

San Gabriel Valley Council of Governments

FY 2022-2025 MSP Funding Application Workshop

Monday, October 4, 2021 at 4:00 PM

The background of the slide is a faded, light-colored image of a train station. A train is visible on the tracks, and a modern building with large windows is in the background. The word "STATION" is faintly visible on the building's facade. A solid purple vertical bar is located on the left side of the slide, partially overlapping the title.

Agenda

- Measure M and MSP Project Background
- Eligible Uses of MSP Funds
- Funding Guidelines
- Application Screening Criteria and Scoring Rubric
- Competitive Project Samples
- Breakout Group Discussion
- Q&A



Measure M Background

Measure M: ½ cent sales tax for transportation improvements across Los Angeles County that was approved by voters in November 2016.

*Expected to generate over **\$3 billion** for transportation improvements in the San Gabriel Valley over the course of 40 years.*

Multi-Year Subregional Program (MSP)

- In June 2018, Metro adopted the Measure M Guidelines to establish a process by which subregional funds under Measure M would be programmed by the subregions' respective governing entities.
- As a result, the SGVCOG is tasked with programming and administering the Measure M Subregional Program (MSP) funds.
- While subregions are granted the authority to program and allocate MSP funds, all MSP projects must be reviewed and approved by the Metro Board of Directors before the allocated funds can be distributed.

Multi-Year Subregional Program (MSP)

- Last month, the SGVCOG Governing Board reviewed the Measure M Multi-Year Subregional Program FY 2022-2025 Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines.
- The Guidelines, which provide guidance on distributing and allocating this cycle of MSP funds, were subsequently approved.
 - SGVCOG staff immediately released the MSP funding application after the Governing Board meeting.

Eligible Uses: Active Transportation Funds

- Under Measure M Guidelines, “active transportation” is defined as non-motorized transportation via walking, bicycling, or rolling modes.
- MSP Active Transportation Funds should be utilized for capital improvements that:
 - Improve access to transit
 - Support the establishment of active transportation as integral elements of the County’s transportation system
 - Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activities
 - Promote multiple clean transportation options to reduce pollutants and GHG emissions
 - Improve public health through traffic safety, reduced exposure to pollutants, and design infrastructure that encourage residents to use active transportation to integrate physical activities in their lives

Eligible Uses: Bus System Funds

- “Bus System Improvements” MSP funds should be utilized for construction of or improvements to:
 - Transit Centers
 - Bus Layover Areas
 - Park and Ride Lots
 - Transit Stops
 - Commuter Rail Stations
 - Transit Maintenance Facilities



Eligible Uses: First/Last Mile Improvements

- Measure M Guidelines define “first/last mile improvements” as infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips.
- This includes, but not limited to, infrastructure for walking, rolling, and biking, facilities for making modal connections, signage and wayfinding, and information and technology that eases travel.

Eligible Uses: First/Last Mile Improvements

Examples of Eligible Uses:

- ADA-compliant Curb Ramps
- Crosswalk Upgrades
- Traffic Signals
- Bus Stops
- Carshare and Bikeshare
- Bike Parking
- Context-sensitive Bike Infrastructure
- Signage/Wayfinding
- Crossing Enhancements/Connections
- Safety and Comfort
- Allocation of Street Space
- Plug-in Components

FY 2022-2025 MSP Funds

Active Transportation:

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$0	\$2,624,012	\$2,690,925	\$2,709,761	TBD	\$8,024,698

Bus System Improvements:

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$43,190	\$624,765	\$640,696	\$645,181	TBD	\$1,953,832


First/Last Mile Improvements:

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$0	\$2,249,153	\$2,306,507	\$2,322,652	TBD	\$6,878,312



FY 2022-2025 MSP Funds

- The SGVCOG anticipates that a total of approximately **\$22 million** will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects.
- Given the limited funding available, the SGVCOG will prioritize regional projects that can maximize transportation benefits for the San Gabriel Valley.
- Eligible applicants include cities, the County of Los Angeles, and JPAs.
 - Proposals from JPAs must be sponsored by cities or the County of Los Angeles.



FY 2022-2025 MSP Funds

- Awarded projects have up to **3 years** to expend the funds before the funds expire and return to the subregional pool for awards during the next cycle.
 - Timeline extensions, or “reprogramming,” can be granted at the approvals of both the Governing Board and the Metro Board of Directors.
 - Without reprogramming, awarded projects can request a one-time 20-month extension of the funds.

FY 2022-2025 MSP Funds

The SGVCOG will award the \$22 million for multi-jurisdictional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley as follows:

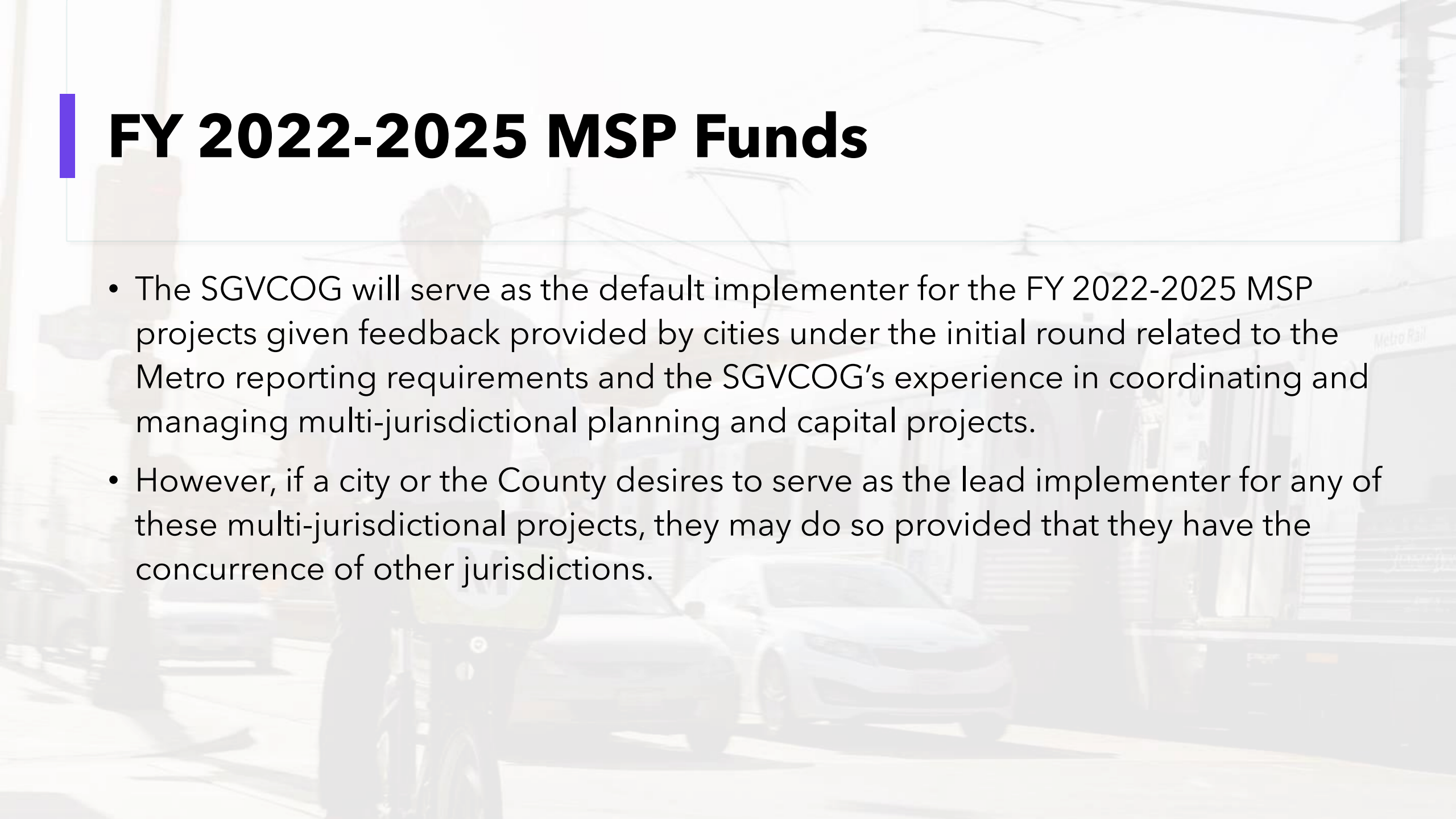
Category 1: Planning/Design and Construction of Major Corridor Projects

- Up to **\$15** million will be awarded to eligible corridor projects for their planning/design and construction phases.

Category 2: Planning/Design of Major Corridor Projects

- Up to **\$7** million will be awarded to eligible corridor projects for their planning/design phases. Under this category, each project can apply for up to \$1 million.

One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M project eligibility criteria.



FY 2022-2025 MSP Funds

- The SGVCOG will serve as the default implementer for the FY 2022-2025 MSP projects given feedback provided by cities under the initial round related to the Metro reporting requirements and the SGVCOG's experience in coordinating and managing multi-jurisdictional planning and capital projects.
- However, if a city or the County desires to serve as the lead implementer for any of these multi-jurisdictional projects, they may do so provided that they have the concurrence of other jurisdictions.

Application Screening Criteria

Key Category 1 Project Requirements:

- Should demonstrate 20% local funding matches
- Minimum of 25% design completion (reaching 65% design completion results in higher scores)
- Project should be identifiable in at least 1 participating agency's five-year CIP; however, the jurisdiction is welcomed to expand the project's scope in the MSP project proposal.
- Funds for Category 1 Projects cannot be used for right-of-way acquisitions

Key Category 2 Project Requirements:

- Minimum of 10% design completion (reaching 25% design completion results in higher scores)

Application Screening Criteria

- All projects must provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.
- Copies of the FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Distribution Guidelines, Funding Application, and Scoring Rubrics, can be found on the SGVCOG website at <https://www.sgvcog.org/msp-projects>.



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- [Alameda Corridor-East \(ACE\) Project](#)
- [Measure M MSP Projects](#)
- [Neighborhood Coyote Program](#)
- [Regional Forums](#)
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- [Regional VMT Analysis Tool](#)
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The background of the slide is a faded, high-angle photograph of a complex highway interchange. An elevated train track, labeled 'Metro Rail' and 'The Island Line', runs through the center of the interchange. A train is visible on the tracks. The surrounding area includes greenery and distant hills under a hazy sky.

Application Scoring Criteria

Category 1 Project Scoring Criteria (100 Points Total)

- Project Feasibility (50 Points)
- Regional Impact (20 Points)
- Demonstrated Support (30 Points)

Category 2 Project Scoring Criteria (100 Points Total)

- Project Feasibility (25 Points)
- Regional Impact (25 Points)
- Demonstrated Support (50 Points)

Category 1: Project Feasibility (50 Points)

Criteria	Description
Project Schedule (5 Points)	Proposal describes an overall project schedule along with a realistic description of how funds could be expended within the funding deadlines.
Funding Strategy and Budget (5 Points)	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
Local Match (10 Points)	The project includes at least a 20% combined local match. Projects with at least a 5% combined local match will receive partial scores.
Capital Improvement Plan (15 Points)	The project is identifiable in at least one participating agency's five-year Capital Improvement Plan.
Project Readiness (15 Points)	The project has reached 25% design completion. Projects with at least 10% design completion will receive partial scores. 5 additional bonus points will be awarded if the design is at least 65% completed.

Category 1: Regional Impact (20 Points)

Criteria	Description
Mobility and Accessibility (5 Points)	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
Safety (5 Points)	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
Demonstrated Need (10 Points)	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

Category 1: Demonstrated Support (30 Points)

Criteria	Description
Community Outreach (15 Points)	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
Committed Partnerships (15 Points)	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
Regional Plan Adoption (+5 Bonus Points)	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the Connect SoCal Plan or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan.

Category 2: Project Feasibility (25 Points)

Criteria	Description
Project Schedule (5 Points)	Proposal describes an overall project schedule along with a realistic description of how funds could be expended within the funding deadlines.
Funding Strategy and Budget (5 Points)	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
Design Progress (15 Points)	The proposed project should reach a minimum of 10% design completion. 5 additional bonus points will be awarded if the design is at least 25% completed.

Category 2: Regional Impact (25 Points)

Criteria	Description
Mobility and Accessibility (5 Points)	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
Safety (5 Points)	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
Demonstrated Need (15 Points)	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

Category 2: Demonstrated Support (50 Points)

Criteria	Description
Community Outreach (25 Points)	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
Committed Partnerships (25 Points)	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
Regional Plan Adoption (+5 Bonus Points)	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the Connect SoCal Plan or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan.

Application and Award Timeline

Action	Date(s)
Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendations Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021
Recommendation Review by Public Works TAC	Monday, November 15, 2021
Recommendation Review by City Managers' Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planners TAC	Thursday, December 2, 2021
Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

Competitive Project Samples

Mock Competitive Project 1: Valley Boulevard Corridor Enhancement Project

- Partnering Jurisdictions: Alhambra, El Monte, Industry, La Puente, Rosemead, San Gabriel, Los Angeles County
- Lead Agency: SGVCOG
- Demonstrates strong community support via community workshops and city council support letters
- Project is included in 1 of the cities' 5-year CIP
- Project includes 20% local funding match and 25% design completion

The background of the slide is a faded, high-angle photograph of a complex highway interchange with multiple overpasses and ramps. In the lower-left foreground, a blue and white train is visible, partially obscured by the text. The overall scene is bright and slightly hazy, suggesting a clear day.

Competitive Project Samples

Mock Competitive Project 2: Azusa Avenue/Highway 39 Corridor Improvements

- Partnering Jurisdictions: Azusa, Covina, Industry, West Covina, Los Angeles County
- Lead Agency: SGVCOG
- Demonstrates strong community support via community workshops and city council support letters
- Project is included in 1 of the cities' 5-year CIP
- Project includes 20% local funding match and 25% design completion



Breakout Session (10 minutes)

- This breakout session allows attendees to discuss project ideas with other cities and agencies
- Breakout groups are categorized by subareas:
 - Northeast: Azusa, Claremont, Glendora, La Verne, San Dimas
 - Southeast: Covina, Diamond Bar, Industry, La Puente, Pomona, Walnut
 - Central: Baldwin Park, El Monte, Irwindale, Rosemead, South El Monte, West Covina
 - Southwest: Alhambra, Montebello, Monterey Park, San Gabriel, South Pasadena, Temple City
 - Northwest: Arcadia, Bradbury, Duarte, La Canada Flintridge, Monrovia, Pasadena, San Marino, Sierra Madre

Application Submission

- All funding applications must be submitted to SGVCOG staff via e-mail to afung@sgvcog.org by **Monday, October 18, 2021 at 5:00pm**.
- Applicants are strongly recommended to review the Funding Guidelines and the Scoring Rubric prior to starting the application.

Frequently Asked Questions (FAQs)

What is the difference between Category 1 and Category 2 funding?

Category 1 provides funding for both design and construction activities, while Category 2 only provides funding for design activities. Please note that the maximum amount of funding request for a Category 2 project is \$1 million.

I see that the Funding Application is made available in both Microsoft Word and Adobe PDF on the website. Do I have to submit the application in both formats?

You do not have to submit the application in both formats. Feel free to choose the format that works best for you.

The background of the slide is a faded, high-angle photograph of a multi-lane highway. A train is visible on an elevated track that runs parallel to the highway. In the distance, a range of mountains is visible under a clear sky. The overall tone is light and professional.

Frequently Asked Questions (FAQs)

Should I put the SGVCOG as the lead agency on the application if we would like the SGVCOG to be the lead agency for our project?

Yes.

How should we include the letters of support or regional plans in the application?

Please include them as attachments to your application. Letters of support should be addressed to the SGVCOG.

Frequently Asked Questions (FAQs)

My project has previously received FY 2017-2021 MSP funds, can the project apply for this cycle of MSP funds as well?

Yes, but it is important to review this cycle's Scoring Rubric given that many changes were implemented in this cycle of MSP awards.

If my project is not multi-jurisdictional or has not reached the designated category requirements, can I still submit an application for that project?

Yes; however, it is important to note that multi-jurisdictional applications that reach all of the requirements will score higher based on the approved Scoring Rubric. The goal of these requirements is to assure that projects that receive funding awards are mature and have community support.

The background of the slide is a faded, high-angle photograph of a multi-lane highway with several cars. In the foreground, a light rail train is visible, with the words "Metro Rail" and "The Inland Empire" printed on its side. The scene is set against a backdrop of hazy mountains.

Staff Contact

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