oil
 - Increased IRS Tax Enforcement
 - Drug pricing negotiation
 - Repealing regulations on drug rebates
 - Limits on drug price increases

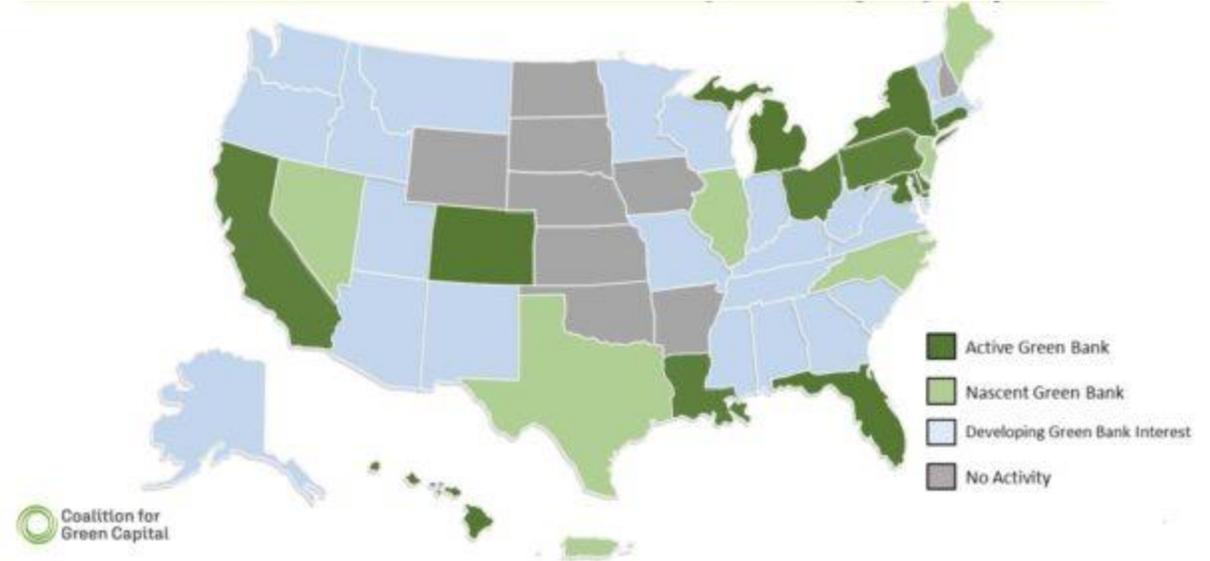


Source: Committee for a Responsible Budget, "CBO Scores IRA with \$238 Billion of Deficit Reduction"

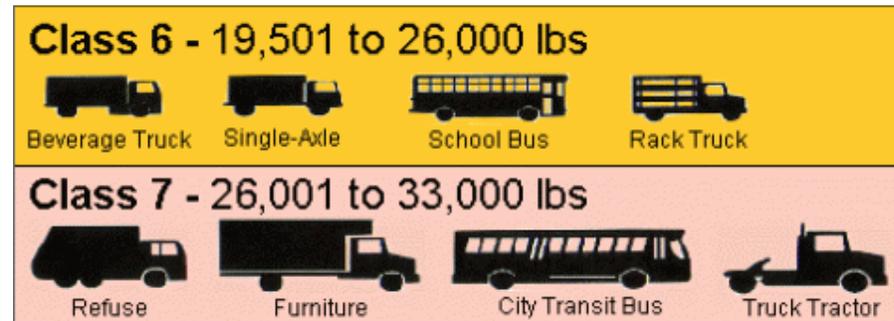


WHAT IS AVAILABLE FOR LOCAL AGENCIES?

- The IRA will invest revenues into a variety of tax credits and grant programs, some of which are accessible to local governments.
- While the full list of investments is expansive, here are the top five:
 - \$27 billion – Federal Greenhouse Gas Reduction Fund
 - \$3 billion – Environmental and Climate Justice Block Grants
 - \$3 billion – Neighborhood Access and Equity Grant Program
 - \$1 billion – Clean Heavy-Duty Vehicle Grants
 - \$1 billion – Updating Building Codes



Source: PV Magazine, "Green Banks may compete for \$27 billion from fund set up by Inflation Reduction Act"



Source: US Department of Energy, "Fact #707: December 26, 2011 Illustration of Truck Classes"



THANK YOU!

For more information, please visit:

www.scag.ca.gov/legislation



CLIMATE ADAPTATION COLLABORATION WITH LOCAL JURISDICTIONS

**Stephen Torres (he/him), Principal Manager, Climate Adaptation & Resilience Planning,
Southern California Edison**

Southern California Edison Climate Adaptation Collaboration with Local Jurisdictions

Stephen Torres

Principal Manager, Climate Adaptation and Resilience Planning

September 15, 2022

Energy for What's AheadSM

CONFIDENTIAL



Objective: Identify Shared Physical Climate Threats

Completed Work

- In May 2022, SCE filed the first Climate Adaptation and Vulnerability Assessment (CAVA)
- CAVA uses climate projections to identify potential physical threats to our assets, operations, and services and proposes adaptation options to prepare for the impacts of climate change to our safety and reliability

Future Work

- Our *Adapting for Tomorrow* whitepaper calls for **collaboration with local governments** to:
 - Address the interdependencies of critical infrastructures
 - Consider needs of disadvantaged, climate-vulnerable communities
 - Minimize societal adaptation costs
- Example: In 2020, PG&E partnered with the city of Menlo Park to secure a FEMA BRIC funding award to build 9 miles of flood protection
 - Public and private parties came together to support an adaptation project that addressed the shared vulnerability of flooding
 - Project leveraged federal funding to reduce the overall cost impact to parties involved
- **The starting point for adaptation collaboration is identification of common vulnerabilities**

SB 379 Compliance: An Enabler for Local Governments to Identify Physical Climate Threats

Requirements

- SB 379 requirements outline a path for identifying and preparing for climate threats:
 - A climate vulnerability assessment
 - A set of adaptation and resiliency goals
 - A set of corresponding feasible implementation measures

Current Status

- Approximately **15% of cities within SCE's service area** have a climate plan including adaptation*
- Current state and federal climate funding opportunities (e.g., IIJA) are unprecedented, but awareness and pursuit appears limited so far

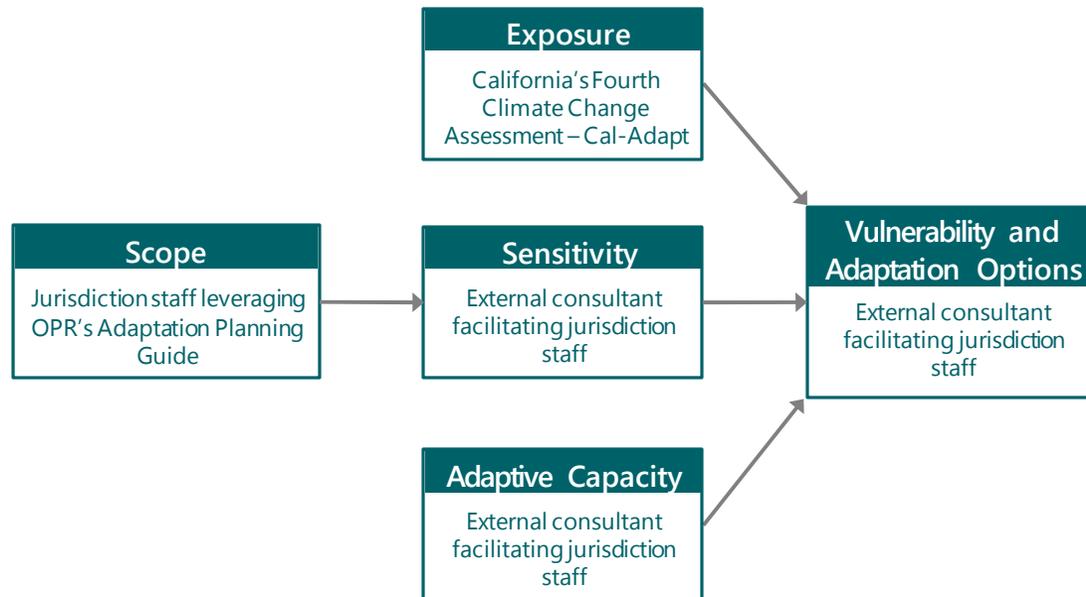
SCE Goals

- SCE is interested in supporting vulnerable jurisdictions' compliance with SB 379, leading to identification of common physical climate threats, and ultimate collaboration on adaptation solutions
- Today, we would like to gather input on a standardized, guided approach to compliance and joint climate adaptation action

*Based on Climate Resolve's upcoming update of their Municipal Climate Preparedness Status Matrix

Potential Standardized Approach to SB 379 Compliance

Proposed Analytical Process and Responsible Parties

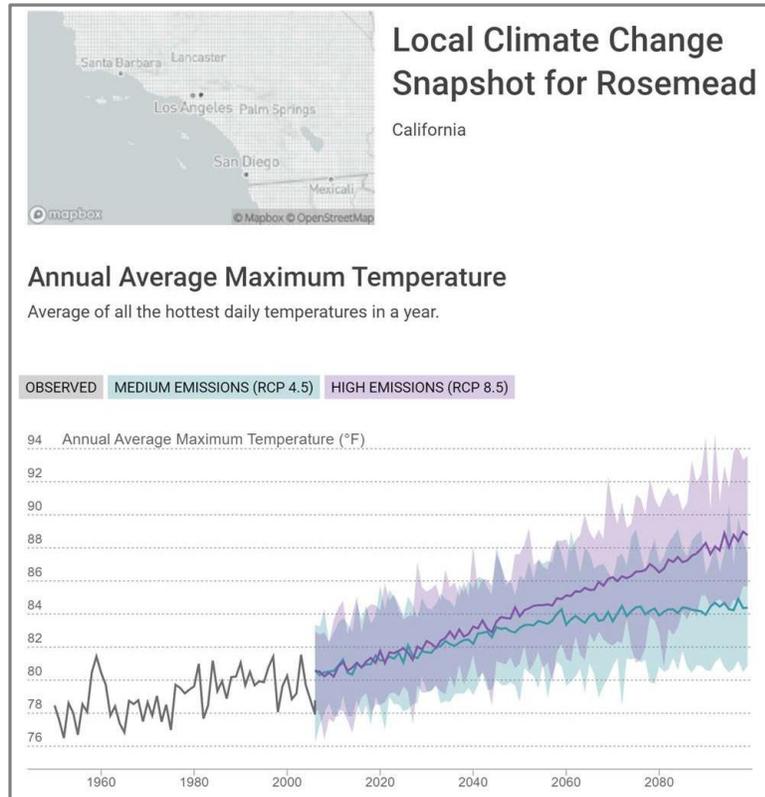
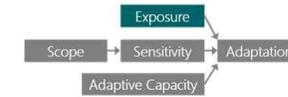


Key Elements of Approach

- Standardized
 - Predefined critical assets, operations, and services scope
 - Process and analytical steps
 - Pre-processed climate exposure data
- Reproducible
 - Works for majority of jurisdictions
 - Limits burden on local governments' planning staff
- Cost Effective
 - Grant writing support to defray costs
 - Reduced and standardized external consultant scope

Exposure

Cal-Adapt Data from California's Fourth Climate Change Assessment

**Interactive online tools available now:**

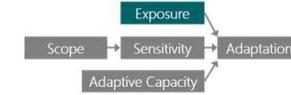
- Annual average max. temperature
- Annual average min. temperature
- Extreme heat days
- Warm nights
- Annual precipitation
- Maximum 1-day precipitation
- Max. length of dry spell
- SPEI ≤ -1 month/year
- April SWE
- Average annual burn area
- KBDI > 600 days/year

Additional data downloads to support targeted analyses:

- Custom threshold temperature and precipitation events
- 100-year and 500-year temperature and precipitation events
- Daily heat index
- Daily solar radiation
- Monthly runoff
- Post-fire debris flow relative risk

Exposure

Climate Exposure Discussion



Do you currently use climate data for planning? Have you used Cal-Adapt data?



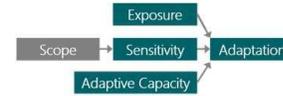
Is the online data sufficient for adaptation planning use, or is additional download/processing needed?



If yes, what additional climate data or metrics would be useful for local jurisdictions to complete a vulnerability assessment?

Vulnerability

Vulnerability Example for Real Estate Asset Exposed to Extreme Heat



Step 1: Exposure Below is a sample of metrics available:

Climate Metric	2050 Exposure
Average summer temperature	96.4 F
1-in-100-year maximum temperature	119.5 F
Average days with High or Extreme heat index	137 days
Average heatwaves per year	7 events

Step 2: Sensitivity Factors considered depend on asset type:

Category	Condition	Sensitivity Score
Last HVAC system replacement	>10 years ago	5/5
Building structure	Concrete	0/5
Building insulation	Mixed	3/5
Roof Insulation	Yes	0/5
Cool roof	Yes	5/5
Window panes	Single	5/5
Window coverings	Yes	0/5
		51%

Step 3: Adaptive Capacity

- Next HVAC system replacement will upgrade size to manage projected temperatures
- Hybrid working mode allows for work-from-home on high heat days

Step 4: Adaptation Options to Address Vulnerabilities

- Move outdoor work indoors to protect employees when possible
- Improve garage HVAC systems
- Add outdoor shade structures
- Implement cooling and hydration breaks for outdoor workers

Vulnerability

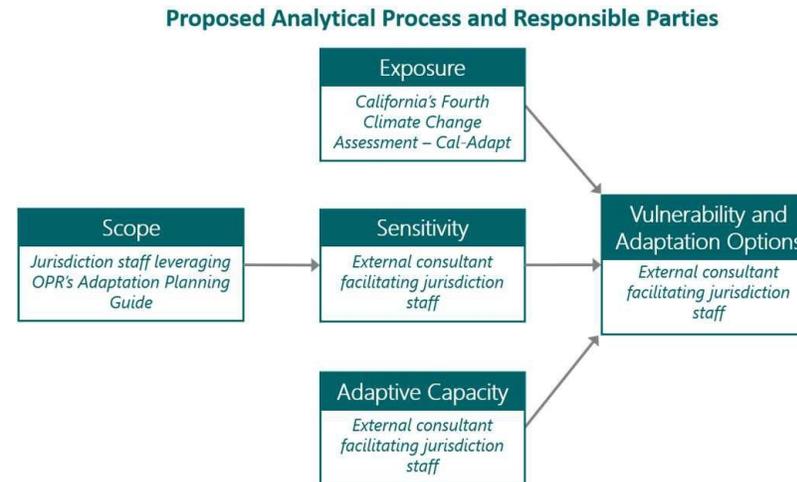
Sensitivity, Adaptive Capacity, and Vulnerability Discussion

 Do you feel external consulting can reduce capacity constrains to plan for climate? What steps are better done internally versus externally? What departments would be responsible?

 What are the most valuable outcomes you think you could gain from the proposed engagement? What parts do not seem useful?

 What obstacles do you see to implementing the proposed approach?

 What obstacles do you see to implementing identified adaptation actions?





CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

Caleb Brock (he/him), Regional Planning Branch Chief, Caltrans

Reece Allen (he/him), Climate Change Adaptation Coordinator, Caltrans



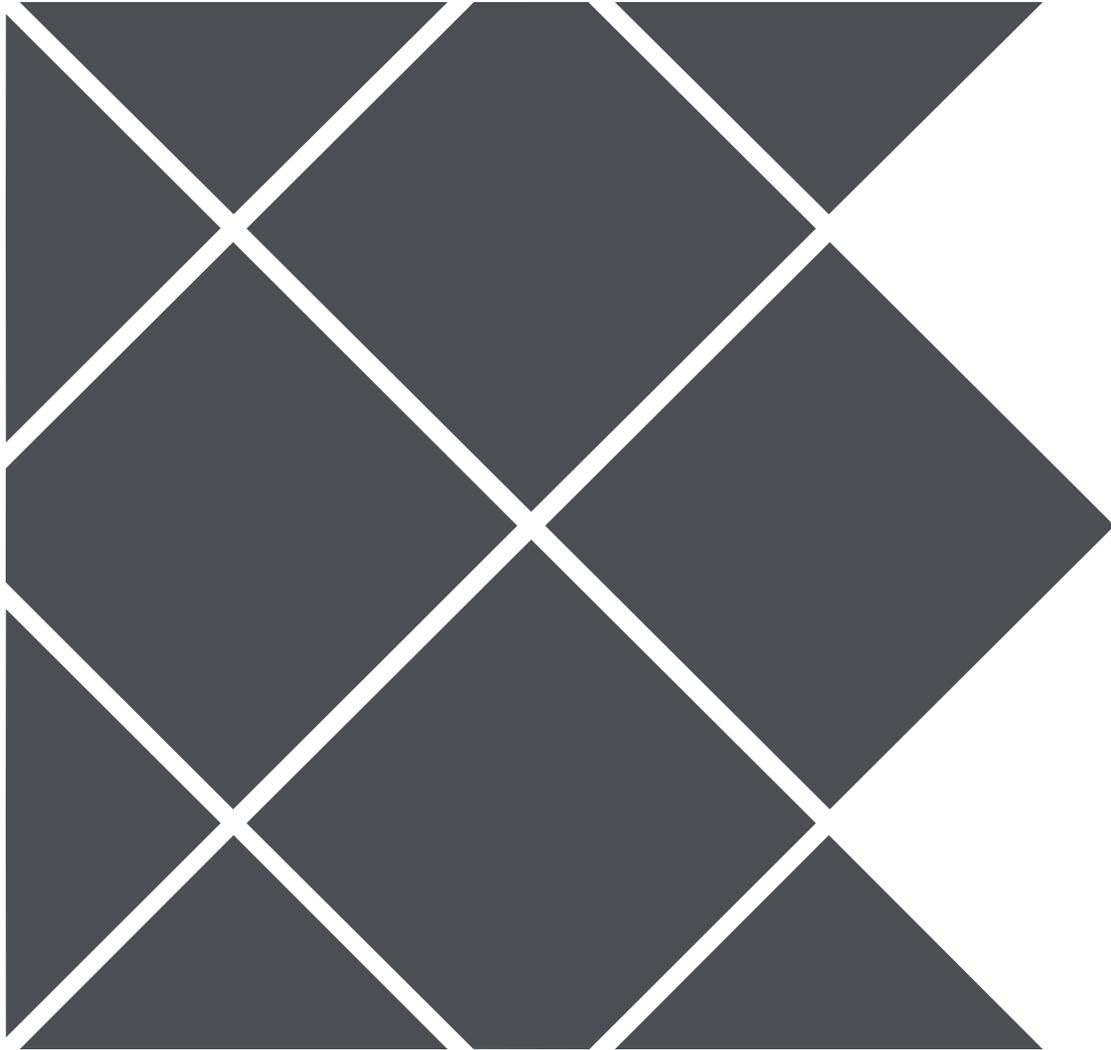
Fiscal Year (FY) 2023-24

Sustainable Transportation Planning Grant Program

DRAFT APPLICATION GUIDE

Presented by

Caleb Brock, Branch Chief
Office of Regional Planning, Transit, & LDR
September 2022



Agenda

- 1 Transportation Planning Grant Programs**
 - Sustainable Communities
 - Strategic Partnerships
 - Climate Adaptation Planning
 - 2 Draft Application Guide Updates**
 - 3 Schedule & Website**
-

Sustainable Transportation Planning Grant Program

Program Overview

- Eligible planning projects **must have a transportation nexus** per Article XIX Sections 2 and 3 of the California Constitution
 - Planning projects are expected to **directly benefit** the **multimodal transportation system**
 - Intended to strengthen the **economy, promote equity,** and **protect the environment**
 - Results of these grants should **lead to the programming** and **implementation of transportation improvement projects**
-

Sustainable Transportation Planning Grant Program

Funding Overview

- **Sustainable Communities Competitive and Formula Grants** (\$29.5M) are State-funded, primarily through Senate Bill 1
 - **Strategic Partnerships Grants** (\$4.5M) are federally funded through Federal Highway Administration and Federal Transit Administration
 - **Climate Adaptation Planning Grants** (\$50M) are a State-funded one-time augmentation, through Senate Bill 198
-

Sustainable Communities

PURPOSE

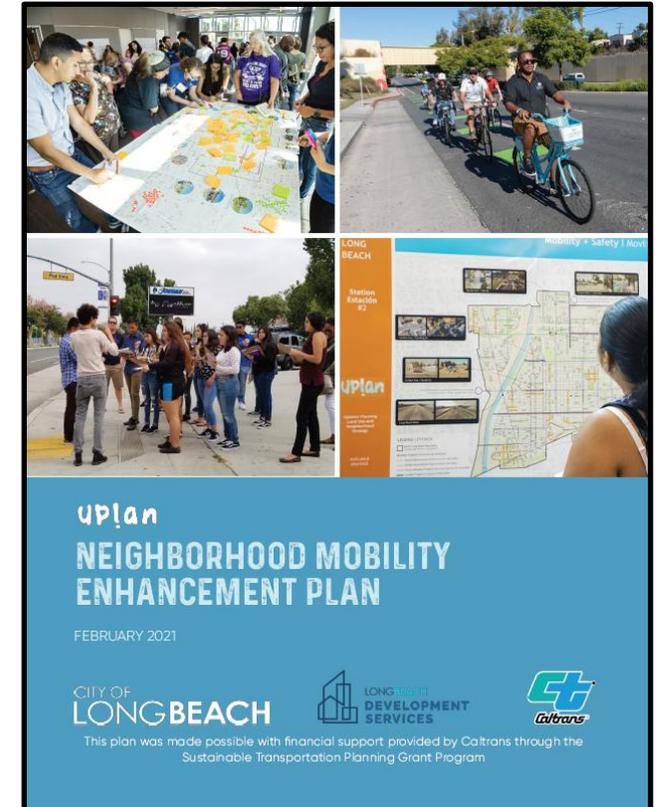
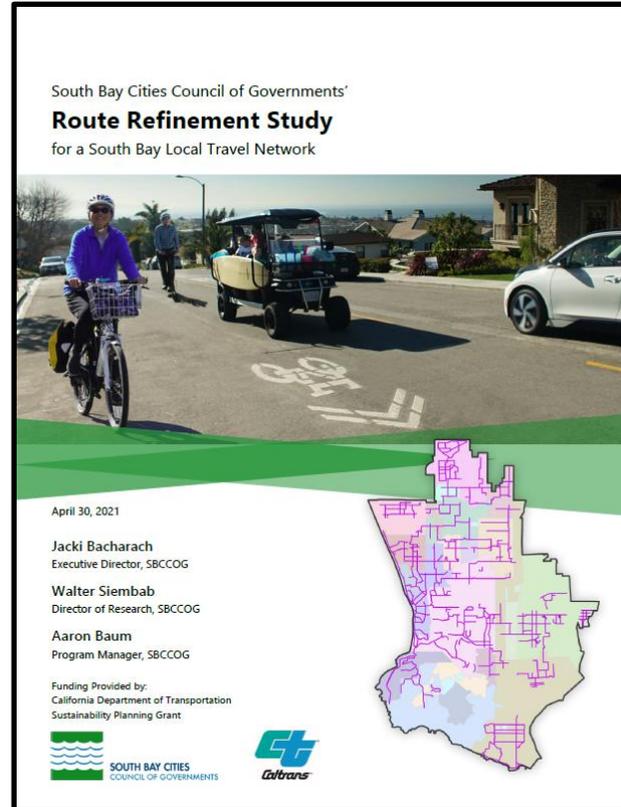
Funds local and regional **multimodal transportation and land use planning** projects that further the region's Regional Transportation Plan and Sustainable Communities Strategy (SCS) (where applicable), **contribute to the State's GHG reduction targets, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Objectives.**

*Program goal: 50% of Competitive grants to benefit Underserved Communities, as defined in Grant Application Guide, Appendix A

Sustainable Communities

EXAMPLES

1. Active Transportation
2. Corridor & Freight
3. Social Equity
4. Integrated Housing, Land Use, & Transportation
5. Multimodal
6. Safety
7. Technical Studies
8. Transit



Grant Min. \$50k/Max. \$700k

Strategic Partnerships

PURPOSE



Funds transportation planning studies in **partnership with Caltrans** that address the regional, interregional and statewide needs of the **State highway system**, and also assist in achieving the Caltrans Mission and Grant Program Objectives. **A sub-category funds transit-focused planning** projects that address multimodal transportation deficiencies.

Strategic Partnerships

EXAMPLES



Strategic Partnerships - General

- Studies that identify interregional, inter-county, and/or statewide mobility and access needs
- Comprehensive Multimodal Corridor Plans
- Corridor performance/preservation studies
- Studies that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

Strategic Partnerships - Transit

- Identification of policies, strategies, and programs to preserve transit facilities and optimize infrastructure
- Transit technical planning studies to optimize system performance
- Studies or plans that evaluate commuter rail or multi-modal connectivity
- Studies or plans that evaluate first and last mile transit connectivity

- Grant Min. \$100k/Max. \$500k

Climate Adaptation Planning

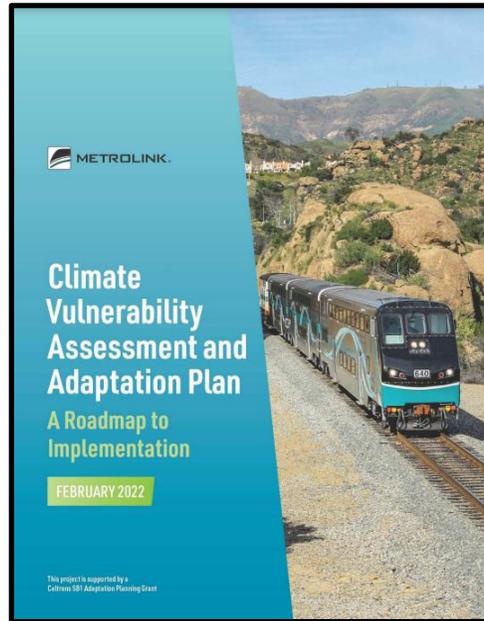
PURPOSE

Funds local and regional **identification of transportation-related climate vulnerabilities** through the **development of climate adaptation plans**, as well as **project-level climate adaptation planning** to **identify adaptation projects and strategies for transportation infrastructure**.

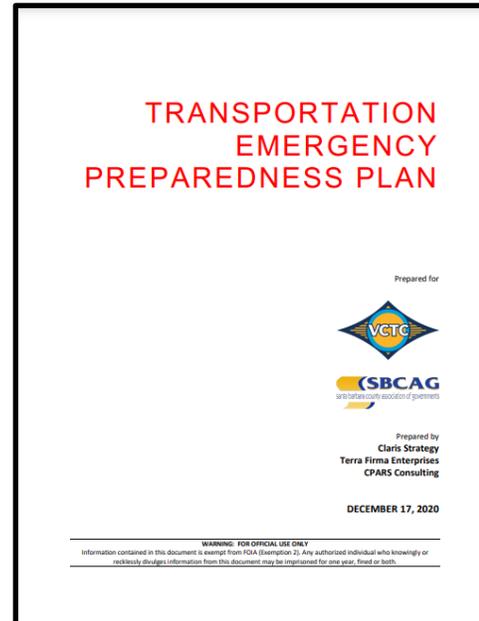
*Program goal: 50% of grants to benefit Underserved Communities, as defined in Grant Application Guide, Appendix A

Climate Adaptation Planning

EXAMPLES



- Climate Vulnerability and Risk Assessment



- Planning for extreme weather events and evacuation planning



- Transportation Infrastructure Adaptation and Resilience Improvement Plans
- Technical feasibility studies required to advance project level adaptation planning

Grant Min. \$100k/Max. \$1.5M, \$1.5M – \$3M to be considered for partner applications

Proposed Update Recap

- **New Climate Adaptation Planning Grants**
 - \$50M Total
 - \$5M Tribal Government Set-aside
- **Sustainable Communities Grants**
 - Establish \$500,000 Tribal Government Set-aside
 - Align with Pro-housing Designation Program
- **Update Grant Program Considerations**
 - Caltrans Strategic Plan
 - CTP 2050 and supporting Modal Plans
 - Title VI and Environmental Justice
 - Climate Action Plan for Transportation Infrastructure
 - California Climate Adaptation Strategy
 - California's Master Plan for Aging
- **Grant Application Submittal via Smartsheets**
- **Update Appendix A Resources**



FY 2023-24 Update Schedule

May 2022	Two Initial Virtual Workshops to kick-off the update with interested stakeholders
October (TBD)	Release Draft for a 30-day public comment period
November (TBD)	Two Final Virtual Workshops (after 30-day comment period) for stakeholders to provide final input
December (TBD)	Release Call-for-applications and conduct virtual workshops
Winter-Spring 2023	Application Evaluation, Management Approval, and Award Announcement



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Sustainable Transportation Planning Grants Website

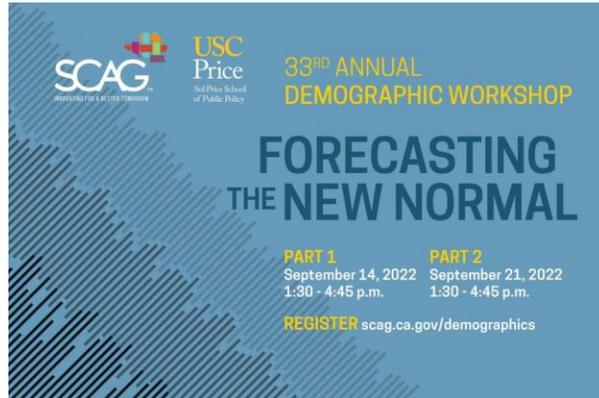
<https://dot.ca.gov/programs/transportation-planning/regional-planning/>



REGIONAL ANNOUNCEMENTS

Upcoming SCAG Events & Opportunities

Annual Demographic Workshop



PART 2 COMING UP!

Wednesday, September 21, 2022

1:30 – 4:45 p.m.

Register at <https://scag.ca.gov/33rd-annual-demographic-workshop>

Sustainable Communities Program



CALL 4 FOR APPLICATIONS OPENING SOON!

Focus on Civic Engagement, Equity, and Environmental Justice

More info at <https://scag.ca.gov/sustainable-communities-program>

Grant Opportunities

- [Building Resilient Infrastructure and Communities \(BRIC\)](#) | FEMA
\$2.3 billion available with a max sub award of \$50 million. Local governments are considered subapplicants and can apply through [CalOES](#) for pre-disaster mitigation activities with a general focus on disasters, risks, and hazards, including those associated with climate change. See related [NOFO Fact Sheet](#).
Deadline: September 16, 2022 Notice of Interest due to Cal OES
- [Flood Mitigation Assistance](#) | FEMA
\$800 million available with activity caps of \$50,000 to \$900,000, depending on activity. Local governments are considered subapplicants and can apply through [CalOES](#) for funding a to reduce or eliminate the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program (NFIP). See related [NOFO Fact Sheet](#).
Deadline: September 16, 2022: Notice of Interest (NOI) due to Cal OES
- [Coastal Program](#) | Fish and Wildlife Service
\$6 million with awards of \$200,000 available for designing and implementing coastal habitat protection and restoration strategies that anticipate and ameliorate the impacts of climate change and other environmental stressors.
Deadline: September 20, 2022

Grant Opportunities (continued)

- [Green Schools Projects Micro-Grant](#) | **USGBC-LA**
Micro-grants of \$100 to \$500 are provided on a reimbursement basis for eligible expenses for those devoted to bringing the fundamentals of sustainability education to K-12 students and schools in our region through workshops, volunteer opportunities, and sustainable solutions for campuses.
Deadline: September 20, 2022
- [2022 Coastal Program](#) | **Department of the Interior Fish and Wildlife Service**
\$6 million available for coastal communities, conservation partners, and landowners to restore and protect fish and wildlife habitat on public and private lands.
Deadline: September 30, 2022
- [Environmental Justice Thriving Communities Technical Assistance Centers Program](#) | **EPA**
EPA is seeking applications from academic institutions to establish and operate Environmental Justice Thriving Communities Technical Assistance Centers (EJ TCTAC). The EJ TCTAC's will provide technical assistance, training, and other eligible forms of assistance, resources, and support to program participants. \$50 million available with awards of up to \$6M.
Deadline: October 4, 2022
- [Regional Climate Collaboratives Program](#) | **Strategic Growth Council**
\$8.35 million available with estimated awards of \$500,000 – \$1.75 million for capacity building in under-resourced communities that enables cross-sectoral partners to deepen their relationships and develop processes, plans, and projects that will drive and sustain climate action.
Deadline: October 7, 2022

Grant Opportunities (continued)

- [Community Geothermal Heating and Cooling Design and Deployment](#) | **Department of Energy**
\$13 million available with max award of \$10 million to support the formation of U.S. community coalitions that will develop, design, and install community geothermal heating and cooling systems that supply at least 25% of the overall community heating or heating and cooling demand in communities where current fuel use to heat or heat and cool homes and/or businesses results in increased greenhouse gas emissions.
Deadline: October 11, 2022
- [Reconnecting Communities Pilot Discretionary Grant Program](#) | **U.S. Department of Transportation**
\$2 million available for funds for the Fiscal Year (FY) 2022 RCP Program to be awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
Deadline: October 13, 2022
- [Climate Adaptation & Resiliency Grants](#) | **SoCal Gas**
\$150,000 available with awards of \$50,000 to three municipalities in the SoCalGas service territory. Municipalities updating their Local Hazard Mitigation Plan, Safety Element of their General Plan, Climate Adaptation and Resiliency Plan, or other planning document/process to prepare for the impacts of climate change are eligible to apply.
Deadline: October 14, 2022
- [Working Lands and Riparian Corridors Grants](#) | **CA Department of Conservation**
\$2.4 million available to California Resource Conservation Districts. The program provides grants to restore or enhance working lands and riparian corridors through restoration projects on agricultural lands.
Deadline: November 18, 2022



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/regional-planning-working-groups>

For additional questions, please contact SCAGgreenregion@scag.ca.gov