



Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*

Agenda - Final

Thursday, March 16, 2023

9:00 AM

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Executive Management Committee

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Janice Hahn, Vice Chair

Kathryn Barger

Karen Bass

James Butts

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 9:00 AM, hora del Pacifico, el 16 de Marzo de 2023. Puedes unirme a la llamada 5 minutos antes del comienso de la junta.

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Board Administration

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Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 15 and 16.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR**15. SUBJECT: STATE LEGISLATION**[2023-0129](#)**RECOMMENDATION**

ADOPT staff recommended positions:

A. **AB 463 (Hart)** Electricity: prioritization of service: public transit vehicles. -
WORK WITH AUTHOR

B. **AB 761 (Friedman)** Transit Transformation Task Force. - **SUPPORT**

Attachments: [Attachment A - AB 463 \(Hart\) Legislative Analysis](#)
 [Attachment B - AB 761 \(Friedman\) Legislative Analysis](#)

**16. SUBJECT: METRO SYSTEM ADVERTISING CONTRACT
MODIFICATIONS (LICENSE TO SELL AND DISPLAY
ADVERTISING ON BUS AND RAIL)**[2023-0074](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to:
1. Revise Revenue Compensation to LACMTA, to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contract as depicted in Attachment A - Revenue Summary;
 2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
 3. Increase Metro's share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services.

- B. EXECUTE Modification No. 3 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, Inc. to:
1. Revise Revenue Compensation to LACMTA to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contracts as depicted in Attachment A - Revenue Summary;
 2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
 3. Increase Metro's share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services;
 4. Expedite the digital screen placement program to deploy 500 screens by 2026 to improve our riders' customer experience and prepare for the 2028 Olympic and Paralympic Games.

Attachments: [Attachment A – Revenue Summary](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Modification Log](#)
 [Attachment D - DEOD Summary](#)
 [Attachment E - Industry Benchmark of Contract Modifications Presentation](#)

NON-CONSENT

17. **SUBJECT: METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES** [2023-0120](#)

RECOMMENDATION

RECEIVE AND FILE a list of all Metro-owned property that is vacant, surplus, or underutilized.

Attachments: [Attachment A - Leased and Vacant Properties](#)
 [Attachment B - Metro Real Estate & Parking Mgmt - Property Sheet](#)
 [Attachment C - Potential Joint Development Sites](#)

18. **SUBJECT: MOBILITY WALLET PILOT UPDATES** [2023-0089](#)

RECOMMENDATION

APPROVE:

- A. the finding that Mobility Wallets are exempt from federal income tax because the payments promote the general welfare of low-income eligible participants and do not represent compensation for service; and

- B. an amendment to the existing Mobility Wallet Pilot Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to increase funding from the City by \$3,743,230, increasing the total funding from \$756,770 to \$4.5 million for Metro to lead the implementation and distribution of the Mobility Wallets. (Attachment A).

Attachments: [Presentation](#)

- 19 SUBJECT: FUNDING PLANS FOR EXISTING TIRCP PROJECTS AWARDED PARTIAL FUNDING** [2023-0056](#)

RECOMMENDATION

RECEIVE AND FILE report on funding plans for the West Santa Ana Branch (WSAB) and Metro L (Gold) Line Foothill Extension in response to Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion #49.1 (Attachment A).

Attachments: [Attachment A - Motion 49.1](#)
[Presentation](#)

- 7. SUBJECT: A NEW START FOR THE WEST SANTA ANA BRANCH MOTION** [2023-0183](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dutra, Solis, and Barger that the Board direct the Chief Executive Officer to work collaboratively with the West Santa Ana Branch Corridor City manager Technical Advisory Committee , Gateway Cities Council of Governments, Eco Rapid Transit Joint Powers Authority, local elected officials, community-based organizations, schools and colleges, and residents along the corridor in order to rebrand the West Santa Ana Branch, including (a) renaming the project no later than January 2024 that represent the community character and local context, (b) developing a robust communication strategy to get input for and from CBOs, corridor cities residents and businesses, and key stakeholders, and (c) report back on progress toward these directives on a quarterly basis, beginning in June 2023.

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

- 20. SUBJECT: METRO BUS SHELTERS MOTION** [2023-0184](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Mitchell, Najarian, Dupont-Walker, and Horvath that the Board direct the Chief Executive Officer to:

- A. Identify priority bus stops within each local jurisdiction based upon data,

including but not limited to:

1. Ridership per line and stop;
2. Existing bus stop amenities such as seating, shelters, and lighting
3. Heat island index
4. EFCs
5. Safety related incidents over the last three year

- B. Share all available bus stop data with each applicable jurisdiction;
- C. Inventory transportation funding sources which can be leveraged to help local jurisdictions deliver bus stop improvements, including Metro-controlled and pass-through sources as well as both formula and competitive programs;
- D. Recommend technical, financial, and other ways for Metro to support bus stop improvements by local jurisdictions, prioritizing such improvements in Equity Focus Communities;
- E. In consultation with jurisdictions, host a bus stop summit to review the state of bus shelters, including examples of best practices and a vendor showcase;
- F. As part of the annual local return audit, report on the progress of installing and maintaining bus stop amenities by jurisdiction; and
- G. Report back on the above action items in 120 days.

21. SUBJECT: STATE AND FEDERAL REPORT

[2023-0128](#)

RECOMMENDATION

RECEIVE AND FILE March 2023 State and Federal Legislative Report.

22. SUBJECT: RIDERSHIP AND SECURITY TRENDS

[2023-0167](#)

RECOMMENDATION

RECEIVE oral report on ridership and security trends.

(ALSO ON OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE)

23. SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES[2022-0868](#)**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute contract modifications to extend the current multi-agency transit law enforcement contracts annually for up to three additional years, through June 30, 2026, utilizing funds to be requested during future fiscal years' budget processes, contingent on compliance with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy; and
- B. REPORTING back to the Board in April 2023 on the feasibility of establishing an in-house Metro Transit Police Department to support Metro's Public Safety Mission and Value Statements.

Attachments: [Attachment A - Summary of Material Exceptions to Scope of S&T&C](#)

(ALSO ON OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT[2023-0155](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION**Adjournment**



Board Report

File #: 2023-0129, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 15.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023**

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

- A. **AB 463 (Hart)** Electricity: prioritization of service: public transit vehicles. - **WORK WITH AUTHOR**

- B. **AB 761 (Friedman)** Transit Transformation Task Force. - **SUPPORT**

ATTACHMENTS

Attachment A - AB 463 (Hart) Legislative Analysis
Attachment B - AB 761 (Friedman) Legislative Analysis

Prepared by: Michael Turner, EO, Government Relations, (213) 922-2122
Alex Amadeo, Government Relations Administrator (interim), (213) 922-2763

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

BILL: ASSEMBLY BILL 463
AS INTRODUCED FEBRUARY 6, 2023

AUTHOR: ASSEMBLYMEMBER GREGG HART (D – SANTA BARBARA)

SUBJECT: ELECTRICITY: PRIORITIZATION OF SERVICE: PUBLIC
TRANSIT VEHICLES.

STATUS: REFERRED TO UTILITIES AND ENERGY COMMITTEE

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Assembly Bill 463 by Assemblymember Hart, as introduced.

ISSUE

This bill was introduced on February 6, 2023, to amend provisions related to electricity in the Public Utilities Code.

Specifically, the bill would:

- Require the Public Utilities Commission to, when establishing priorities among the types and categories of customers who receive service during electricity shortages, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.
- Require, when electrical companies submit wildfire mitigation plans to the Wildfire Safety Division for approval, that these companies include protocols related to deenergizing portions of the electrical distribution system that mitigate public safety impacts on public transit vehicle charging infrastructure.

DISCUSSION

Existing law requires the Public Utilities Commission to establish priorities among the categories of customers who receive electrical or gas service so that in times of temporary shortages, service can be reduced in accordance with those established priorities. Currently, considerations for these priorities include a determination of the customers and uses of electricity and gas that provide the most important public benefits and serve the greatest public utility, the determination of imminent danger to public health, the determination of the potential effects of extreme heat on health and safety, as well as

a determination of the economic, social, and other effects of a temporary discontinuation of service for these customers.

AB 463 seeks to add to this list of considerations the determination of economic, social equity, and mobility impacts that a temporary discontinuation of service would have to customers who rely on public transit vehicles.

Transit agencies are under a mandate by the California Air Resources Board that all bus fleets must be zero-emission by 2040. It is crucial that the power supply that the state has mandated that transit agencies may need to use not be impacted by shortages, which could lead to a lifeline service being cut off for disadvantaged communities around the state. This bill would help us achieve reliability in our transit service as we transition to an all zero-emission bus fleet.

AB 463 would only apply to investor-owned utilities (IOU) in California. The PUC has regulatory authority over investor-owned utilities in California, but not over municipal-owned utilities (MOU) such as the Los Angeles Department of Water and Power (DWP), Pasadena Water and Power, and Burbank Water and Power. IOUs currently provide approximately 30-40% of the power utilized by Metro. The balance of that power is provided by DWP. AB 463, while beneficial, would only provide a higher priority for transit in the areas covered by IOUs. In order for Metro to ensure that its service can remain operational during shortages, it is important that the agency ensure this priority is provided by the relevant MOUs in our area as well. That conversation may involve legislation, or it may involve other structures to guarantee that priority. Historically, MOUs have opposed state legislation that governs their operations.

Staff recommends that the Board adopt a WORK WITH AUTHOR position on AB 463 (Hart). This position will allow us to work with Assemblymember Hart on the establishment of the priority for transit with IOUs but also allow us to explore how the State can help us address the issue with MOUs as well.

DETERMINATION OF SAFETY IMPACT

The impact to safety is still being determined.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

EQUITY PLATFORM

Transit is a lifeline service to many communities in Los Angeles County. During times of electrical shortages, workers who rely on transit service to get to work and residents who need to reach their appointments deserve to feel more secure in the idea that they will be able to continue relying on transit. This will become even more acutely important as we transition more of our fleet to zero-emission technology. For example, the G Line (Orange) runs through Equity Focus Communities in the San Fernando Valley, and its recent transition to all-electric buses makes it even more crucial for us to be able to maintain electrical service to the area.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or oppose position on the bill. A support or oppose position would be inconsistent with Metro's Board approved 2023 State Legislative Program Goal #7: Coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs, as we are seeking to include all Board priorities on this issue into the legislation.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on the legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: ASSEMBLY BILL 761
AS INTRODUCED FEBRUARY 13, 2023

AUTHOR: ASSEMBLYMEMBER LAURA FRIEDMAN (D – GLENDALE)

SUBJECT: TRANSIT TRANSFORMATION TASK FORCE

STATUS: PENDING REFERRAL

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 761 by Assemblymember Friedman, as introduced.

ISSUE

This bill was introduced on February 13, 2023 to add and repeal provisions related to transportation in the Government Code.

Specifically, the bill would:

- Require the Secretary of Transportation to, by July 1, 2024, establish and convene the Transit Transformation Task Force. The task force would include stakeholders from around the state, including from local transit operators. The bill would require the task force to engage all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services, and to submit to the Legislature by January 1, 2025, a report on the task force’s findings. The provisions of the bill would be repealed on January 1, 2028.

DISCUSSION

Existing law establishes that the Secretary of Transportation is required to report to the Governor on legislative, budgetary, and administrative programs related to transportation matters of public interest. This bill would require the Secretary to oversee the formation of the Transit Transformation Task Force for the purpose of creating a report that details policies that would grow transit ridership and improve the transit experience for all users.

The report would be required to, among other things, include details on transit services and rider demographics, existing operations and capital funding sources, the cost to operation transit systems projected for the next ten years, costs and operational impacts related to federal, state and local mandates, including the California Air Resources Board’s Innovative Clean Transit regulations, workforce policies impacting service, and state and local policies that impact service efficiency and transit ridership.

The bill includes provisions related to the categories of recommendations that the report must include. Among these are recommendations related to how to improve mobility and increase ridership, such as service and fare coordination between transit agencies or increasing frequency and reliability through sharing of real-time transit information. Other categories of recommendations include changes to land use policies, strategies to ensure a safe and clean rider experience, strategies related to workforce recruitment and retention, replacing farebox recovery ratios and efficiency criteria with other performance metrics, and new options for state revenue sources to fund transit operations and capital projects. This list of recommendations provides a look into the holistic approach the task force would be approaching the issue of transit transformation from, one that ensures that we examine both direct and indirect strategies to grow ridership and improve the rider experience.

Metro staff have been working with our partners in the state legislature, as well as the California Transit Association, to address the “transit fiscal cliff” that agencies around the state are facing in the near future. This bill creates an opportunity to continue our partnership with the legislature to address the transit fiscal cliff and to develop permanent dedicated support so that transit can remain a lifeline service and a key strategy to reducing greenhouse emissions and vehicle miles traveled.

For these reasons, staff recommends that the Board adopt a SUPPORT position on AB 761 (Friedman).

DETERMINATION OF SAFETY IMPACT

The impact to safety is still being determined.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

EQUITY PLATFORM

This bill supports Metro’s commitment to equity by focusing on both increasing ridership, which expands economic and social opportunity for disadvantaged communities, and by improving the transit experience for all riders. Additionally, air quality impacts from a decrease in vehicle miles traveled have a disproportionate benefit to residents in Equity Focus Communities, who often bear the brunt of air pollution in heavily-traveled corridors.

Staff also believe that the diversity of stakeholders cited in the bill’s provisions will allow for a robust report of strategies to improve transit and recover ridership. These stakeholders include not only representatives from transit operators, but would also include local governments, MPOs, labor organizations, transportation advocates, and academics, among others.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal #1: Provide high-quality mobility options that enable people to spend less time traveling; and goal #2: Deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a work with author or oppose position on the bill. A work with author or oppose position would be inconsistent with Metro's Board approved 2023 State Legislative Program Goal #4: Support Legislation, regulatory action, and funding initiatives that support transit riders and enhance the customer experience.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on the legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2023-0074, File Type: Contract

Agenda Number: 16.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 16, 2023

**SUBJECT: METRO SYSTEM ADVERTISING CONTRACT MODIFICATIONS
(LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)**

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 5 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to:
 - 1. Revise Revenue Compensation to LACMTA, to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contract as depicted in Attachment A - Revenue Summary;
 - 2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
 - 3. Increase Metro's share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services.

- B. EXECUTE Modification No. 3 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, Inc. to:
 - 1. Revise Revenue Compensation to LACMTA to adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contracts as depicted in Attachment A - Revenue Summary;
 - 2. Extend the Contract period of performance for an additional two years from February 28, 2028, to February 28, 2030, to help recover revenue lost during the COVID pandemic;
 - 3. Increase Metro's share of voice (agency ad space) from 10% to 15% as part of the media inventory where the Contractor covers materials and services;
 - 4. Expedite the digital screen placement program to deploy 500 screens by 2026 to improve our riders' customer experience and prepare for the 2028 Olympic and Paralympic Games.

ISSUE

Commercial advertising revenues are an important supplemental revenue source supporting Metro's

transportation operations. Metro's purpose in allowing paid advertising to be displayed in and on Metro property is to maximize supplemental revenues by monetizing Metro-owned assets.

Revenue projections from the initial 2017 proposals for these two contracts are no longer attainable due to long-term COVID impact on out-of-home (OOH) advertising. Both of our advertising contractors (OUTFRONT for bus and Intersection for rail) are facing multimillion dollar losses if we maintain their current contract obligations until 2028 and they could exercise their options to terminate their agreements which is allowed in their contracts. Based on their current obligations, Outfront is slated to lose \$40M; and Intersection is slated to lose \$10M, along with over \$7M on capital expenditure and maintenance cost for digital screens installed on the system

Metro lost \$25.6M in ad revenue during the height of COVID between 2020 - 2021 and risk losing \$27M-\$42M in ad revenue if the contractors terminate their contracts while a new competitive procurement is conducted. Revenue payments would stop once ads have been fulfilled within a few months, and no ad revenue would be generated during the procurement process. Metro would also lose the maintenance of existing digital kiosks and the installation of the remaining 340 digital customer information kiosks.

BACKGROUND

In January 2018, the Board of Directors approved the agency's current revenue advertising contracts with OUTFRONT and Intersection, respectively, with revenue operations beginning in March 2018 and ending in February 2028.

- OUTFRONT was awarded Contract PS41099B to sell and manage commercial advertising on Metro's operational bus fleet with promised revenues of \$262,250,000 for the duration of the contract. Their annual Minimum Annual Guarantees (MAG) for each contract year can be viewed at *Attachment A - Revenue Summary, Table 3 - BUS (Original) column*.
- Intersection was awarded Contract PS41099R to sell and manage commercial advertising on Metro's rail system, including stations and trains, with promised revenues of \$42,902,200 for the duration of the contract. Their annual Minimum Annual Guarantees (MAG) for each contract year can be viewed at *Attachment A - Revenue Summary, Table 3 - RAIL (Original) column*. Additionally, Intersection was committed to digitizing Metro's rail stations to major project completion within 5 years, worth approximately \$20M at no cost to Metro, to migrate to the more lucrative digital advertising and information. (File ID 2017-0718)

During fiscal year 2021, Metro lost 70 percent of its commercial advertising business systemwide - approximately \$25.6M in revenue, equivalent to one year's worth of payments. A table of planned and actual revenue payments since 2018 can be viewed at *Attachment A - Revenue Summary, Table 1*.

With few exceptions, advertisers paused or canceled their ad campaigns. Metro's advertising business is still struggling to return to pre-pandemic sales. Business sectors that usually purchase high volume advertising entertainment, media, local attractions, new products, and services saw their businesses closed due to stay-at-home orders. Another critical factor impacting sales has been the extended loss of transit ridership, thus, loss of transit impressions due to pandemic conditions followed by slower-than-expected post-pandemic rebound. The extended periods of low ridership have caused ad buyers to seek other platforms, mainly digital and static billboards out of home,

rather than return to transit advertising.

Beginning in 2021, the buying behavior in the out-of-home industry has also changed. Buyers who previously bought bus media have shifted their business to digital advertising and have not yet returned, so recovery is very slow. Rail media dependent on ridership impressions (platform and station media) are still depressed due to sluggish ridership; rail media dependent on bystander and street impressions (exteriors, large format, and digital near sidewalks) have fared significantly better.

Overall, no business advertising sector (entertainment, local tourist attractions, products, services) has fully returned to pre-Covid levels for rail and bus advertising sales. For a glimpse of the current sales environment: 6,167 bus wraps were sold in 2019, compared to 3,861 in 2022 (63% pre-Covid), 93 train wraps were sold in 2019, compared to 58 in 2022 (62% pre-Covid), and 16 station activations were sold in 2019, compared to 8 in 2022 (50% pre-Covid).

A breakdown of key advertising media purchased since 2018 is below:

Media Type	2018	2019	2020	2021	2022
Station Activations	13	16	12	5	8
Train wraps	77	93	74	49	58
Bus wraps	5,604	6,167	2,855	3,375	3,861

Digital Screens Installation and Advertising Program

At the same time, factory and logistics stops delayed the procurement of new digital screens, which Intersection was meant to install to provide customer experience enhancements as well as generate additional revenues from digital advertising on the new screens. In addition, vandalism of the screens has been five times higher than is seen by other transit markets Intersection serves. Since January 2020, 119 of 167 originally deployed displays have been seriously vandalized and needed replacement. Over that period, with capex costs, Intersection has incurred \$505,000 to replace vandalized screens and will spend an additional \$325,000 to replace currently damaged equipment. This high rate of vandalism and related expenditure is not sustainable for Intersection or for Metro, and as a result, the program has begun pivoting from interactive screens to non-interactive screens to add further protection to the equipment.

Digital screens deployed since 2018, including Equity Focus Communities (EFC):

Line/Item	Screens Installed	Year Deployed	Screens Replaced
A Line (EFC)	94	2019	94
E Line	31	2022	3
K Line (EFC)	17	2022	2
75" Digital Panels	2	2020	1
Video Walls	18	2019/20	19
Regional Connector	5	2023	
Total Screens	167		119

Previous Contract Modifications

In May 2020, in response to the pandemic impact of losing 70 percent of advertising sales, the Board of Directors approved contract modifications for both contractors, temporarily replacing the MAG payments with monthly payments of 55% of actual sales revenues for 7 months, from May 2020 to December 2020. (File ID 2020-0306). Still, since May 2020, Metro has lost \$25.6M due to extended COVID impact.

In January 2021, in response to the continued pandemic impact, the Board of Directors approved extending the previous contract modifications and extended temporarily replacing the MAG payments with monthly payments of 55% of actual sales revenues for 12 months, from January 2021 to December 2021. (File ID 2020-0811)

The MAG payments are scheduled to increase from \$23.5M to \$28.9M for OUTFRONT and from \$3M to \$5.2M for Intersection in April 2023. Both Intersection and OUTFRONT have options to opt out of their contracts if they become infeasible at any time.

DISCUSSION

Given the soft return of the OOH advertising business to date, Staff have developed a recommendation of *permanent and final* contract terms that will strengthen the viability of the revenue advertising program and preserve a long-term revenue source for Metro. *Attachment A - Revenue Summary, Table 2.*

It's important to note that both contractors have successfully renegotiated their contract terms nationally with other transit agencies including NY MTA, Chicago CTA, SF BART, WMATA, and more; please see *Attachment E - Industry Benchmark of Contract Modifications.*

Benefits to Metro

First, adjusting the current MAG for the remainder of the contract term right-sizes revenue estimates based on the lingering negative impact of COVID-19 including loss of advertisers, vandalism to digital and static advertising equipment, and digital screen procurement delays. Ultimately, the adjusted revenue projections for years 6-10 of the contracts are a combined \$139.7M vs the original \$171M contract estimates from 2017. Revenues from a 2-year extension would earn Metro an additional \$62M. The combined adjusted revenues for years 6-10 (\$139.7M) and 2-year extension would earn Metro a projected \$201.7M with the contracts ending in spring 2030. Overall, with the adjusted payments and additional two-year extension, the contracts' total revenue value is an additional \$4.6M (\$309,852,214 compared to the original estimate of \$304,852,214). Last, if ad sales exceed the annual estimates, the annual True-up will also provide Metro additional revenue share of above and beyond sales.

The MAG adjustment will allow Intersection to expedite the digital screen program for the next three years, deploying up to 100 screens each year for 2023-2025. By 2026, the digital screen program will have added 500 screens (\$18M capex investment by Intersection) to the system with the majority providing new customer amenities in Equity Focus Communities (EFC). Beginning this year, Intersection will replace all broken screens and add plexiglass to existing and new screens installed on the system to mitigate vandalism - ensuring critical transit and travel information is available for all

riders. Each screen will display real-time vehicle arrival for each station, service alerts, and system maps.

Digital advertising still offers Metro the greatest opportunity to maximize additional revenues long-term due to the flexible nature of a digital platform. The 160 screens on the rail system currently account for 17% of all rail advertising revenues. With the 500 screens added to Metro's advertising inventory, we anticipate an increase in rail ad revenue, above and beyond the MAG and the additional revenue share will be activated.

The expedited digital rollout will provide enhanced customer amenities to Metro rail and major BRT stations - a majority serving Equity Focus Communities (EFC):

2023 Rollout:

Regional Connector (EFC)
E Line (Farmdale to LATTC) (EFC)
L Line (Pico/Aliso to Atlantic) (EFC)

2024 Rollout:

Airport Metro Connector (EFC)
Purple Line Extension 1
D Line (LAUS to Wilshire/Western) (EFC)
A Line (LAUS to APU/Citrus College)(EFC)

2025 Rollout:

Purple Line Extension 2
North Hollywood to Pasadena BRT
Foothill Extension (Glendora to Montclair)
B Line (Vermont/Beverly to N. Hollywood) (EFC)
C Line (Redondo Beach to Norwalk) (EFC)

2026 Rollout:

G Line (major stations)
J Line (major stations) (EFC)

OUTFRONT (BUS) Contract Modification Details

1. Contract Extension - Extend the contract for 2 additional years to help recover revenue lost during the COVID pandemic, resulting in the contract being extended to Feb 28, 2030.
2. MAG Adjustment - In the current OUTFRONT contract, MAG payments for years 6-10 are set for \$28,950,000 each year; staff recommends adjusting the MAG for year 6 to \$23,500,000; year 7 and 8 to \$24,000,000; year 9 to \$25,000,000; and year 10 to \$26,000,000. With the 2-year extension, set year 11 MAG payment to \$28,000,000 and year 12 MAG payment to \$26,000,000.
3. Annual True-up - Apply the 70/30 annual true-up revenue share for contract extension years 11 and 12, majority share to Metro.
4. Increase agency share of voice to 15% from 10% on bus media inventory. Staff will work with the contractor to audit bus inventory (bus fleet) and revise quantities for the remainder of the

contract.

Intersection (RAIL) Contract Modification Details

1. Contract Extension - Extend the contract for 2 additional years to help recover revenue lost during the COVID pandemic, resulting in the contract being extended to Feb 28, 2030.
2. MAG Adjustment - Staff recommends adjusting the MAG for year 5 to \$3,000,000 and applying a \$150,000 escalator (increase) to each additional year; year 6 to \$3,150,000, year 7 to \$3,300,000, year 8 to \$3,450,000, year 9 to \$3,600,000, and year 10 to \$3,750,000. With the 2-year extension, set year 11 MAG payment to \$3,900,000 and year 12 MAG payment to \$4,050,000.
3. Annual True-up - Adjust the annual true-up revenue share for Years 6-10 to 60/40 and Years 11-12 70/30, majority share to Metro.
4. Increase agency share of voice to 15% from 10% on rail media inventory. Staff will work with the contractor to audit rail inventory (trains and stations) and revise quantities for the remainder of the contract.

FINANCIAL IMPACT

Commercial advertising revenues are an important supplemental revenue source supporting Metro's transportation operations. Metro's purpose in allowing paid advertising to be displayed in and on Metro property is to maximize supplemental revenues by monetizing Metro-owned assets. Metro has received revenue payments totaling \$107.7M since 2018 (\$97.4M from OUTFRONT and \$10.3M from Intersection) and is slated to earn \$201.7M in estimated revenues with the recommended contract modifications.

All revenues are deposited into the General Fund, and disbursement is allocated by the Office of Management and Budget. Since these are multi-year contracts, the cost center manager and Executive Officer of Marketing will be accountable for contractors and oversight of revenue payments and variances.

- In the original contract estimates from 2017, the remaining contract years were projected to earn Metro a combined \$171M in revenue for years 6-10; post-pandemic, the adjusted revenue projections for year 6-10 are a combined \$139.7M.
- Revenues from a 2-year extension would earn Metro an additional \$62M. The combined adjusted revenues for years 6-10 (\$139.7M) and 2-year extension would earn Metro a projected \$201.7M with the contracts ending in spring 2030.
- If ad sales exceed the annual estimates, the annual True-up will also provide Metro additional revenue share of above and beyond sales.

Overall, with the adjusted payments and additional two-year extension, the revised contracts' revenue value is an additional \$4.6M (\$309,852,214 compared to the original estimate of \$304,852,214). A table of original and adjusted annual payment table for 2023-2028 and 2-year extension can be viewed at *Attachment A - Revenue Summary, Table 3*.

Impact to Budget

The adjusted advertising revenue for fiscal year 2023 is \$26,650,000 from \$33,610,000.

The projected advertising revenue for fiscal year 2024 is \$27,300,000.

Staff will provide annual revenue projections as part of Metro's Zero-Based Budgeting process.

EQUITY PLATFORM

The proposed contract modifications are anticipated to maintain advertising revenue for Metro. While specific service regions, lines, and stations may earn more revenues based on market demand, the collective revenue from commercial advertising is distributed to all bus and rail operations, including service in Equity Focus Communities, allowing Metro to continue to serve customers who rely on our system. Multi-cultural and multi-language advertisements providing alignment and inclusion of Metro's diverse communities are accepted in the advertising program.

The digital screen program will see enhanced customer amenities (bus and rail arrival information, service alerts, digital maps, and agency messaging) added to all Metro rail and major BRT stations; 160 screens have been installed in Metro's rail stations, including 111 screens in Equity Focus Communities along the A Line and K Line. Furthermore, the expedited screen rollout will see new amenities in Equity Focus Communities along these transit corridors: Regional Connector, E Line (Farmdale to LATTC), L Line (Pico/Aliso to Atlantic), D Line (LAUS to Wilshire/Western), A Line (LAUS to APU/Citrus College), B Line (Vermont/Beverly to N. Hollywood), C Line (Redondo Beach to Norwalk), and major stations on the G and J Line.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. Commercial advertising revenues provide long-term supplemental revenue that supports Metro's transportation operations; affords new modern equipment at no capital cost to Metro; and enhances customer experience by displaying transit/travel information, agency messaging, and commercial content within a mix-use space.

ALTERNATIVES CONSIDERED

Throughout the pandemic, staff and contractors have explored alternative techniques to generate additional revenues for the agency.

Staff has been coordinating with contractors on additional media inventory explorations and new advertising techniques. Intersection has identified additional exteriors on Metro property that may be used for large format advertising - pivoting from reaching exclusively transit/riders impressions to now include bystander/street impressions. Long-term advertising campaigns have also seen success on the Metro system. Campaigns such as *station buy-outs* as HBO at Culver City Station and *inventory buy-outs* as DoorDash for Metro BikeShare see dedicated revenues for an entire year.

The Board may elect not to approve this recommendation; however, this is not recommended. If

Metro does not have advertising vendors, we will lose the revenue generated by these advertising program. It would take 12-18 months to issue a new Request for Proposals and award new contracts, and due to the current economic climate, Metro risks receiving less favorable proposals than the proposed amended contracts. In addition, the digital advertising program would cease, and further delay enhanced customer experiences within our stations.

NEXT STEPS

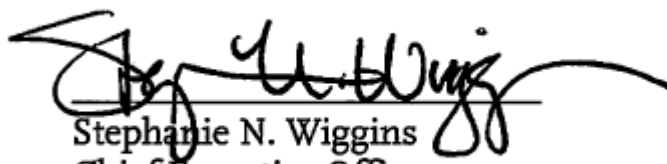
Upon Board approval, staff will execute both contract modifications to PS41099B (Bus) and PS41099R (Rail) and continue to manage the advertising business in accordance with contract and agency policies. Staff will monitor national and local advertising business trends and provide the Board with an annual update on the digital screen deployment, vandalism mitigation, and any new developments impacting the advertising program.

ATTACHMENTS

- Attachment A - Revenue Summary
- Attachment B - Procurement Summary
- Attachment C - Modification Log
- Attachment D - DEOD Summary
- Attachment E - Industry Benchmark of Contract Modifications

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Stephanie N. Wiggins
Chief Executive Officer

Attachment A - Revenue Summary

**TABLE 1:
PLANNED AND ACTUAL PAYMENTS - CONTRACT YEARS 2018 - 2022**

Contract Year	BUS (Original)	BUS (Actual)	RAIL (Original)	RAIL (Actual)	BUS + RAIL (Actual)
2018 YR1	\$23,500,000	\$23,500,000	\$2,000,000	\$2,000,000	\$25,500,000
2019 YR2	\$23,500,000	\$23,500,000	\$2,046,000	\$2,046,000	\$25,546,000
2020 YR3	\$23,500,000	\$20,449,561	\$2,993,058	\$1,845,372	\$22,294,933
		\$3,050,439		\$1,147,686	
2021 YR4	\$23,500,000	\$6,466,677	\$3,641,198	\$1,472,334	\$7,939,011
		\$17,033,323		\$2,168,864	
2022 YR5	\$23,500,000	\$23,500,000	\$5,190,446	\$3,000,000	\$26,500,000
				\$2,190,446	
PAYMENTS	\$117,500,000	\$97,416,238	\$15,870,702	\$10,363,706	\$107,779,944
(LOSS)		\$20,083,762		\$5,506,996	\$25,590,758

**TABLE 2:
REVENUE ESTIMATES (ORIGINAL AND ADJUSTED)
YEARS 6-10 AND 2 EXTENSION YEARS**

Contract Year	BUS (Original)	BUS (Adjusted)	RAIL (Original)	RAIL (Adjusted)	BUS + RAIL (Original)	BUS + RAIL (Adjusted)
2023 YR6	\$28,950,000	\$23,500,000	\$5,240,826	\$3,150,000	\$34,190,826	\$26,650,000
2024 YR7	\$28,950,000	\$24,000,000	\$5,292,365	\$3,300,000	\$34,242,365	\$27,300,000
2025 YR8	\$28,950,000	\$24,000,000	\$5,345,090	\$3,450,000	\$34,295,090	\$27,450,000
2026 YR9	\$28,950,000	\$25,000,000	\$5,399,027	\$3,600,000	\$34,349,027	\$28,600,000
2027 YR10	\$28,950,000	\$26,000,000	\$5,454,204	\$3,750,000	\$34,404,204	\$29,750,000
TOTALS	\$144,750,000	\$122,500,000	\$26,731,512	\$17,250,000	\$171,481,512	\$139,750,000
2028 YR11		\$28,000,000		\$3,900,000		\$31,900,000
2029 YR12		\$26,000,000		\$4,050,000		\$30,050,000
GRAND TOTALS	\$144,750,000	\$176,500,000	\$26,731,512	\$25,200,000	\$171,481,512	\$201,700,000

**TABLE 3:
REVENUE ESTIMATES (ORIGINAL AND ADJUSTED)
10 YEARS + 2 EXTENSION YEARS**

Contract Year	BUS (Original)	BUS (Adjusted)	RAIL (Original)	RAIL (Adjusted)	BUS + RAIL (Original)	BUS + RAIL (Adjusted)
2018 YR1	\$23,500,000	\$23,500,000	\$2,000,000	\$2,000,000	\$25,500,000	\$25,500,000
2019 YR2	\$23,500,000	\$23,500,000	\$2,046,000	\$2,046,000	\$25,546,000	\$25,546,000
2020 YR3	\$23,500,000	\$20,449,561	\$2,993,058	\$1,845,372	\$26,493,058	\$22,294,933
2021 YR4	\$23,500,000	\$6,466,677	\$3,641,198	\$1,472,334	\$27,141,198	\$7,939,011
2022 YR5	\$23,500,000	\$23,500,000	\$5,190,446	\$3,000,000	\$28,690,446	\$26,500,000
2023 YR6	\$28,950,000	\$23,500,000	\$5,240,826	\$3,150,000	\$34,190,826	\$26,650,000
2024 YR7	\$28,950,000	\$24,000,000	\$5,292,365	\$3,300,000	\$34,242,365	\$27,300,000
2025 YR8	\$28,950,000	\$24,000,000	\$5,345,090	\$3,450,000	\$34,295,090	\$27,450,000
2026 YR9	\$28,950,000	\$25,000,000	\$5,399,027	\$3,600,000	\$34,349,027	\$28,600,000
2027 YR10	\$28,950,000	\$26,000,000	\$5,454,204	\$3,750,000	\$34,404,204	\$29,750,000
2028 YR11		\$28,000,000		\$3,900,000		\$31,900,000
2029 YR12		\$26,000,000		\$4,050,000		\$30,050,000
TOTAL PAYMENTS	\$262,250,000	\$273,916,238	\$42,602,214	\$35,563,706	\$304,852,214	\$309,479,944

**TABLE 4:
ANNUAL TRUE-UP REVENUE SHARE**

When revenues exceed the MAG estimates, this additional revenue share is activated resulting in additional end of the year payment to Metro

Contract Year	OUTFRONT (Bus)	Intersection (Rail)
2023 YR6	70/30	60/40
2024 YR7	70/30	60/40
2025 YR8	70/30	60/40
2026 YR9	70/30	60/40
2027 YR10	70/30	60/40
2028 YR11	70/30	70/30
2029 YR12	70/30	70/30

PROCUREMENT SUMMARY

METRO SYSTEM ADVERTISING – LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B AND PS41099R

1.	Contract Numbers: A) PS41099B B) PS41099R		
2.	Contractors: A) Outfront Media Group, LLC B) Intersection Parent, Inc.		
3.	Contract Work Description: Advertising Revenue		
4.	Modification Description: 1) Adjust the minimum annual guaranteed (MAG) payments and annual true-up revenue shares for the remainder of the contract as depicted in Attachment A; 2) Extend the Contract Period of Performance by an additional two years; 3) Increase Metro's share of voice (agency ad space) as part of the media inventory where materials and services are covered by the Contractor. 4) Expedite the digital screen program to deploy 500 screens by 2026 in preparation for 2028 Olympics.		
5.	The following data is current as of: January 31, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Jan 25, 2018	Original Agreed Upon Revenue PS41099B: \$262,250,000 PS41099R: \$42,902,200
	Original Completion Date:	Feb 28, 2028	Total of Modification Approved \$0
	Current Contract Est. Completion Date:	Feb 28, 2030	Current Contract Value (with this action): PS41099B: \$273,916,238 PS41099R: \$35,563,706
7.	Contract Administrator: Ernesto N. De Guzman		Telephone Number (213) 922 - 7267
8.	Project Manager: Lan-Chi Lam		Telephone Number (213) 922 - 2349

Background:

On January 25, 2018, the Board approved the award of Contract Nos. PS41099B and PS41099R to Outfront Media Group, LLC and Intersection Parent, Inc., respectively, for license to sell and display advertising on Metro's bus and rail assets. The contracts' terms were for ten (10) years, from March 1, 2018 through February 28, 2028, and included minimum annual

guarantee (MAG) payments that would yield to Metro revenues of \$262,250,000 for advertising on bus assets, and \$42,902,200 for advertising on rail assets during the life of the contracts.

There have been four modifications issued for PS41099B and two modifications have been issued for PS41099R.

Refer to Attachment C – Contract Modification/Change Order Log for details of modifications.

Because of significant loss of advertising sales revenues due to COVID-19, the advertising industry, among others, has experienced serious losses of revenue. Both bus and rail revenue advertising contractors have requested to extend relief from the MAG requirements of the Contract, while they recover from the economic effects of the COVID-19 pandemic.

Reasonableness of Revenue Levels

Metro’s marketing staff has been continuously monitoring market conditions since the beginning of the COVID-19 pandemic and had recently concluded that the advertising industry continues to see depressed sales and lack of customer impressions which continues to negatively affect Metro’s advertising contractors’ ability to generate the previously agreed upon levels of revenue. Therefore, the levels of revenue submitted by both Contractors are considered fair and reasonable.

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

PS41099B – OUTFRONT MEDIA

(LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS SYSTEM)

Mod. No.	Description	Status (approved or pending)	Date	Amount (Revenue)
1	Clarify contract language	Approved	03/28/2018	\$0
2	Provide a schedule of monthly Minimum Annual Guarantee (MAG) payments	Approved	04/25/2018	\$0
3	Temporarily replace MAG monthly payments with payments of 55% of actual gross sales from May 2020 through December 2020	Approved	06/04/2020	-\$3,050,439
4	Extend temporary MAG replacement by one year to a new expiration date of 12/31/2021; allow contractor to submit payments up to the 80th day following the close of each month beginning January 1, 2021; and revise the basis of the Letter of Credit from 50% of the MAG to 50% of annual revenue share payment amount for calendar year 2021	Approved	01/28/2021	-\$17,033,323
5	Adjust the MAG payments and annual true-up revenue shares for the remainder of the contract; Extend the Contract period of performance for two years; Allow increase in Metro's share of voice (agency ad space) as part of the media inventory where materials and services are covered by the Contractor; Expedite the digital screen program to deploy 500 screens by 2026 in preparation for 2028 Olympics	Pending	Pending	\$176,500,000
	Modification Total:			\$11,666,238
	Original Contract	Approved	01/25/18	\$262,250,000
	Total:			\$273,916,238

PS41099R - INTERSECTION

(LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO RAIL SYSTEM)

Mod. No.	Description	Status (approved or pending)	Date	Amount (Revenue)
1	Temporarily replace Minimum Annual Guarantee (MAG) monthly payments with payments of 55% of actual gross sales from May 2020 through December 2020	Approved	06/23/2020	-\$1,147,686
2	Extend temporary MAG replacement by one year to a new expiration date of 12/31/2021; allow contractor to submit payments up to the 80th day following the close of each month beginning January 1, 2021; revise the basis of the Letter of Credit from 50% of the MAG to 50% of annual revenue share payment amount for calendar year 2021; and, contingent upon approval of Commercial Sponsorship Policy, remove the station domination restriction of maximum 90 days	Approved	01/28/2021	-\$2,168,864
3	Adjust the MAG payments and annual true-up revenue shares for the remainder of the contract; Extend the Contract period of performance for two years; Allow increase in Metro's share of voice (agency ad space) as part of the media inventory where materials and services are covered by the Contractor; Expedite the digital screen program to deploy 500 screens by 2026 in preparation for 2028 Olympics	Pending	Pending	\$25,200,000
	Modification Total:			-\$7,038,508
	Original Contract	Approved	01/25/18	\$42,902,200
	Total:			\$35,563,706

DEOD SUMMARY

**METRO SYSTEM ADVERTISING – LICENSE TO SELL AND DISPLAY
ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B and PS41099R****A. Small Business Participation**

The Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) or Small Business Enterprise / Disabled Veteran Business Enterprise (SBE/DVBE) goal for this project. The subject procurement is revenue generating and does not involve use of federal, state or local funds. It is expected that Outfront Media Group and Intersection Parent, Inc. will perform the services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT E - INDUSTRY BENCHMARK

Both contractors have executed modified contracts with other transit agencies from 2020 to 2022 as a response to pandemic impact. The tables below denote agency, year modified, contract extension, and revenue adjustments.

** Includes digital screen program*

OUTFRONT CONTRACTS			
Transit Agency	Year Modified	Extension	Revenue Adjustment
NY MTA *	2021	+ 3 years	YES
SF BART *	2020	+ 2 years	YES
WMATA *	2021	+ 18 months	YES
LB Transit (bus)	2020	+ 5 years	YES
OCTA (bus)	2021	+ 1 year	NO
LADOT (bus)	2021	+ 18 months	NO

INTERSECTION CONTRACTS			
Transit Agency	Year Modified	Extension	Revenue Adjustment
SEPTA *	2021	+ 2 years	YES
SFMTA *	2021	+ 5 years	YES
NJTransit *	2022	N/A	YES
SOUND TRANSIT	2021	+ 2 years	YES
Dallas DART (bus)	2021	+ 2 years	YES
AMTRAK	2022	N/A	YES
Chicago CTA *	2022	N/A	YES
Portland TriMet *	2020	New contract	YES



REVENUE ADVERTISING

Request for Modifications on Metro's Bus and Rail Advertising Contracts

Executive Management Committee, March 16, 2023
Item # 2023-0074

ISSUE

Revenue projections from the initial 2017 proposals are no longer attainable due to long-term COVID impact on out-of-home (OOH) advertising and both contractors may option to initiate termination of the contract for convenience. OUTFRONT is facing a \$40M total loss and Intersection is facing a \$10M total loss and \$7.3M in equipment and maintenance costs already invested in the system.

- Metro lost \$25.6M in ad revenue during the height of COVID between 2020 - 2021 and risks losing \$27M-\$42M in ad revenue if the contractors terminate their contracts while a new competitive procurement is conducted.
- Revenue payments would stop once ads have been fulfilled within a few months, and no ad sales or revenue would be generated during the procurement process.
- A new competitive procurement would take 12-18 months and produce less favorable revenue estimates due to uncertain economy and high inflation.
- Metro would also lose the maintenance of existing digital kiosks and the installation of the remaining 340 digital customer information kiosks. The upcoming maintenance cost for screen replacements and plexiglass protective equipment is \$800,000.



BACKGROUND: CONTRACT & PROGRAM

2018: Award of Contracts

OUTFRONT and Intersection were awarded Metro's bus and rail advertising contracts after a competitive procurement; combined contracts would have earned Metro \$305M from 2018-2028.

- OUTFRONT – Bus \$262M (bus fleet), Intersection – Rail \$42.9M (trains/stations)
- Intersection will invest up to \$20M capital expenditure for a digital screen program

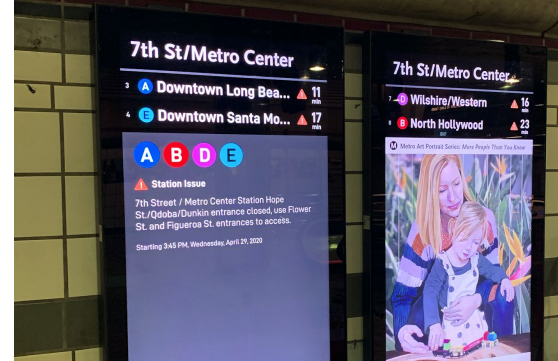
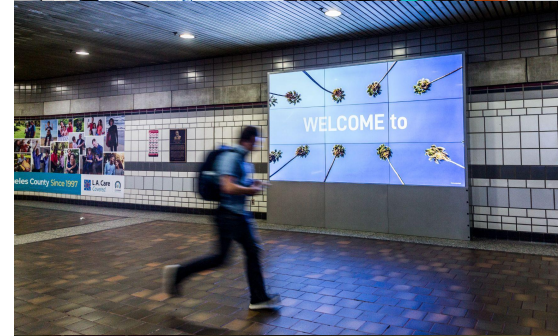
2020-21: Pandemic Contract Modifications

Due to COVID negative impact on sales, the minimum annual guarantee (MAG) was temporarily replaced with revenue share of actual sales from 2020 - 2021.

PAYMENT HISTORY: \$107.7M Revenue payments since 2018 (\$97.4M/Bus and \$10.3M/Rail)

Digital Screen Program

- 160 Screens have been added to the system on A Line, K Line, and E Line (partial)
\$6.5M investment thus far (capital and operating expenditures)
- Screens display transit information (rail/bus arrivals, service alerts, maps), agency messaging, and commercial advertising



Line/Item	Screens Installed	Year Deployed	Screens Replaced
A Line	94	2019	94
E Line	31	2022	3
K Line	17	2022	2
75" Panels	2	2020	1
Video Walls	18	2019/20	19

Digital Screen Program Delayed

- Program was paused for two years, and contractor could not procure equipment due to factory closures and then shipping backlogs of 6 months.
- Delayed customer experience enhancements in rail and BRT stations.
- Delayed new revenue from digital advertising on the new screens.

Digital Screens Face High Vandalism

- Vandalism on Metro is 5x greater than Intersection's other markets; 119 of original 167 screens have been vandalized and need replacing (\$505,000 cost).
- Intersection needs to spend additional \$800,000 to replace current broken screens and also apply plexiglass protective layer.

Media Type	2019	2020	2021	2022
Station Activations	16	12	5	8
Train Wraps	93	74	49	58
Bus Wraps	6,167	2,855	3,375	3,861

Out of Home (OOH) Transit Advertising Still Down

- Advertisers paused or canceled their ad campaigns due to business closures.
- Advertisers sought other platforms such digital and static billboard out of home, and have not or slow to return to transit advertising.
- Key media only selling at 50-60% compared to pre-COVID sales.

RECOMMENDATIONS TO MITIGATE RISKS



Staff has a recommended plan to renegotiate permanent and final contract terms to ensure the viability of the revenue advertising program and preserve a long-term revenue source. The plan will result in total revenues of \$309,852,214 compared to the original \$304,852,214 estimates and expedite customer experience enhancements for Metro riders.

1) **Adjust the current minimum annual guarantees (MAG) payments for the remainder of the contract terms to right-size revenue estimates based on lingering negative impact of COVID-19 including loss of advertisers, vandalism to digital and static advertising equipment, and digital screen procurement delays.**

- a) This adjustment will expedite the digital screen program for the next three years – deploying up to 100 screens each year in 2023 - 2025; resulting in major project completion by 2026 and 500 screens.
- b) The majority of rail lines and stations receiving these customer amenities are in Equity Focus Communities (EFC).
- c) Digital ads currently account for 17% of rail ad revenues with 160 screens; rail ad revenues are projected to increase and activate the annual true-up (annual bonus) with 500 digital screens.

YEAR	EXPEDITED ROLLOUT SCHEDULE
2023	Regional Connector, E Line (Farmdale to LATTC), L Line (Pico/Aliso to Atlantic)
2024	D Line (Union Station to Wilshire/Western), A Line (Union Station to APU/Citrus College), Airport Metro Connector, Purple Line Extension 1
2025	B Line (Vermont/Beverly to North Hollywood), C Line (Redondo Beach to Norwalk), Purple Line Extension 2, North Hollywood to Pasadena BRT, Foothill Extension (Glendora to Montclair)
2026	G Line (major stations), J Line (major stations)
2027	Purple Line Extension 3

RECOMMENDATIONS TO MITIGATE RISKS



- 2) Extend both contracts for 2 additional years to recoup revenues lost during COVID pandemic, resulting in both contracts ending spring 2030, rather than spring 2028.
- a) Metro will earn an additional \$62M and cover the MAG adjustment loss (-\$31,731,512)
 - b) \$201.7M still to be earned by adding the adjusted MAG and 2 Extension Years (\$139.7M + \$62M)
 - c) Overall, Metro has increased the total revenue contract value by an additional \$4.6M (\$309,852,214 compared to the original estimate of \$304,852,214)

	BUS+RAIL (ORIGINAL)	BUS+RAIL (ACTUAL/ADJUSTED)	(-/+)
YEARS 1-5	\$133,370,702	\$107,779,944	-\$25,590,758
YEARS 6-10	\$171,481,512	\$139,750,000	-\$31,731,512
2-YEAR EXTENSION		\$61,950,000	
CONTRACT TOTALS	\$304,852,214	\$309,479,944	+ \$4,627,730

**COMMERCIAL ADVERTISING IS A REVENUE-POSITIVE PROGRAM THAT REQUIRES NO CAPITAL COST TO METRO!
PROVIDES SUPPLEMENTAL REVENUE SUPPORTING METRO'S TRANSPORTATION OPERATIONS**

RECOMMENDATIONS TO MITIGATE RISKS

3) **Vandalism Mitigation Plan:** Staff and Intersection have designed a mitigation plan that involves fortifying all digital equipment with protective plexiglass. This plexiglass material has already been tested and installed on current video walls, providing 12 months of protection before a new incident and no damage to screens.

- a) Immediately, replace ALL broken screens currently deployed on the system (apprx. 50)
- b) Add plexiglass protective layer to replaced screens
- c) Add plexiglass protective layer to remaining functional current screens (apprx. 110)
- d) All new screens deployed will have the plexiglass layer pre-installed in the factory



DIRECT SCREEN

PLEXIGLASS ADDITION



TOTAL CONTRACT VALUES



REVENUE ESTIMATES (ORIGINAL AND ADJUSTED) - 10 YEARS + 2 EXTENSION YEARS

CONTRACT YEAR	BUS (Original)	BUS (Actual/Adjusted)	RAIL (Original)	RAIL (Actual/Adjusted)	BUS + RAIL (Original)	BUS + RAIL (Actual/Adjusted)
2018 YR1	\$23,500,000	\$23,500,000	\$2,000,000	\$2,000,000	\$25,500,000	\$25,500,000
2019 YR2	\$23,500,000	\$23,500,000	\$2,046,000	\$2,046,000	\$25,546,000	\$25,546,000
2020 YR3	\$23,500,000	\$20,449,561	\$2,993,058	\$1,845,372	\$26,493,058	\$22,294,933
2021 YR4	\$23,500,000	\$6,466,677	\$3,641,198	\$1,472,334	\$27,141,198	\$7,939,011
2022 YR5	\$23,500,000	\$23,500,000	\$5,190,446	\$3,000,000	\$28,690,446	\$26,500,000
2023 YR6	\$28,950,000	\$23,500,000	\$5,240,826	\$3,150,000	\$34,190,826	\$26,650,000
2024 YR7	\$28,950,000	\$24,000,000	\$5,292,365	\$3,300,000	\$34,242,365	\$27,300,000
2025 YR8	\$28,950,000	\$24,000,000	\$5,345,090	\$3,450,000	\$34,295,090	\$27,450,000
2026 YR9	\$28,950,000	\$25,000,000	\$5,399,027	\$3,600,000	\$34,349,027	\$28,600,000
2027 YR10	\$28,950,000	\$26,000,000	\$5,454,204	\$3,750,000	\$34,404,204	\$29,750,000
2028 YR11		\$28,000,000		\$3,900,000		\$31,900,000
2029 YR12		\$26,000,000		\$4,050,000		\$30,050,000
TOTAL PAYMENTS	\$262,250,000	\$273,916,238	\$42,602,214	\$35,563,706	\$304,852,214	\$309,479,944

**Board Report**

File #: 2023-0120, **File Type:** Motion / Motion Response**Agenda Number:** 17.

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023****SUBJECT: METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE a list of all Metro-owned property that is vacant, surplus, or underutilized.

ISSUE

On February 23, 2023, the Metro Board of Directors directed the Chief Executive Officer (CEO) to report back at the March 2023 Executive Management Committee with a list of all Metro-owned property, including rights-of-way and parking lots, that are vacant, surplus, or underutilized. For any parcel with significant limitation or restriction that might preclude it from being used for temporary or permanent housing with on-site supportive services, Metro should include all covenants, easements, leases or other land use, revenue, or regulatory restrictions that apply to the identified parcel. The purpose of this report is to provide the requested inventory.

BACKGROUND

In May 2018 (file 2018-0214) and April 2020 (file 2020-0228) Metro reported to the Board with an inventory of Metro property that could be used for temporary housing. At the April 2020 meeting, the Board approved delegating authority to the CEO to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities that do not have a conflicting transit or joint development purpose.

Since then, Metro has entered into no-fee leases with the City of Los Angeles (COLA) for interim housing uses on three Metro properties:

1. A Bridge Home facility at the former Division 6 in Venice. COLA contracted with PATH to be the operator of this facility which provides 150 beds to adults and youths experiencing homelessness with interim housing and wrap around services.
2. A Bridge Home facility at the Metro park-and-ride lot in Van Nuys along the Metro G Orange Line. COLA contracted with the Salvation Army to provide interim housing services and wrap around services with 74 beds.

-
3. A Tiny Home Village located along the Metro G Line (Orange) in Reseda COLA contracted with Hope of the Valley to operate this facility which has 148 beds.

Additionally, Metro entered into an agreement with LAHSA to implement a Safe Parking Program at the L Line Atlantic Station parking facility. LAHSA contracted with Volunteers of America to administer the program. The Safe Parking Program serves LA County's occupied vehicle community by offering those living in their vehicles a place to safely rest and sleep between the hours of 7 PM and 6 AM. The program is currently under a one-year pilot operating 24/7.

DISCUSSION

TEMPORARY HOUSING

Metro can lease property that does not have a conflicting transit or joint development purpose to local jurisdictions for homelessness-related facilities at no-fee for up to five years. Attachment A has a list of vacant and currently leased properties. Attachment B provides a list of all Metro owned or operated parking lots.

Vacant or Leased Properties

Attachment A contains a list of 83 leased or vacant properties, including the following information:

1. Location
2. City
3. Current use
4. Size
5. Status of utilities (yes, no, near or unknown)
6. Lease terms
7. Rental rate
8. Comments with any other known considerations

The majority of Metro's leased or vacant properties are small, irregularly shaped and/or do not have utility connections. Lease revenue is approximately \$3 million/year and the leases are generally to adjacent or nearby business owners for additional parking or storage. These properties do not have a current identified transit use, however, prior to proceeding with a lease for temporary housing, additional internal vetting would need to occur. Some of the properties may be contaminated and require environmental remediation prior to residential use.

Park and Ride Facilities

Attachment B is a list of all 82 Park & Ride facilities owned or operated by Metro. It is grouped according to the transit corridors that the parking facilities serve, and includes the following information.

1. Station
2. # of parking spaces
3. 2019 utilization (pre-COVID)

4. Current utilization
5. City
6. Owner
7. Operator
8. Notes
9. Recommended for interim housing
10. Recommended for overnight parking

Staff has identified 18 parking lots which could be considered for interim housing and 62 parking lots or garages that could be considered for overnight homeless parking (SAFE program or similar). Some of these parking facilities are not owned by Metro and therefore additional collaboration would be required with the agency that owns the lot. If a Metro parking lot reaches parking occupancy of 70% or higher, Metro's Supportive Transit Parking Program would be implemented to manage the transit parking demand.

Considerations for Temporary Facilities

Metro does not have funding or resources to operate temporary facilities and would look to the local jurisdiction to construct, operate and maintain the facilities. As part of the partnership, Metro would need agreement regarding prioritizing placement of Metro clients and unhoused riders in the interim housing facilities on Metro sites, as well as an agreement for the local jurisdiction to keep encampments clear around the site. If a local jurisdiction chooses not to pursue a homeless facility on Metro property, Metro will continue the existing use.

As noted above, many of Metro's properties do not have utilities; may be contaminated at a level that is acceptable for the existing use, but not residential; or may have a future transit use which would limit the period of time the site was available. Some properties may require financial investment by the local jurisdiction to bring the property to suitable residential use. If a local jurisdiction is interested in pursuing the property, these items would be discussed in more detail on a property-by-property basis.

Metro has done its best to be a good neighbor to the communities surrounding its properties. Consistent with that approach, Metro would partner with the local jurisdiction to engage the community on a proposed revised use of the property.

PERMANENT HOUSING

The Metro Joint Development (JD) Program has been active for over 20 years, partnering with private and non-profit developers to build market-rate, affordable, and permanent supportive housing on underutilized Metro-owned land. In response to the regional housing crisis, the JD team is completing a Strategic Plan for Ten Thousand Units (10K Plan) to meet this moment and deliver units as quickly as possible, including permanent supportive housing units where appropriate and feasible. As directed in the motion, staff will be presenting recommendations for process changes required to implement the Strategic Plan to the Board in April 2023.

In response to the directive to inventory potential sites for permanent housing, staff has identified a

list of potential sites potentially available for the 10K Plan which is included in Attachment C. The list is preliminary and will require vetting by local jurisdictions and internal departments.

DETERMINATION OF SAFETY IMPACT

There is no negative safety impact to Metro as a result of this receive and file report.

EQUITY PLATFORM

By collaborating with other agencies to address homelessness, Metro will be able to help serve LA county's unsheltered homeless population, including people experiencing homelessness who seek shelter on the transit system daily. Metro staff finds that a majority of unhoused riders that we currently serve are African American (49.3%), older adults (17%), and youth (11%). Metro's current homelessness response program includes providing access to social services, interim housing, robuts joint development program that prioritizes affordable housing, as well as workforce development opportunities through the Project Labor Agreement, WIN-LA, and Room to Work.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

If the parcels are used for supportive housing It will support the following Metro Goals.

Goal 3: Enhancing communities and lives.

Goal 4: Transform LA County through collaboration and leadership.

NEXT STEPS

The Metro CEO will continue to enter into no-fee leases with interested local jurisdictions for temporary (less than five years) supportive homelessness-related facilities that do not have a conflicting transit or joint development purpose. Metro real estate staff will engage with local jurisdictions in more detailed discussions on a site-specific basis. If a local jurisdiction chooses not to pursue a homeless facility on Metro property, Metro will continue the existing use.

ATTACHMENTS

Attachment A - Leased and Vacant Property

Attachment B - Park-and-Ride Facilities

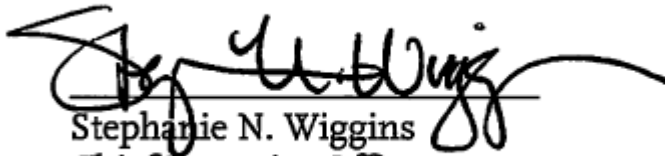
Attachment C -Potential Joint Development Sites

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A LEASED AND VACANT PROPERTY

	Location	City	File No.	Use	Square Footage	Utilities	Termination Notice	Termination Date	Annualized Rent	Comments
1	Near Pioneer Blvd & South Street APN: 7040-023-900	Artesia	N/A	Vacant	90,850	Yes	N/A	N/A	N/A	Future WSAB property
2	Norwalk Blvd & Flora Vista St APN: 7054-011-900	Artesia	N/A	Vacant	39,686	Yes	N/A	N/A	N/A	Future WSAB property
3	Lakewood Blvd & Paseo Street APN:6271-001-902	Bellflower	RWSA000671	Restrictive use agreement for noise	50,000	Yes	60 Days	N/A	\$ 3,984	Future WSAB property
4	Artesia Blvd & 605 Fwy APN:7034-001-902	Cerritos	RWSA000680	Car storage	114,372	Unknown	30 days	N/A	\$ 150,960	Future WSAB property
5	Near 605 Fwy & Studebaker Rd APN:7034-016-907	Cerritos	N/A	Vacant	186,904	Yes	N/A	N/A	N/A	Future WSAB property
6	Near Gridley Rd & 183rd Street APN: 7034-015-901	Cerritos	N/A	Vacant	158,672	Yes	N/A	N/A	N/A	Future WSAB property
7	Near South Street across Artesia Park APN : 7054-002-902	Cerritos	N/A	Vacant	41,763	Yes	N/A	N/A	N/A	Future WSAB property
8	Near Norwalk Blvd & 195th Street APN: 7054-002-903	Cerritos	N/A	Vacant	203,211	Yes	N/A	N/A	N/A	Future WSAB property
9	Between Norwalk Blvd & 195th Street APN: 7056-009-904	Cerritos	N/A	Vacant	25,020	Yes	N/A	N/A	N/A	Future WSAB property
10	Between 195th Street & Bloomfield Ave APN: 7056-009-905	Cerritos	N/A	Vacant	189,806	Yes	N/A	N/A	N/A	Future WSAB property
11	Near Bloomfield Ave & Del Amo Blvd APN: 7056-009-906	Cerritos	N/A	Vacant	56,534	Yes	N/A	N/A	N/A	Future WSAB property
12	Between Bloomfield Ave & Del Amo Blvd APN: 7044-016-910	Cerritos	N/A	Vacant	168,592	Yes	N/A	N/A	N/A	Future WSAB property
13	Thompson Avenue APN:2451-010-901	Glendale	RVAL008556	Parking	8,806	Unknown	30 days	M-M	\$ 4,755	
14	San Dimas Canyon Rd and Arrow Highway APN:8378-012-912	La Verne	RSLA001355	Parking	4,800	No	30 days	M-M	\$ 6,900	Adj to highly active Metrolink Operating Commuter Line (San Gab Sub).
15	Arrow Highway APN: 8378-012- 909	La Verne	RSLA001356	Parking	4,550	No	30 days	M-M	\$ 6,270	Adj to highly active Metrolink Operating Commuter Line (San Gab Sub).
16	South of Sherman Way and Between Canoga and Deering APN:2138-014-905 & 2138-014-906	Los Angeles	RBNK015787	Maintenance and operation of a concrete batch plant and vehicle parking	58,734	No	180-days Tenant in 2nd option term thru 2026, one addl 5-year option can be exercised in 2027	If option in 2027 is exercised, term date would be in 2031.	\$ 132,300	
17	7001 Deering Ave between Gault and Hart Ave adj to MOL G Line APN:2138-014-905	Los Angeles	RBNK015786	Maintenance and operation of a building materials yard and concrete batch plant	59,312	No	180-days, Term ends 11/30/2023. One 5-year option remains to extend thru 11/30/2028	If option in 11/2023 is exercised, term date would be in 2028.	\$ 96,132	
18	Flower to Hope, under the I-110 Fwy. APN's: 5037-030-900 & 5122-024-909	Los Angeles	See #3	Storage, part of long-term lease listed under #3	11,060	Near	See #3	See #3	\$ -	
19	Between Hope and Grand APN: 5122-022-901	Los Angeles	REXP016169	Parking	19,170	Unknown	90 days; Secondary Term to 9/2023 + 3-year option to 2026	9/30/2026	\$ 20,400	Property also has a sub-lease
20	Between Grand and Hill APN's: 5122-030-900 & 5122-030-901	Los Angeles	REXP016129	Parking	22,800	Unknown	180 days	6/30/2023, but asking for extension	\$ 61,200	
21	East side of Hill, NORTH half of west half of parcel APN: Part of 5122-031-901	Los Angeles	REXP016208	Parking	7,000	Unknown	30 days	M-M	\$ 10,800	

ATTACHMENT A LEASED AND VACANT PROPERTY

	Location	City	File No.	Use	Square Footage	Utilities	Termination Notice	Termination Date	Annualized Rent	Comments
22	East side of Hill, south half of west half of parcel APN: Part of 5122-031-901	Los Angeles	N/A	Parking and storage	8,100	No	N/A	N/A	\$ -	Use had stopped during pandemic and negotiations have now resumed.
23	Between Broadway and Jefferson APN: 5122-032-900	Los Angeles	REXP000216 & REXP000217	Parking, storage, and small building for restaurant	33,199	Unknown	30 days	M-M	\$ 23,196	
24	East of Jefferson & Main, west end APN: Part of 5120-005-900	Los Angeles	N/A	N/A	8,470	No	N/A	N/A	\$ -	Under environmental remediation. Tenant interest in leasing upon completion
25	Jefferson to Maple, east part APN: Part of 5120-005-900	Los Angeles	REXP016270	Parking and storage	29,260	Unknown	90 days	3/31/2024	\$ 57,600	
26	Between Maple & 32nd St APN: 5120-017-900	Los Angeles	N/A	Street	2,573	No	N/A	N/A	\$ -	
27	32nd to Trinity & Trinity to 30th APN's: 5120-018-900 & 5120-014-901	Los Angeles	N/A	N/A	58,297	No	N/A	N/A	\$ -	
28	East of San Pedro towards Griffith APN: Part of 5128-015-900	Los Angeles	REXP016156	Truck storage	45,600	Yes	60 days	M-M (holdover)	\$ 24,000	
29	West of Griffith Ave APN: Part of 5128-015-900	Los Angeles	REXP000426	Parking	18,000	Near	30 days	M-M	\$ 120	
30	East of Central Ave to almost Naomi APN: Part of 5119-016-900	Los Angeles	REXP016105	Storage containers	28,500	Unknown	30 days	M-M	\$ 4,500	
31	Center of parcel, entrance at Naomi APN: Part of 5119-016-900	Los Angeles	REXP016107	Parking and storage	18,782	Unknown	30 days	M-M (holdover)	\$ 7,800	
32	West of Hooper Ave APN: Part of 5119-016-900	Los Angeles	REXP000467	Parking	31,800	Unknown	30 days	M-M (holdover)	\$ 19,248	
33	Hooper Ave to Compton Ave APN: 5118-014-900	Los Angeles	REXP000445	Parking	125,000	Unknown	90 days	M-M (holdover)	\$ 193,320	
34	Compton Ave to Nevin Ave APN: 5118-015-900	Los Angeles	TBD	Vacant	48,838	Near	TBD	TBD	\$ -	Previously looked at for Tiny Homes Village.
35	Adams/Nevin Ave to Long Beach Ave, south side APN: Part of 5118-016-901	Los Angeles	REXP016233	Parking	32,390	Yes	90 days; now M-M	Year to Year	\$ 60,000	
36	Adams/Nevin Ave to Long Beach Ave, north side APN: Part of 5118-016-901 & 5118-016-900	Los Angeles	REXP000213 & REXP016067	Storage and driveway access	23,525	Unknown	30 days	M-M	\$ 3,000	
37	South half of parcel, Sawtelle to Pico on Exposition Blvd. APN: 4260-039-905	Los Angeles	REXP016223	Tenant-owned 2-story warehouse	29,911	Yes	90 days	Holdover	\$ 91,200	
38	North half of parcel, Sawtelle to Pico on Pico Blvd. APN: 4260-039-906	Los Angeles	REXP016261 (Pending)	Parking	19,658	No	TBD	TBD	\$ -	Lease in negotiations. No street access
39	Near Pico & Gateway intersection APN: Part of 4260-025-902	Los Angeles	REXP016230	Parking	6,953	Unknown	30 days	M-M	\$ 12,348	
40	11301 wilmingtton ave APN: 6069-025-901	Los Angeles	RBLU000092	Parking and Storage	21,000	Yes	30 days		\$ 24,720	
41	Washington Blvd. to 25th St APN's: 5168-018-902 & 5168-021-900	Los Angeles	RHBR010426	Storage container & truck parking	34,295	Unknown	30 days	M-M	\$ 22,020	

ATTACHMENT A LEASED AND VACANT PROPERTY

	Location	City	File No.	Use	Square Footage	Utilities	Termination Notice	Termination Date	Annualized Rent	Comments
42	Slauson Avenue, from Alameda Ave. to Banderas St. (east 1/2 of parcel), north half only APN's: Part of 5105-025-904 & Part of 5105-025-903	Los Angeles	RHBR011240	Parking & truck waiting area	9,840	Unknown	30 days	M-M	\$ 10,181	
43	East of Holmes Ave to Banderas St (west 1/2 of parcel) APN's: Part of 5105-025-904 & Part of 5105-025-903	Los Angeles	RHBR011295	Parking	7,820	Unknown	30 days	M-M	\$ 10,188	
44	Slauson Avenue, east 1/2 of parcel from Hooper to Central, north half APN: Part of 5104-032-900	Los Angeles	RHBR011376	Parking	36,480	No	TBD	TBD	\$ -	Potential future Joint Development site
45	Slauson Avenue, west 1/2 of parcel from Hooper to Central, north half APN: Part of 5104-032-900	Los Angeles	RHBR011346	Parking + covered depot	35,650	Unknown	90 days	12/31/2026, then Y-Y	\$ 60,000	Potential future Joint Development site
46	Florence Ave. East of I-405, Under K-Line aerial guideway APN: Part of 4018-006-903	Los Angeles	N/A	Parking and storage	15,400	Unknown	N/A	N/A	\$ -	
47	Rio Vista Ave & Soto Street APN: 5169-014-900	Los Angeles	REBK003051	Parking	12,390	Yes	30 days	N/A	\$ 18,000	
48	Culver Blvd. Median, from approx. Sawtelle Blvd. to McConnell Ave APN's: 4217-010-900, 4217-010-901, 4217-010-902, 4217-010-903, 4233-021-900, 4233-021-902, 4232-028-901, 4233-009-901, 4223-009-900, 4223-009-903, 4223-009-902, 4223-009-904, and 4223-009-907	Los Angeles	RALL000704	Bike & ped path + landscaping	426,571	Yes	30 days	M-M	N/A	
49	Bull Creek Channel / Roscoe Blvd and Roscoe Place APN: 2205-003-903 , 2205-001-901	Los Angeles	RCST002076	Parking and storage	20,525 Useable 3,125 Buffer Total area: 23650	No	30 days	M-M	\$ 23,352	No structures can be constructed due to underground Sprint Fiber optic line.
50	Terminal 38 85th St and S Central Ave APN: 6028-025-900	Los Angeles	N/A	Vacant; portion of property has Metro-owned building with restrooms for Metro Operations and Security	9,951	No	N/A	N/A	N/A	
51	Terminal 42 Echo Park Ave and Donaldson Street APN: 5443-018-900	Los Angeles	N/A	Bus Layover for LADOT; portion used for Metro-owned building with restrooms	6,620	No	N/A	N/A	N/A	
52	Canoga Ave north of Saticoy Street APN: 2109-001-902	Los Angeles	RBNK015845	Mini storage warehouse buildings	36,950	Yes	365-days	2025 with three 5-year options to extend (out to 2040)	\$ 88,860	
53	9800 Owensmouth APN: 2746-005-901	Los Angeles	RBNK015820	Storage of railroad materials	130,680	Unknown	180 days	N/A	\$ 56,700	
54	Between National & Washington Blvds APN: Part of 4312-028-907	Los Angeles	REXP016240	Beautification & occasional community events	17,725	Unknown	5 years to 2026: 120 days' notice; then M-M w/ 90 days' notice	Year to Year	\$ 1,000	Requires a driveway to be open 24.7 for Rail Op's to access TPSS
55	West side of Broadway, east half of parcel APN: Part of 5122-031-901	Los Angeles	REXP016277	Parking	10,450	Unknown	30 days	M-M	\$ 15,600	

ATTACHMENT A LEASED AND VACANT PROPERTY

	Location	City	File No.	Use	Square Footage	Utilities	Termination Notice	Termination Date	Annualized Rent	Comments
56	Griffith to Central Ave's APN's: 5128-021-900 & 5128-021-901	Los Angeles	REXP016102	Parking, storage, maintenance	60,900	Yes	30 days	M-M (holdover)	\$ 24,000	
57	Harbor Sub., Holmes Ave to Long Beach Ave., APN: 5105-025-903 & 5105-025-904	Los Angeles	None	Vacant	35,400	No	N/A	N/A	\$ -	Had been considered for R2R lay down
58	Vermont and Sunset B Line Station	Los Angeles	RRED013236	Parking	2,718	No	30 days	M-M	\$ 26,280	Also used for Metro staff and security parking to service the B Line.
59	Vignes and Ramirez St	Los Angeles	RBUS014021	Restaurant	35,330	Yes			\$ 194,400	
60	203 College St. APN:5409-014-906	Los Angeles	N/A	Laydown area for Div 20 and Link US	21,671	Unknown	N/A	N/A	N/A	With vacation of two city streets, could be joint Metro laydown area and homeless housing
61	Weddington & Bakman APN: 2350-016-906	Los Angeles	RRED013244	Parking	23,600	No	90 days	M-M	\$ 35,400	
62	Chandler and Tujunga APN: 2350-011-907	Los Angeles	RBNK000958	Construction, maintenance and use of Lessee-owned improvements		No	Tenant can exercise one remaining 5-year option on 6/1/2025	If option is exercised, end of term would be 5/30/2030	\$ 235,616	
63	12470-12870 San Fernando Road APN: 2506-001-900	Los Angeles	RVAL008799	Office trailers and storage	46,200	Yes	30 days	M-M	\$ 63,000	
64	Lang Station Road APN: 3210-015-900	Los Angeles	RVAL008795	Railroad storage	20,000	Unknown	30 days	M-M	\$ 27,720	
65	18601 Oxnard St at Reseda Blvd APN: 2127-018-900	Los Angeles	RBNK001084	Construction, maintenance and use of Lessee-owned improvements	45,950	No	30 days	M-M	\$ 121,308	
66	Woodman Ave and Oxnard St APN:2330-028-900	Los Angeles	RBNK015836	Parking	6,851	No	90 days	M-M	\$ 11,016	
67	14700 Bessemer St Between Vesper and Cedros APN: 2241-026-903	Los Angeles	RBNK015817	Parking and storage	25,100	No	90 days	M-M	\$ 65,328	
68	Erwin St and Sepulveda Blvd. G Line Park n Ride lot APN:2242-001-903	Los Angeles	RBNK015818	Parking and storage	308,784	No	120-days	N/A	\$ 282,000	
69	Erwin St and Sepulveda Blvd. G Line Park n Ride lot APN: 2242- 001-900	Los Angeles	RBNK015728	Parking	19,282	No	90 days	M-M	\$ 35,880	
70	West of Hazeltine, North of Aetna and South of Bessemer, Van Nuys Station APN: 2240-008-900 & 901	Los Angeles	RBNK015798	Parking and storage	65,500	No	30 days	M-M	\$ 162,000	
71	Rear of 6100 Van Nuys Blvd. South of Bessemer, Ease of Van Nuys Blvd and West of Sylmar Ave APN: 2240-008-901	Los Angeles	RBNK015799	Parking and storage	16,964	No	30 days	M-M	\$ 38,904	
72	Victory Blvd and Variel Ave APN: 2148-032-900	Los Angeles	RBNK015746	Parking	7,788	No	12-months Notice, Tenant in 3rd 5-year option until 2027. There are remaining 2-addl 5-year options in year 2027 and 2032	If options are exercised, lease would end in 1/2032.	\$ 12,900	
73	Near105 Fwy & Garfield Ave APN:6236-027-900	Paramount	N/A	Vacant	183,941	Unknown	N/A	N/A	N/A	Future WSAB property

ATTACHMENT A LEASED AND VACANT PROPERTY

	Location	City	File No.	Use	Square Footage	Utilities	Termination Notice	Termination Date	Annualized Rent	Comments
74	Near 105 Fwy & Garfield Ave APN:6236-027-901	Paramount	N/A	Vacant	24,925	Yes	N/A	N/A	N/A	Future WSAB property
75	Near Garfield Ave & Rosecrans Ave APN: 6242-019-900	Paramount	N/A	Vacant	142,612	Yes	N/A	N/A	N/A	Future WSAB property
76	Near Garfield Ave & Rosecrans Ave APN: 6242-025-901	Paramount	N/A	Vacant	29,945	Yes	N/A	N/A	N/A	Future WSAB property
77	Near Rosecrans Ave & Paramount Blvd APN: 6242-025-902	Paramount	N/A	Vacant	102,926	Yes	N/A	N/A	N/A	Future WSAB property
78	Near Downey Ave & Somerset Blvd APN: 6241-001-911	Paramount	N/A	Vacant	30,379	Yes	N/A	N/A	N/A	Future WSAB property
79	Near Downey Ave & Somerset Blvd (Abutting Paramount High School) APN:6241-001-910	Paramount	N/A	Vacant	124,075	Yes	N/A	N/A	N/A	Future WSAB property
80	Boquet Canyon & Magic Mountain Pkwy APN 2836-004-910	Santa Clarita	RVAL002200	Parking	41,970	Unknown	30 days	M-M	\$ 12,000	
81	26046-26062 Bouquet Canyon Road APN: 2836-004-904 , 2836-004-905	Santa Clarita	RVAL008869	Construction, maintenance and use of Lessee-owned improvements	14,750	Unknown	30 days	M-M	\$ 38,352	
82	Between Olympic Blvd. & 20th St., Santa Monica (40' strip <u>south</u> of E-Line aerial guideway only) APN: Part of 4275-023-902	Santa Monica	REXP000258	3 Tenant-owned buildings + parking	21,636	Yes	N/A before termination date	8/31/23; asking for another extension	\$ 141,600	
83	Between 18th & 17th St.'s, s/o Colorado APN: Part of 4275-023-902	Santa Monica	REXP016237	Parking	36,411	Unknown	6 month's notice	6/30/2024; asking for extension	\$ 300,000	

ATTACHMENT "B" METRO PARK AND RIDE

Line	Station	Location	Total	2019 Utilization	Current Utilization	City	Owner	Operator	Notes	Recommend for Interim Housing (Y/N)	Feasible for Safe Parking (Y/N)
A LINE	Florence	Main Lot 7225 Graham Ave. Los Angeles, CA 90001	115	99%	77%	Florence-Firestone Community	Metro	Metro		N	Y
	Willowbrook	North Lot 11644 Willowbrook Ave. Los Angeles, CA 90059	141	68%	50%	Los Angeles	Caltrans	Metro		N	Y
	Artesia	Main Lot 1920 1/2 Acacia Ave. Compton, CA 90220	290	33%	24%	Compton	Metro	Metro		Y	Y
	Del Amo	Main Lot 20485 Santa fe Ave. Compton, CA 90221	358	15%	25%	Compton	Metro	Metro		Y	Y
	Wardlow		121								
		North Lot 3440 Pacific Pl. Long Beach, Ca 90806	67	93%	45%	Long Beach	Metro	Metro	* Lot directly in front of station entrance. * Narrow strip parcel	N	Y
		South Lot 3380 Pacific Pl. Long Beach, Ca 90806	54	87%	23%	Long Beach	Metro	Metro	* Lot across street from station entrance. * Narrow strip parcel.	N	Y
	Willow		853								
		North Lot 2750 W. American Ave. Long Beach, CA 90806	67	19%	0%	Long Beach	Metro	Metro	* Long narrow strip.	Y	Y
		South Lot 2750 W. American Ave. Long Beach, CA 90806	92	25%	16%	Long Beach	Metro	Metro	* Smaller, narrow strip between elementary school and station. * Directly in front of station entrance.	N	N
		Southwest Structure 200 E 27th St. Long Beach, CA 90806	694	49%	42%	Long Beach	Metro	Metro	* Parking Structure located just off shopping center.	N	Y
		Norwalk		1,759							
		West Lot 12901 Hoxie Ave. Norwalk, CA 90650	339	71%	9%	Norwalk	Caltrans	Metro	* Under Freeway overpass *Staff parking for so-fi events	N	N
		East Lot 12901 Hoxie Ave. Norwalk, CA 90650	1,420	80%	16%	Norwalk	Caltrans	Metro	* Station improvements being studied (Rail Integration Network) with proposed changes in the parking lot. * Mobility Hub location proposed for 2028 Olympics. *Used for so-fi parking	N	N
Lakewood			403								
		North Lot 12775 Lakewood Blvd. Downey, CA 90242	128	21%	3%	Downey	Caltrans	Metro		Y	Y
		South Lot 12875 Lakewood Blvd. Downey, Ca 90242	275	83%	33%	Downey	Caltrans	Metro		Y	Y
	Long Beach		646								

	West Lot 11455 Long beach Blvd. Lynwood, CA 90262	394	45%	7%	Lynwood	Caltrans	Metro		Y	Y
	East Lot 11508 Long beach Blvd. Lynwood, CA 90262	252	49%	16%	Lynwood	Caltrans	Metro		Y	Y
Avalon		160								
	North Lot 652 E 116th Pl. Los Angeles, CA 90059	99	26%	12%	Los Angeles	Caltrans	Metro		N	Y
	Northeast Lot 672 E 116th Pl. Los Angeles, CA 90059	61	10%	9%	Los Angeles	Caltrans	Metro		N	Y
Harbor Freeway	Main Lot 11600 S Figueroa St. Los Angeles, CA 90061	252	88%	46%	Los Angeles	Caltrans	Metro		N	Y
Vermont /Athens	Main Lot 11455 S Vermont Ave. Los Angeles, CA 90044	155	12%	9%	Los Angeles	Caltrans	Metro		Y	Y
Crenshaw	Main Lot 11901 S Crenshaw Blvd. Inglewood, CA 90303	516	19%	4%	Inglewood	Caltrans	Metro	* Current secondary location for SoFi event transit parking. * Mobility hub proposed site for 2028 Olympics	N	N
Hawthorne/Lennox		362								
	West Lot 4445 W 111th St. Inglewood, CA 90304	46	37%	9%	Lennox Community	Caltrans	Metro	*Used for so-fi parking	N	N
	East Lot 4335 W 111th St. Inglewood, CA 90304	316	58%	47%	Lennox Community	Caltrans	Metro	* Primary site for SoFi transportation shuttle for events and parking.	N	N
Aviation/ LAX	Main Lot 5574 W Imperial Hwy Los Angeles, Ca 90045	435	99%	99%	Del Aire Community	Caltrans	Metro	* Highly utilized station. * Propose mobility hub location for 2028 Olympics.	N	N
El Segundo	Main Lot 2226 E El Segundo Blvd. El Segundo, CA 90245	93	24%	32%	El Segundo	Metro	Metro		Y	Y
Douglas	Main Lot 700 S Douglas St. El Segundo, CA 90245	30	40%	35%	El Segundo	City of El Segundo	Metro		N	Y
Redondo Beach		340								
	North Lot 2406 Marine Ave. Redondo Beach, CA 90260	253	70%	25%	Redondo Beach	Southern California Edison	Metro		N	Y
C LINE	South Lot 2406 Marine Ave. Redondo Beach, CA 90260	87	15%	2%	Redondo Beach	Southern California Edison	Metro		N	Y
Union	Parking Garage One Gateway Plaza Los Angeles, CA 90012	2,200	61%		Los Angeles	Metro	Metro	* Metro Headquarters. * Sub-terranean. * Mobility hub for 2028 Olympics.	N	N

B LINE	Universal City		828										
		North Lot 3901 Lankershim Blvd. Los Angeles, CA 91604	550	76%	61%	Los Angeles	Metro	Metro	* Mobility hub with parking proposed for this station across the street at bus layover . *Future Joint Development site *Slight sloped property.	N	Y		
		South Lot 10706 ventura Blvd. Los Angeles, CA 91604	80	90%	65%	Los Angeles	Caltrans	Metro	* Mobility hub with parking proposed for this station across the street at bus layover . *Slightly sloped property.	N	Y		
		North Hollywood	1,091										
		North Lot 11230 Cumpston St. North Hollywood, CA 91601	773	86%	75%	Los Angeles	Metro	Metro	Joint development is planned for this site.	N	Y		
		South Lot 11240 Chandler Blvd. North Hollywood, CA 91601	199	89%	64%	Los Angeles	Metro	Metro	Joint development is planned for this site.	N	Y		
		West Lot 11346 Chandler Blvd. North Hollywood, CA 91601	17	90%	64%	Los Angeles	Metro	Metro	Joint development is planned for this site.	N	Y		
		Chandler Lot 11143 Chandler Blvd. North Hollywood, CA 91601	164	31%	4%	Los Angeles	Metro	Metro	Joint development is planned for this site.	N	Y		
		Main Lot 685 S Westlake Ave. Los Angeles, CA 90057	18	90%	68%	Los Angeles	Metro	Metro	Joint development is planned for this site.	N	N		
		Westlake MacArthur Park											
	Atlantic		286										
		Parking Structure 255 Pomona Blvd. East Los Angeles, CA 90022	262	69%	53%	Los Angeles	Metro	Metro	* Parking Structure located just off shopping center.	N	Y		
		Northeast Lot 255 Pomona Blvd. East Los Angeles, CA 90022	22	27%	0%	Los Angeles	Metro	Metro	* Current site of Safe Parking Program.	N	Y		
		Main Lot 177 S. Alma Ave. Los Angeles, CA 90063	42	90%	55%	Los Angeles	Metro	Metro	* Business easement, using the lot to access gate for business.	N	N		
		Main Lot 387 W. Avenue 26 Los Angeles, CA 90031	94	90%	53%	Los Angeles	City of Los Angeles	Metro		N	Y		
		Main Lot 3545 Pasadena Ave. Los Angeles, CA 90031	129	96%	26%	Los Angeles	Metro	Metro		N	Y		
		Parking Garage 750 S Raymond Ave. Pasadena, CA 91105	155	80%	20%	Pasadena	Fillmore Raymond MOB LLC	Fillmore Raymond MOB LLC	Privately owned parking structure. Metro has easement for two levels.	N	N		
		Main Lot 446 Maple Way Pasadena, CA 91101	22	44%	NA	Pasadena	Lake Avenue Church	Lake Avenue Church	Privately owned. Metro leases 20 parking space for shared use.	N	N		

									* Parking structure *Location is adjacent to the 210 freeway Low utilization on lower levels * City of Pasadena and LAHSA have inquire to implement a Safe Parking Program at this site.	N	Y
	Sierra Madre Arcadia	Parking Garage 149 N Halstead St. Pasadena, CA 91107	974	41%	31%	Pasadena	Metro	Metro			
			300								
		Parking Garage 73 East Santa Clara Street Arcadia, CA 91006	270	66%	44%	Arcadia	Metro	Metro	* Parking Structure * Major EV Charging project in planning.	N	Y
		Parking Lot 73 East Santa Clara Street Arcadia, CA 91006	30	66%	36%	Arcadia	Metro	Metro		N	Y
	Monrovia	Parking Garage 1651 South Primrose Ave. Monrovia, CA 91016	350	30%	7%	Monrovia	Metro	Metro	* Parking structure * Major EV Charging project in planning.	N	Y
	Duarte	Parking Lot 1789 Business Center Dr Duarte, CA 91010	125	76%	46%	Duarte	Metro	Metro	* Small parcel amongst business complex. Future joint development project	N	N
	Irwindale	Parking Garage 15998 Avenida Padilla Irwindale, CA 91702	350	71%	47%	Irwindale	Metro	Metro	* Parking structure * Major EV Charging project in planning.	N	Y
	Downtown Azusa	Parking Garage 801 N. Alameda Ave. Azusa, CA 91762	237	53%	12%	Azusa	Lease Joint Effort/Metro, Foot hill Transit, City of Azusa	Metro	* Parking structure *Not Metro Owned. Metro owns easement on two levels.	N	N
L LINE	Azusa/Citrus	Parking Garage 901 B North Citrus Ave. Azusa, CA 91723	200	97%	77%	Azusa	Metro	Metro	* High transit parking demand at early hours Parking Structure	N	N
	Expo/Crenshaw	Parking Garage 3500 Crenshaw Blvd. Los Angeles, CA 90018	225	39%	23%	Los Angeles	West Los Angeles Church of God	Metro	* Parking structure *Not Metro Owned. Leased parking location. *Metro only has access from Monday to Saturday.	N	N
	La Cienega/Jefferson	Parking Garage 3420 S. La Cienega Blvd. Los Angeles, CA 90016	494	73%	17%	Los Angeles	Metro	Metro	*Parking structure	N	Y
	Expo/Sepulveda	Parking Garage 11214 Exposition Blvd. Los Angeles, CA 90064	260	34%	7%	Los Angeles	Metro	Metro	*Parking structure	N	Y
	Expo/Bundy	Parking Lot 2101 Bundy Drive Los Angeles, CA 90064	217	53%	7%	Los Angeles	Metro	Metro	* Long narrow strip of on-street parking configuration.	N	N
E LINE	Colorado/17th Street	Parking Lot 1610 Colorado Ave Santa Monica, CA 90404	65	63%	51%	Santa Monica	Metro	Metro		N	N
			726								
	Van Nuys										
		North 14612 Bessemer St. Los Angeles, CA 91411	87	76%	100%	Los Angeles	Metro	Metro		N	Y

	Northwest 14612 Bessemer St. Los Angeles, CA 91411	126	0%	0%	Los Angeles	Metro	Metro	* Lot currently under lease with car dealerships.	Y	Y
	South 6050 Van Nuys Blvd Van Nuys, CA 91401	220	25%	50%	Los Angeles	Metro	Metro	* Part of lot leased to dealerships.	Y	Y
	Southeast 6050 Van Nuys Blvd Van Nuys, CA 91401	293	0%	0%	Los Angeles	Metro	Metro	* Current site of unhoused temporary shelter project.	Y	Y
Sepulveda	Main Lot 15330 W Erwin St. Los Angeles, CA 91411	263	64%	13%	Los Angeles	Metro	Metro	* Lease of space to car dealerships in area to store vehicles. * Metro projects utilizing space for extensions.	Y	Y
Balboa	Main Lot 6340 N Balboa Blvd. Los Angeles, CA 91316	273	79%	21%	Los Angeles	Metro	Metro		Y	Y
Reseda		442								
	Northwest Lot 18530 Topham St. Los Angeles, CA 91335	33	39%	90%	Los Angeles	Metro	Metro	* Current site of unhoused temporary shelter project.	Y	Y
	Southwest Lot 18548 Oxnard St. Los Angeles, CA 91356	127	79%	89%	Los Angeles	Metro	Metro		N	Y
	Southeast Lot 18450 Oxnard St. Los Angeles, CA 91356	157	71%	99%	Los Angeles	Metro	Metro		N	Y
Pierce College	Main Lot 20245 Victory Blvd. Los Angeles, CA 91367	392	31%	28%	Los Angeles	Los Angeles Community College	Metro	* Not Metro Owned. Leased location. * Shared use with college student parking Contract restricted to parking use.	N	N
Canoga	Main Lot 6650 Canoga Ave. Los Angeles, CA 91303	249	66%	46%	Los Angeles	Metro	Metro		Y	Y
Sherman Way		207								
	West Lot 7170 Canoga Ave. Los Angeles, CA 91303	103	51%	51%	Los Angeles	Metro	Metro		N	Y
	East Lot 7119 Deering Ave. Los Angeles, CA 91303	104	40%	42%	Los Angeles	Metro	Metro		N	Y
Slauson		152								
	West Lot 430 W. Slauson Ave. Los Angeles, CA 90003	87	29%	8%	Los Angeles	Caltrans	Metro		N	Y
	East Lot 350 W Slauson Ave Los Angeles, CA 90003	65	2%	2%	Los Angeles	Caltrans	Metro		N	Y
Manchester		246								
	West Lot 431 W Manchester Ave Los Angeles, CA 90003	136	25%	23%	Los Angeles	Caltrans	Metro		N	Y
	East Lot 390 W Manchester Ave Los Angeles, CA 90003	110	11%	9%	Los Angeles	Caltrans	Metro		N	Y
Rosecrans	Main Lot 622 W Rosecrans Ave Gardena, CA 90248	204	75%	19%	Gardena	Caltrans	Metro		N	Y

G LINE

	Main Lot 731 W 182nd St Gardena, CA 90248	980	76%	52%	Gardena	Caltrans	Metro	*Current site for SoFi event transportation. *Mobility hub location for 2028 Olympics.	N	Y
Harbor Gateway Transit Center El Monte		1,889								
	Northeast Lot 3501 Santa Anita Ave El Monte, CA 91731	188	81%	76%	El Monte	Metro	Metro	*Majority of ADA accessible parking within this lot. *Closest proximity to station entrance.	Y	Y
	West Lot 3501 Santa Anita Ave El Monte, CA 91731	263	7%	2%	El Monte	Caltrans	Metro	*Bus charging infrastructure being installed, reducing total available parking.	N	Y
	West Structure 3501 Santa Anita Ave El Monte, CA 91731	477	62%	52%	El Monte	Caltrans	Metro	*Currently utilized by Metro operators and facility tenants. *Parking structure	N	Y
	Southeast Lot 3501 Santa Anita Ave El Monte, CA 91731	220	66%	34%	El Monte	City of El Monte / Metro	Metro	*Jointly owned. Future electric bus charging infrastructure in western portion of this lot	N	Y
	East Lot 3501 Santa Anita Ave El Monte, CA 91731	432	87%	43%	El Monte	City of El Monte / Metro	Metro		Y	Y
Carson	Main Lot 711 W Carson St. Torrance, CA 90502	143	11%	3%	Torrance	Caltrans	Metro		N	Y
Wilmington	Main Lot 1345 W. Pacific Coast Hwy. Wilmington, CA 90744	240	29%	28%	Wilmington	Caltrans	Metro		N	Y
J LINE San Pedro	Main Lot 515 N Beacon St, San Pedro, CA 90731	180	20%	14%	San Pedro	Caltrans	Metro	* Current location of temporary shelter.	N	Y

ATTACHMENT "C" - POTENTIAL JOINT DEVELOPMENT SITES

Site	Needed for JD by	Current Use	Line	Address	City	Approx SF
17th St/ SMC Station	2027	Park and Ride; Leased Parking	E Line (Expo)	1619 17th St	Santa Monica	182,041
103rd St/ Watts Towers Station	2028	Park and Ride	A Line (Blue)	10305 Grandee Ave	Los Angeles	159,907
1940 CPE	2028	Construction	D Line (Purple)	1940 Century Park East	Los Angeles	30,016
Aviation/ Century Station	2028	Construction Laydown	K Line (Crenshaw)	5601 W Century Blvd	Los Angeles	83,575
El Segundo Station	2027	Park and Ride	C Line (Green)	E El Segundo Blvd and N Nash	El Segundo	67,291
Temple/Beaudry Bus Layover	2028	Bus Layover	Other Metro Property	1113 W Temple St	Los Angeles	57,250
Sepulveda Station	2027	Park and Ride	G Line (Orange)	6127 Sepulveda Blvd	Los Angeles	557,706
Wilshire/ La Brea	2026	Construction Laydown	D Line (Purple)	711 S La Brea Ave	Los Angeles	115,000
Canoga Park Station	2027	Electric Bus Charging; Park and R	G Line (Orange)	6620 Canoga Ave	Los Angeles	60,000
Fairview Heights	2026	Park and Ride	K Line (Crenshaw)	1119 E Redondo Blvd	Inglewood	
Balboa/ Victory	2026	Park and Ride	G Line (Orange)	16851 Victory Blvd	Los Angeles	517,130
Florence Station	2026	Park and Ride	A Line (Blue)	1720 E Florence Ave	Florence-Firestone Community	74,913
Heritage Square Station	2026	Park and Ride	L Line (Gold)	Cypress Park	Los Angeles	80,192
Wilshire/ Crenshaw	2026	Construction Laydown	D Line (Purple)	675 Crenshaw Blvd	Los Angeles	60,000
Artesia Station	2026	Park and Ride; Bus Layover	A Line (Blue)	Metro A line	Compton	87,120
Pickle Works	2028	Construction Offices and Parking	Other Metro Property	1001 E 1st St	Los Angeles	88,105
Universal City/Studio City Station	2028	Park and Ride; Bus Layover	B Line (Red)	3906 Willowcrest Ave North	Los Angeles	468,270

Los Angeles County
Metropolitan Transportation Authority

2023-0120
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023

**METRO PROPERTY INVENTORY FOR POTENTIAL
UNHOUSED SUPPORT FACILITIES**



Metro[®]

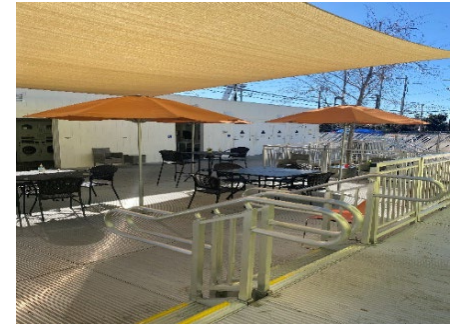
METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES

- May 2018 - Metro reported to the Board with an inventory of Metro property that could be used for temporary housing.
- April 2020 - Metro reported to the Board with an updated inventory of Metro property that could be used for temporary housing.
- April 2020 - Board approved delegating authority to the CEO to enter into no-fee leases with local jurisdictions for temporary (less than five years) to support homelessness-related facilities that do not have a conflicting transit or joint development purpose.
- Feb 2023 – Motion to report back at the March 2023 Executive Management Committee with a list of all Metro-owned property, including rights-of-way and parking lots, that are vacant, surplus, or underutilized.
- March 2023 - **RECEIVE AND FILE** a list of all Metro-owned property that is vacant, surplus, or underutilized.

METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES

Existing Homeless Facilities on Metro Property

1. A Bridge Home facility at the former Division 6 in Venice for 150 beds to adults and youths
2. A Bridge Home facility at the Metro park-and-ride lot in Van Nuys along the Metro G (Orange) Line with 74 beds
3. A Tiny Home Village located along the Metro G (Orange) Line in Reseda which has 148 beds.
4. LAHSA Safe Parking Program at the L Line Atlantic Station



METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES

PROPERTY INVENTORY

Leased or Vacant Properties (Attachment A) - 56 leased and 27 vacant properties (total 83) of varying sizes and conditions. Leases are generally to adjacent business owners for parking or storage.

Park and Ride Facilities (Attachment B) – 82 Park & Ride facilities owned or operated by Metro of which 18 could be considered for interim housing and 62 could be considered for overnight homeless parking (similar to SAFE program)

Potential Joint Development Sites (Attachment C) - potential permanent housing sites identified as a part of the Metro 10k Joint Development Strategic Plan which will be presented to the Board in April 2023.

METRO PROPERTY INVENTORY FOR POTENTIAL UNHOUSED SUPPORT FACILITIES

Considerations for Interim Housing Facilities

1. Local jurisdiction partner to perform community outreach, fund, construct, and operate the interim housing facilities
2. Investment may be required to make property suitable for interim housing uses.
3. Prioritized placement of Metro clients and unhoused riders in the interim homeless facilities on Metro sites.
4. If a local jurisdiction is interested, additional vetting will be done on a property-by-property basis.
5. If local jurisdiction does not choose to pursue, existing use will continue.

Los Angeles County
Metropolitan Transportation Authority

Questions / Comments



Metro®



Board Report

File #: 2023-0089, File Type: Project

Agenda Number: 18.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 16, 2023

SUBJECT: MOBILITY WALLET PILOT UPDATES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. the finding that Mobility Wallets are exempt from federal income tax because the payments promote the general welfare of low-income eligible participants and do not represent compensation for service; and
- B. an amendment to the existing Mobility Wallet Pilot Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to increase funding from the City by \$3,743,230, increasing the total funding from \$756,770 to \$4.5 million for Metro to lead the implementation and distribution of the Mobility Wallets. (Attachment A).

ISSUE

Metro is working with the City of Los Angeles to build and test a pilot mobility wallet program that will include 5,000 people including a 2,000-person low-income subscriber base to receive the wallet and a 3,000-person comparison group of pre-enrolled LIFE and Go-Pass participants in South LA. The Mobility Wallet is an all-in-one account payment solution for public transit (bus & rail, Metro Micro) and on-demand mobility options (carshare, ride-hail, taxi, shared scooters, and bikes, including Metro Bikeshare).

Board authorization is necessary in order to ensure that qualified participants in South LA will benefit from a federal income tax exemption.

BACKGROUND

Since 2021, Metro has been working with City of Los Angeles and community partners, including the Los Angeles Cleantech Incubator (LACI), CicLAvia and Slate-Z, to deliver the Universal Basic Mobility (UBM) Pilot project. As part of this larger project, Metro will build and test a mobility wallet

that will serve up to 2,500 low-income residents in South LA. The Mobility Wallet is an all-in-one mobility account payment solution. The wallet can be used for public transit (bus & rail, Metro Micro) and on-demand mobility options (carshare, ride-hail, taxi, shared scooters, and bikes, including Metro Bikeshare). The pilot includes 5,000-people including a 2,000-person low-income subscriber base to receive the wallet and a 3,000-person comparison group of pre-enrolled LIFE and Go-Pass participants in South Los Angeles in the following ZIP codes: 90016, 90018, 90089, 90007, 90015, 90011, 90037, 90062, 90008, and 90043. The program utilizes the same income eligibility threshold as the LIFE program. The LIFE program thresholds are the following:

Household Size	Annual Income
1	\$41,700 or less
2	\$47,650 or less
3	\$53,600 or less
4	\$59,550 or less
5	\$64,350 or less
6	\$69,100 or less

The initial grant submitted to the California Air Resources Board (CARB) by the City of Los Angeles identified the geographic boundaries for the pilot based on an existing South Los Angeles Transit Empowerment Zone in partnership with Slate-Z (Federal Promise Zone). CARB awarded the City of Los Angeles \$13.8 million in a Sustainable Transportation Equity Project (STEP) grant in 2021. The Mobility Wallet Pilot project received \$2 million in STEP funds supplemented by \$2 million in general funding granted to the City of Los Angeles.

Pilot Phasing

Metro is exploring various technology development paths, including a prepaid Visa/Mastercard with restrictions on the merchant category codes (MCC) and Pay with TAP options. Participants in the pilot will get \$150 a month for mobility services for 12 months. Staff plans to launch phase one of the pilot in spring 2023 and the second phase by the end of 2023. The solicitation took place online through a sign-up portal and in person. Staff is working with a group of 10+ hyperlocal community-based organizations (CBOs) in South Los Angeles as an extension of the LA Metro CBO Partnership Strategy work started under the Vermont Corridor project to develop, plan and deliver mobility workshops to support pilot participants that receive the wallet in-person. Staff also utilized these networks to let communities know about the opportunity to participate and sign-up. Staff opened an application portal at taptogo.net/mobility-wallet from 9/26/22 - 11/14/22 and received over 2000 sign-ups. Staff will select up to 1000 participants at random for the first phase and will notify applicants via

email this spring.

DISCUSSION

1. Income Tax Exemption - Finding of General Welfare

Staff requests that the Metro Board make a finding that Mobility Wallets for income eligible participants are for the promotion of general welfare (that is, based on need) and do not represent compensation for services in order to support an exemption for the Mobility Wallet Pilot from Federal income tax. This exemption will enable low-income participants to receive their transportation services through the Wallet without jeopardizing their eligibility for other social services due to minor changes in their income bracket. The exemption would reduce the administrative burden on the program to issue 10-99 forms to participants.

To qualify under the “general welfare exclusion” for the IRS (See Bailey v. Commissioner, 88 T.C. 1293, 300 (1987)); , payments must:

1. Be for the promotion of the general welfare (that is, based on individual or family need),
2. Be made from a governmental fund (under legislatively provided social benefit programs), and
3. Not represent compensation for services.

The Mobility Wallet passes each test for the general welfare exclusion because it is:

1. for the promotion of general welfare only for low-income individuals in South LA,
2. made from a governmental fund that is legislatively approved by 2 legislative bodies- California Air Resource Board (CARB), and the City of LA, and will be approved by a third legislative body with the approval of this board recommendation.
3. not a compensation for service.

2. Update Funding and Scope in MOU

Staff requests authority to amend the Mobility Pilot MOU between Metro and the City of Los Angeles to include additional funding up to \$4.5 million. The existing MOU includes \$756,770; however, it did not contemplate Metro serving as lead to implement and distribute the Mobility Wallet. As a result of the additional scope, the funding MOU requires amendment to increase the funding. These funds are available for the Mobility Wallet allocated from the STEP CARB grant

and from City of LA (Attachment A). The additional funding will allow for a flexible deployment of the Phase 1 and Phase 2.

DETERMINATION OF SAFETY IMPACT

There is no anticipated impact on safety for this action.

FINANCIAL IMPACT

There is no impact or amendment required to the FY 2023 budget or future budgets for this action. The Mobility Wallet Pilot is funded by \$2.5 million from a CARB STEP grant and \$2 million from General funds allocated to the City of Los Angeles. The project costs are reimbursable to the City of LA for these grant funds.

EQUITY PLATFORM

The proposed Mobility Wallet will provide South Los Angeles residents opportunities for more access and mobility through the use of transportation funds for public transit and private shared mobility and will prioritize (through the predetermined CARB STEP geography in South LA) those from historically underserved communities. The geography proposed and selected in the competitive CARB STEP grant is located in several LA Metro Equity Focused Communities (EFC) and would directly benefit residents by providing improved access and mobility. The South Los Angeles Transit Empowerment Zone (Federal Promise Zone) includes 92% are people of color - primarily Latinx (72%) and Black or African American (20.4%), with a large immigrant population (41.2% foreign-born). The unemployment rate is over 12%, and almost 56% of residents live below 150% of the federal poverty level, compared to 30% countywide. Workforce participation is low, with only 59% of 18 to 64 year-olds, compared to 64% in the county, indicating that there are many deep seated barriers to accessing and identifying work. SLATE-Z has a relatively young population: 66% are of working age (18-64), 25% are youth under 18, and only 8% are 65 years or older. However, low educational attainment remains a major obstacle to quality employment. Nearly half the population older than 25 years (47.2%) has less than a high school education, and only 10.6% have a bachelor's degree or higher (compared to 30.4% countywide). The Mobility Wallet will help South LA residents use and pay for transportation, making it easier for them to get to jobs, schools, shopping, and everywhere else they need to go.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Mobility Wallet Pilot directly supports Vision 2028 Initiative 2.2 "Metro is committed to improving legibility, ease of use, and trip information on the transit System" under the action matrix "Transit Access Pass (TAP) card integration across all services - progress towards completion of TAP integration across network of transportation services with five years." This pilot demonstrates how transit can integrate with non-Metro public transit like Metrolink and Amtrak and private mobility services.

ALTERNATIVES CONSIDERED

The Board has the option to not authorize these requests. This alternative is not recommended as it does not align with the Board's goals to improve equity and mobility, and access and could jeopardize the use of state and federal funding.

NEXT STEPS

Staff will work with the City of Los Angeles to deploy Phase 1 of the pilot this Spring.

ATTACHMENTS

Attachment A - Memorandum of Understanding (MOU Between the Los Angeles County Metropolitan Transportation Authority and the City of Los Angeles for the California Air Resources Board Sustainable Transportation Equity Project (STEP) Grant

Prepared by:

Avital Shavit, Senior Director, Special Projects, OSI, (213) 922-7518

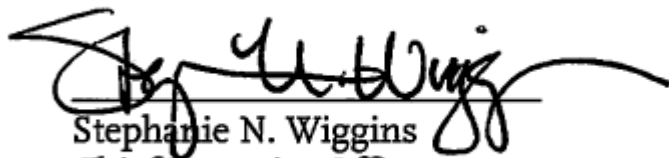
Manish Chaudhari, Executive Officer, Finance, TAP, (213) 922-2097

Mark Vallianatos, Executive Officer OSI, (213) 922-5282

Reviewed by:

Seleta Reynolds, Chief Innovation Officer, (213) 922-4098

Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

CONTRACT SUMMARY SHEET

TO: THE OFFICE OF THE CITY CLERK
COUNCIL/PUBLIC SERVICES DIVISION
ROOM 395, CITY HALL

DATE: 9/6/22

(PLEASE DO NOT STAPLE THE CONTRACT FOR THE CLERK'S FILE)

FORM MUST BE TYPEWRITTEN

FROM (DEPARTMENT): Department of Transportation

CONTACT PERSON: Shirin Sadrpour PHONE: (213)-257-4155

CONTRACT NO: _____

COUNCIL FILE NO: 20-1041

ADOPTED BY COUNCIL: 5/19/21
Date

NEW CONTRACT X
AMENDED AND RESTATED _____
ADDENDUM NO: _____
SUPPLEMENTAL NO: _____
CHANGE ORDER NO: _____
AMMENDMENT _____

APPROVED BY BPW: _____
Date

CONTRACTOR NAME: Los Angeles County Metropolitan Transportation Authority (LACMTA)

TERM OF CONTRACT: 9/6/22 THROUGH: 3/31/25

TOTAL AMOUNT: \$756,770.00

PURPOSE OF CONTRACT:

The purpose of the contract is to implement a mobility wallet that expands on LACTMA's existing Transit Access Pass (TAP) integration efforts. The mobility wallet will include transit and shared mobility credits for an approximately 2,500-person pilot subscriber base for one year as part of a monthly transportation allocation.

**MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY AND THE CITY OF LOS ANGELES FOR THE CALIFORNIA AIR
RESOURCES BOARD SUSTAINABLE TRANSPORTATION EQUITY PROJECT
(STEP) GRANT**

This Memorandum of Understanding (the “MOU” or “Agreement”) is effective on the date of execution, by and between the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and the City of Los Angeles (the “City”), acting by and through the Los Angeles Department of Transportation (LADOT) (collectively referred to as the “CITY”), each individually a “Party” and collectively the “Parties”.

RECITALS

WHEREAS, this MOU establishes LACMTA’s commitment to in-kind resource contributions as described in Exhibit B; and LADOT’s undertaking of various responsibilities and requirements to obtain STEP Grant funding.

WHEREAS on November 19, 2020, LACMTA’s Board of Directors approved a 2020 Customer Experience plan that includes LACMTA’s commitment to serve as a mobility integrator through the regional TAP program.

WHEREAS, on June 4, 2020, California Air Resources Board (CARB) issued a notice of funding availability for a Sustainable Transportation Equity Project (STEP) grant program to address community residents’ transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding clean transportation.

WHEREAS, on May 27, 2021, City Council approved the CARB STEP grant award for \$7,077,770.53 and authorized the CITY to enter into an MOU with LACMTA for development of the Mobility Wallet, for the STEP Grant Agreement.

WHEREAS, on June 2, 2021, CARB STEP grant was executed to fund the South Los Angeles STEP Pilot Program. LADOT desires to use a portion of the funds for the Universal Basic Mobility Pilot Program to fund LACMTA’s development of Mobility Wallet software (the “Mobility Wallet”).

WHEREAS, LACTMA will implement the Mobility Wallet. The Mobility Wallet expands on current Transit Access Pass (TAP) integration efforts. It consists of both analog and digital components to provide a seamless transportation pass for low-income, student, senior, and disabled riders through the STEP Community. The mobility pass will include transit and shared mobility credits for an approximately 2,500-person pilot subscriber base for one year as part of a monthly transportation allocation that will also include access to the electric mobility services, which shall include Blue LA electric vehicle car sharing, electric bicycles, scooters, and other micro mobility services.

WHEREAS, the CITY agreed to reimburse LACMTA for the Mobility Wallet, \$756,770.00 funded by CARB's Grant Agreement.

WHEREAS, the duration of the project, anticipated to be until March 31, 2025, after the execution of the MOU, subject to approval by the LACMTA Board of Directors and the General Manager of LADOT.

NOW, THEREFORE, it is mutually understood and agreed by LACMTA and CITY as follows:

AGREEMENT

ARTICLE 1. PARTIES

The Parties to this MOU are:

A. City of Los Angeles, acting by and through the Los Angeles Department of Transportation (collectively referred to as "CITY"), having its principal office at 100 South Main Street, Los Angeles, California 90012

B. Los Angeles County Metropolitan Transportation Authority (LACMTA), having its principal office at One Gateway Plaza, Los Angeles, CA 90012-2952.

ARTICLE 2. TERM

A. The term ("**Term**") of this MOU shall commence on the date of execution and shall expire on March 31, 2025, unless earlier terminated by either Party pursuant to Article 3 of this MOU.

B. LACMTA may have provided prior services to the City of Los Angeles under the terms of this Agreement. To the extent that the LACMTA provided services to the CITY prior to the execution of this Agreement, and the LACMTA services were performed in accordance with the terms and conditions of this Agreement, those services are hereby ratified.

ARTICLE 3. TERMINATION

In the event that any Party is in default of their obligations pursuant to this MOU, the performing Party may send notice to the Party in default describing the default and the

actions required to cure.

If the defaulting Party fails to cure the default within thirty (30) days after notice, or fails within thirty (30) days after notice to commence action necessary to cure the default, if longer than thirty (30) days is reasonably required to cure the default, then the performing Party may terminate this MOU by providing written notice to all Parties.

ARTICLE 4. RESPONSIBILITIES OF CITY

CITY agrees to the following responsibilities for the Mobility Wallet:

- A. CITY shall reimburse LACMTA for development of the Mobility Wallet by way of the funded CARB's Grant Agreement for an amount not to exceed \$756,770.
- B. CITY shall lead the Program enrollment efforts in partnership with Community Based Organizations. Community engagement and outreach for Mobility Wallet will be conducted in partnership with the South Los Angeles Transit Empowerment Zone (SlateZ), CicLAvia and LACMTA. Efforts shall include, but not be limited to, disseminating information to residents and stakeholders within the project area via email, social media, and announcements through neighborhood council meetings, business improvement districts, and City Council offices.
- C. CITY shall support LACMTA in engaging private mobility operators to integrate with the Mobility Wallet as set forth in Scope of Work (Exhibit A).
- D. CITY shall attend monthly coordination meetings with LACMTA for the Mobility Wallet as needed.

ARTICLE 5. RESPONSIBILITIES OF LACMTA

Upon execution of this MOU, LACMTA shall implement and test the Mobility Wallet for low-income residents in South Los Angeles, attached hereto as Exhibit A "Scope of Work". LACMTA agrees to the following responsibilities for the Mobility Wallet:

- A. Develop scope of work for Mobility Wallet software, issue solicitation and selection of contractors for software development.
- B. Integrate Mobility Wallet software with mobility partners' backend platforms.
- C. Execute Mobility Wallet software development.
- D. Beta test Mobility Wallet and open pilot enrollment period.

- E. Launch Mobility Wallet pilot as set forth in the Scope of Work (Exhibit A).
- F. Attend periodic coordination meetings with the CITY for the Mobility Wallet.
- G. Provide Subscriber's progress and aggregate usage data in compliance with State and Federal laws for submittal to CARB.
- H. Shall bear its own internal staff costs incurred in connection with the Mobility Wallet.
- I. Other than the Mobility Wallet, LACMTA is not responsible for any other tasks or deliverables associated with the Basic Mobility Pilot Program.

ARTICLE 6. FUNDING AND DISBURSEMENT OF FUNDS

- A. The Parties shall agree and adhere to the disbursement schedule, attached hereto as Disbursement Schedule (Exhibit B).
- B. LACMTA will provide invoices with supporting documentation upon completion of tasks specified in the Scope of Work (Exhibit A) and in accordance with the disbursement schedule set forth in Exhibit B. LADOT's project manager may request for additional supporting documentation for the reimbursement.
- C. LACMTA shall submit proof of staff time to comply with in-kind match of \$150,700.
- D. The minimum in-kind funding per project term shall not be less than \$150,700 of services from LACMTA.
- E. Disbursement of funds shall be made upon approval of LADOT's Accounting Division.
- F. In the event that LACMTA abandons the Mobility Wallet, or is otherwise unable to fulfill its commitment to the work set forth in the Scope of Work (Exhibit A), CITY reserves the right to withhold all undisbursed MOU funds.
- G. In the event that CARB, pursuant to the terms of the CARB STEP Grant Agreement, demands the return of previously disbursed funds for unfinished LACMTA work, LACMTA shall return such funds within thirty (30) days of its receipt of written notice of CARB's demand. For any deliverables that are completed and accepted by CITY, LACMTA shall have no obligation to return such funds.

H. LACMTA will not be liable for any failure or delay in performing its obligations under this MOU to the extent that such failure or delay in performing its obligations under this MOU is caused by the CITY.

ARTICLE 7. INVOICING REQUIREMENTS

- A. The CITY will compensate LACMTA for work which LACMTA has performed in accordance with the terms and conditions set forth under this MOU.
- B. CITY agrees to pay full compensation for services completed per the services listed in the Scope of Work (Exhibit A).
- C. Payments to LACMTA may be withheld by CITY, if LACMTA fails to comply with the provisions of this MOU or its attachments.
- D. Invoices should be submitted within thirty (30) days upon the receipt of all requested services for each service project. LACMTA will email invoices in PDF format to the LADOT Project Manager.
- E. For the length of the MOU, unless otherwise directed, LADOT Project Manager will be:

Shirin Sadrpour, Environmental Affairs Officer
Bureau of Transportation Technology
100 South Main Street, 9th Floor
Los Angeles, California 90012
Shirin.Sadrpour@lacity.org

F. All invoices for services must include the following information for payments to be processed. CITY may request in writing changes to the content and format of the invoice and supporting documentation at any time. CITY reserves the right to request additional supporting documentation to substantiate costs at any time.

- The company's or public entity's official logo, or an official letterhead
- Name and address of company, firm, or public entity
- Date of Invoice (Invoices that are revised shall provide the date of invoice revision)
- Invoice Number
- Agreement or MOU Number
- Date(s) that services were performed
- Disbursement as set forth in the Disbursement Schedule (Exhibit B)

- Description of services of each service listed by line item
- Total amount payable

ARTICLE 8. NOTICES

All Parties' notices hereunder and communications regarding this MOU, or changes thereto, shall be affected by delivery of said notices in person or depositing said notices in the U.S. mail, registered, or certified mail and addressed as follows:

To The City:	To LACMTA:
Los Angeles Department of Transportation (LADOT)	Los Angeles County Metropolitan Transportation Authority (LACMTA)
100 S. Main St., 10th Floor Los Angeles, CA 90012 Mail Stop: 725	One Gateway Plaza Los Angeles, Ca 90012
Attention: Shirin Sadrpour CC. Marcel Porras	Attention: Rochelle Chavez CC. Manish Chaudhari
Phone: 213-972-8434	Phone: 562-277-2027
Email: shirin.sadrpour@lacity.org	Email: chavezr6@metro.net

ARTICLE 9. INSURANCE

A. CITY and LACMTA each maintain a program of Self-Insurance that encompasses General Liability, Network/Cyber Liability, Auto Liability and Workers' Compensation insurance. Each shall maintain acceptable levels of Self Insurance, to cover its activities.

B. LACMTA shall require each of its contractors under its construction and

personal services contracts to carry and maintain General Liability, Auto Liability, Workers' Compensation coverage, Professional Liability, and if applicable, construction bonding requirements.

- C. Evidence of required insurance must be maintained current by the contracted Parties throughout the duration of their construction and personal service contracts.
- D. The Parties agree to cooperate with each other regarding submission and resolution of insurance claims in the event a loss or claim is experienced from the work undertaken under the MOU.

ARTICLE 10. INDEMNIFICATION

- A. **Indemnification by LACMTA - Generally.** Except for the active negligence or willful misconduct of CITY, or any of its boards, officers, agents, employees, assigns and successors in interest, LACMTA shall defend, indemnify and hold harmless CITY and any of its boards, officers, agents, employees, assigns, and successors in interest from and against all lawsuits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees (both in house and outside counsel) and cost of litigation (including all actual litigation costs incurred by CITY, including but not limited to, costs of experts and consultants), damages or liability of any nature whatsoever, for death or injury to any person, including LACMTA's employees and agents, or damage or destruction of any property of either Party hereto or of third-parties, arising in any manner by reason of an act, error, or omission by LACMTA, its Subcontractors, or their boards, officers, agents, employees, assigns, and successors in interest for the specific tasks in the MOU that LACMTA is responsible for as indicated in ARTICLE 5. RESPONSIBILITIES OF LACMTA, Items A through I. The rights and remedies of CITY provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this MOU, including its attachments. **This provision will survive expiration or termination of this MOU.**
- B. **Indemnification by City – Generally.** Except for the active negligence or willful misconduct of LACMTA, or any of its boards, officers, agents, employees, assigns and successors in interest, CITY shall defend, indemnify and hold harmless LACMTA and any of its boards, officers, agents, employees, assigns, and successors in interest from and against all lawsuits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees (both in house and outside counsel) and cost of litigation (including all actual litigation costs incurred by LACMTA, including but not limited to, costs of experts and consultants), damages or liability of any nature whatsoever, for death or injury to any person, including CITY's

employees and agents, or damage or destruction of any property of either Party hereto or of third-parties, arising in any manner by reason of an act, error, or omission by CITY, its Subcontractors, or their boards, officers, agents, employees, assigns, and successors in interest for the specific tasks in the MOU that the CITY is responsible for as indicated in ARTICLE 4. RESPONSIBILITIES OF CITY, Items A through D. The rights and remedies of CITY provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this MOU, including its attachments. **This provision will survive expiration or termination of this MOU.**

- C. **Intellectual Property Indemnification.** LACMTA shall require its contractors and subcontractors who are building the Mobility Wallet, to provide intellectual property indemnification to the CITY in the same manner and to the same extent as its contractors and subcontractors are providing it to LACMTA.

ARTICLE 11. DATA PROTECTION AND CONFIDENTIALITY

A. Data Protection.

- (1) LACMTA shall protect, using the most secure means and technology that is commercially available, CITY-provided data or consumer-provided data acquired in the course and scope of this MOU, including but not limited to customer lists and customer credit card or consumer data, (collectively, the "City Data"). LACMTA shall notify CITY in writing as soon as reasonably feasible, and in any event within twenty-four (24) hours, of LACMTA's discovery or reasonable belief of any unauthorized access of City Data (a "Data Breach"), or of any incident affecting, or potentially affecting City Data related to cyber security (a "Security Incident"), including, but not limited to, denial of service attack, and system outage, instability or degradation due to computer malware or virus. LACMTA shall begin remediation immediately. LACMTA shall provide daily updates, or more frequently if required by CITY, regarding findings and actions performed by LACMTA until the Data Breach or Security Incident has been effectively resolved to CITY's satisfaction. LACMTA shall conduct an investigation of the Data Breach or Security Incident and shall share the report of the investigation with CITY. At CITY's sole discretion, CITY and its authorized agents shall have the right to lead or participate in the investigation. LACMTA shall cooperate fully with CITY its agents and law enforcement.
- (2) If CITY is subject to liability for any Data Breach or Security Incident, then LACMTA shall fully indemnify and hold harmless CITY and defend against any resulting actions, pursuant to ARTICLE 10 [INDEMNIFICATION].

- B. **Confidentiality.** All documents, information and materials provided to each Party from the other Party, or developed or collected by LACMTA or CITY pursuant to this MOU (collectively “Confidential Information”) are confidential. Neither Party shall provide or disclose any Confidential Information or their contents or any information therein, either orally or in writing, to any person or entity, except as authorized by the other Party or as required by law. Each Party shall immediately notify the other Party of any attempt by a third-party to obtain access to any Confidential Information. **This provision will survive expiration or termination of this MOU.**

ARTICLE 12. INTELLECTUAL PROPERTY

- A. For the Mobility Wallet, CITY will have a limited, non-exclusive, perpetual, royalty free, non-transferable license to receive and use (internally and externally), display, perform, copy, publish, and create derivative works all agreed-upon aggregate and anonymized data from webpage(s), software, databases, work product or other intellectual property developed by LACMTA or its subcontractors for the purposes of administering or implementing STEP as set forth in the STEP Grant Agreement (Exhibit C). This license to use aggregate and anonymous data received during the pilot program shall continue for the lifetime of the Mobility Wallet and is not limited to the term of this MOU. LACMTA is not obligated to provide new aggregate and anonymized data after the end of the term of this MOU.
- B. CITY acknowledges that LACMTA shall retain ownership of its existing intellectual property rights in any webpages, software, databases, and program data, and in any other intellectual property that may be created or developed, including any and all derivative works of existing and newly created or developed materials for the Mobility Wallet.

ARTICLE 13. MUNICIPAL LOBBYING ORDINANCE

LACMTA is required to comply with the disclosure requirements and prohibitions established in the Los Angeles Municipal Lobbying Ordinance if LACMTA qualifies as a lobbying entity under Los Angeles Municipal Code §48.02. Agreements submitted without a completed CEC Form 50 by contractors that qualify as a lobbying entity under Los Angeles Municipal Code §48.02 may be subject to penalties, termination of contract, and debarment.

ARTICLE 14. CHARTER §470(c)(12)

Charter §470(c)(12) and related ordinances state that proposers may not make

campaign contributions to and/or engage in fundraising for certain elected City officials or candidates for elected City office from the time they submit a proposal until either the contract is approved or, for successful proposers, twelve (12) months after the contract is signed. Principals and subcontractors performing one-hundred thousand dollars (\$100,000) or more in work on the contract, as well as the principals of those subcontractors, are also subject to the same limitations on campaign contributions and fundraising.

LACMTA is required to complete CEC Form 55 certifying compliance with Charter Section 470(c)(12). Contractors or public entities who fail to comply with City law may be subject to penalties, termination of contract, and debarment. Additional information regarding these restrictions and requirements may be obtained from the City Ethics Commission at (213) 978-1960 or ethics.lacity.org.

ARTICLE 15. CERTIFICATION OF COMPLIANCE WITH CHILD SUPPORT OBLIGATIONS

The City of Los Angeles has adopted an ordinance (Ordinance No. 172401) requiring all contractors and subcontractors performing work for the CITY comply with all State and Federal reporting requirements and wage and earning assignments relative to legally mandated child support. LACMTA must complete and return the Certification of Compliance with Child Support Obligations form and agree to comply with all terms and conditions within.

ARTICLE 16. CERTIFICATION OF COMPLIANCE WITH THE AMERICANS WITH DISABILITY ACT

The CITY is a covered entity under Title II of the Americans with Disabilities Act, 42 U.S.C.A. Section 12131 et seq. LACMTA must comply with the Americans with Disabilities Act and complete and return the Certification of Compliance with the Americans with Disabilities Act form.

ARTICLE 17. GENERAL PROVISIONS

- A. Entire Agreement, Counterparts, and Electronic Signatures.** This MOU, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of the MOU between LACMTA and CITY concerning the Mobility Wallet and supersedes all prior representations, understandings, and communications between the Parties. No verbal agreements(s) or conversation(s) with any officer or employee of either Party will affect or modify the terms and conditions of this MOU. This MOU may be executed in one or

more counterparts, each of which will be deemed an original and all of which will be taken together and deemed to be one instrument. The Parties further agree that facsimile signatures or signatures scanned into .pdf (or signatures in another electronic format designated by CITY) and sent by e-mail shall be deemed original signatures.

- B. **No Assignment.** LACMTA shall not assign, subcontract, delegate, or otherwise transfer this MOU, or its rights and obligations herein, without obtaining the prior written consent of CITY, and any attempted such assignment, subcontract, delegation, or transfer in violation of the foregoing will be null and void. Using an affiliate to perform part of the contracted services does not constitute an assignment.
- C. **Governing Law and Choice of Venue.** This MOU and any action related thereto will be governed and interpreted by and under the laws of the State of California, without giving effect to any conflicts of laws principles that require the application of the law of a different jurisdiction. Each Party hereby expressly consents to the exclusive personal jurisdiction and venue in the state and federal courts of Los Angeles County, California for any lawsuit filed there against it by the other Party arising from or related to this MOU.
- D. **No Third-Party Beneficiaries.** Nothing herein is intended to create a third-party beneficiary in any subcontractor. CITY has no obligation to any subcontractor. No privity of contract is created with any subcontractor by this MOU. Even if LACMTA uses subcontractors, LACMTA remains responsible for complete and satisfactory performance of the terms of this MOU.
- E. **Construction.** This MOU shall not be construed against the Party preparing the same, shall be construed without regard to the identity of the person who drafted such and shall be construed as if all Parties had jointly prepared this MOU and it shall be deemed their joint work product; each and every provision of this MOU shall be construed as though all of the Parties hereto participated equally in the drafting hereof; and any uncertainty or ambiguity shall not be interpreted against any one Party. As a result of the foregoing, any rule of construction that a document is to be construed against the drafting Party shall not be applicable.
- F. **Titles and Captions.** The Parties have the section titles in this MOU only as a matter of convenience and for reference, and the section titles in no way define, limit, extend or describe the scope of this MOU or the intent of the Parties in including any particular provision in this MOU.
- G. **Severability.** If any provision of this MOU is, for any reason, held to be invalid or unenforceable, the other provisions of this MOU will remain enforceable and the

invalid or unenforceable provision(s) will be deemed modified so that it is valid and enforceable to the maximum extent permitted by law.

G. **No Waiver.** Any waiver or failure to enforce any provision of this MOU or its attachments on one occasion will not be deemed a waiver of any other provision or of such provision on any other occasion.

H. **Excusable Delays.** Neither Party shall be liable for its delay or failure to perform any obligation under and in accordance with this MOU, if the delay or failure arises out of fires, floods, earthquakes, epidemics, quarantine restrictions, other natural occurrences, strikes, lockouts (other than a lockout by the Party or any of the Party's Subcontractors), freight embargoes, terrorist acts, insurrections or other civil disturbances, or other similar events to those described above, but in each case the delay or failure to perform must be beyond the control and without any fault or negligence of the Party delayed or failing to perform (these events are referred to in this provision as "Force Majeure Events").

Notwithstanding the foregoing, a delay or failure to perform by a Subcontractor of LACMTA shall not constitute a Force Majeure Event, unless the delay or failure arises out of causes beyond the control of both LACMTA and its Subcontractor, and without any fault or negligence of either of them. In such case, LACMTA shall not be liable for the delay or failure to perform, unless the goods or services to be furnished by the Subcontractor were obtainable from other sources in sufficient time to permit LACMTA to perform timely. As used in this MOU, the term "Subcontractor" means a subcontractor at any tier.

I. **Order of Precedence.** This MOU, and any exhibits, attachments or documents incorporated herein by inclusion or by reference, constitutes the complete and entire MOU between CITY and the LACMTA. In the event of any inconsistencies between the bodies of this MOU, exhibits, attachments, and Schedule, the order of precedence will be as follows:

1. The CARB Grant Agreement - EXHIBIT C
2. This MOU between the LADOT and LACMTA
3. Scope of Work - EXHIBIT A
4. Disbursement Schedule - EXHIBIT B

[Signature Page Follows]

IN WITNESS WHEREOF, the Parties hereto have caused this Permit to be executed by their duly authorized representatives.


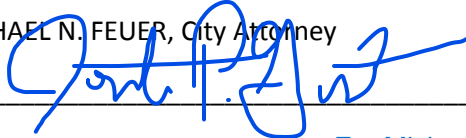


<p>CITY OF LOS ANGELES</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>By:  _____</p> <p>Connie Llanos Interim General Manager LADOT</p> <p>Date: <u>9/6/2022</u></p> <p>APPROVED AS TO FORM:</p> <p>MICHAEL N. FEUER, City Attorney</p> <p>By:  _____</p> <p>Michael Nagle For Michael Nagle Deputy City Attorney</p> <p>Date: <u>8/31/2022</u></p> <p>Dated this ____ day of _____, 2022</p>	<p>LOS ANGELES COUNTY</p> <p>METROPOLITAN TRANSPORTATION AUTHORITY</p> <p>By*:  _____ <small>Digitally signed by Shawn Atlow Date: 2022.08.25 16:29:53 -07'00'</small></p> <p>For Stephanie N. Wiggins Chief Executive Officer Los Angeles County Metropolitan Transportation Authority</p> <p>Date: <u>08/25/2022</u></p> <p>APPROVED AS TO FORM:</p> <p>By**  _____</p> <p>Greg Levine Senior Deputy County Counsel</p> <p>Date: <u>8/11/2022</u></p> <p>NOTE: If Contractor is a corporation, two signatures are required.</p> <div style="border: 1px solid black; padding: 5px;"><p>* The signature of President, Chairman of the Board, or Vice President is required here; and ** an additional signature of Secretary, Assistant Secretary, Chief Financial Officer, or Assistant Treasurer is also required for the Corporation.</p></div>
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EXHIBIT A

SCOPE OF WORK

SCOPE OF WORK

Project Objective

To implement and test a mobility wallet for low-income residents in South Los Angeles through a partnership between the City of Los Angeles Department of Transportation (LADOT) and The Los Angeles County Metropolitan Transportation Authority (Metro).

Scope of Work

The Project Scope of Work will expand the current Transit Access Pass (TAP) program, using analog and digital software components, to provide a new seamless transportation pass for low income, student, senior, and disabled riders through the Sustainable Transportation Equity program (STEP) Community. The new TAP mobility services will include Metro on-demand services, Metro Bike Share, and potentially other private car share, ride-hail, and scooter share options. The new TAP will further include transit and shared mobility credits for an approximately 2,500-person pilot subscriber base for one year as part of a monthly transportation allocation that will also include access to the Electric Mobility services.

Metro will support this project component with in-kind staff contribution that will include support for LADOT, the South Los Angeles Transportation Empowerment Zone (SLATE-Z) and the Los Angeles Cleantech Incubator (LACI) by serving on the governance structure Steering Committee. Metro will also help facilitate development of the mobility ambassador/promotor program through staff collaboration and facilitation.

Timeline

Milestones	Start	Completion
a. Develop initial scope of work for mobility wallet software development, issue solicitation and selection of vendors.	6/16/21	8/31/21
b. Execute mobility wallet software development.	12/14/21	2/28/22
c. Beta test Mobility Wallet and open pilot enrollment period.	3/1/22	8/30/22

d. Launch mobility wallet pilot. Aim for 500 subscribers pre-enrolled.	9/1/22 – 12/1/22	12/1/22
e. Fully operate mobility wallet. Aim for 2,500 subscribers fully enrolled.	12/1/22 – 11/30/23	11/30/23

Documented Deliverables

Submit all required reports and deliverables as detailed in the Grant Agreement Attachment III Table. Examples of deliverables may include: documentation of beta test and enrollment period, vendor selection, and software development, subscriber progress and usage data information.

Milestone A:

1. Mobility Wallet Software Scope of Work
 - a. Produce CARB user story and the technical wallet solution (Pay with TAP) — presented on April 20, 2021. Solution was signed off by OEI/LADOT on April 29, 2021
2. Solicitation of vendors
 - a. Support technical partner coordination and integration
 - b. Distribute sample technical specifications to partners
 - c. Participate in ongoing collaborative work with Uber, Lime, Bird, Spin and other micro-mobility provider, LA Now MicroTransit and Blue LA

Milestone B:

1. Mobility Wallet Software Development
 - a. Software design
 - b. Software development
 - c. Integrate Pay with TAP into three mobility service partners
2. Assist with a technical solution for program sign-ups
 - a. Online: Website sign-up mechanism
 - b. In-person: Admin Portal (technical implementation only)

Milestone C:

1. Beta test mobility wallet
 - a. Develop beta test plan for distribution to participants
 - b. OEI to select maximum 50 beta participants
 - c. Distribute beta software to participants
 - d. Compile beta feedback

Milestone D:

1. Launch mobility wallet pilot
 - a. OEI/LADOT to aim to pre-enroll 500 participants
 - b. Deploy pilot software to participants
 - c. Support mobility wallet through pilot completion

Milestone E:

1. Launch mobility wallet pilot
 - a. OEI/LADOT to enroll 2500 participants
 - b. Deploy mobility wallet software to participants
 - c. Support mobility wallet through project completion

EXHIBIT B

DISBURSEMENT SCHEDULE

DISBURSEMENT SCHEDULE

Disbursement Schedule

a. August 31, 2021 Milestone: a	\$250,000
b. March 1, 2022 Milestone: b	\$120,000
c. July 1, 2022 Milestone: c	\$130,000
d. November 30, 2023 Milestones: d and e	\$ 256,770

Total Grant Fund for this Task: \$756,770. Total Match provided is \$150,700 Metro in kind match (labor time).

EXHIBIT C

THE GRANT AGREEMENT

GRANT AGREEMENT COVER SHEET

GRANT NUMBER
 STEP-IG-02 **Amendment 1**



NAME OF GRANT PROGRAM Sustainable Transportation Equity Project (STEP)	
GRANTEE NAME Los Angeles Department of Transportation	
TAXPAYER'S FEDERAL EMPLOYER IDENTIFICATION NUMBER 95-6000735	TOTAL GRANT AMOUNT NOT TO EXCEED \$7,077,770.53 <u>\$13,843,297.68</u>
START DATE: 5/26/2021	END DATE: 3/31/2025 <u>3/31/2026</u>

This legally binding Grant Agreement, including this cover sheet and Exhibits attached hereto and incorporated by reference herein, is made and executed between the State of California, California Air Resources Board (CARB) and Los Angeles Department of Transportation (the "Grantee"). Amendments are shown as deletions is ~~strikethrough~~ text and additions are **bold and underscore** text.

- Exhibit A – Grant Provisions
- Exhibit B – Work Statement
 - Attachment I – Budget Summary
 - Attachment II – Task and Summary Details
 - Attachment III – Task and Disbursement Schedule
 - Attachment IV – Key Project Personnel
- Exhibit C – Grant Proposal Package
- Exhibit D – Grant Solicitation Package
- Exhibit E – Payee Data Record

The purpose of Amendment 1 is to extend the Grant end date, add funds, and make changes to Exhibits A and B. This Agreement is of no force or effect until signed by both parties. Grantee shall not commence performance until it receives written approval from CARB.

The undersigned certify under penalty of perjury that they are duly authorized to bind the parties to this Grant Agreement.

STATE AGENCY NAME California Air Resources Board		GRANTEE'S NAME (PRINT OR TYPE) Los Angeles Department of Transportation	
SIGNATURE OF ARB'S AUTHORIZED SIGNATORY: 		SIGNATURE OF GRANTEE (AS AUTHORIZED IN RESOLUTION, LETTER OF COMMITMENT, OR LETTER OF DESIGNATION) 	
TITLE Branch Chief	DATE 7/15/22	TITLE General Manager	DATE 7/12/2022
STATE AGENCY ADDRESS 1001 I Street, Sacramento, CA 95814		GRANTEE'S ADDRESS (INCLUDE STREET, CITY, STATE AND ZIP CODE) 100 S Main St., 10 th Floor, Los Angeles, CA 90012	

CERTIFICATION OF FUNDING

AMOUNT ENCUMBERED BY THIS AGREEMENT \$6,765,527.15	PROGRAM 3510000L32 3510000L32	PROJECT 3900-LCTI 3900-LCTI	ACTIVITY 3228LCTI19STEP 3228LCTI21STEP
PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$7,077,770.53	FUND TITLE Greenhouse Gas Reduction Fund Greenhouse Gas Reduction Fund		FUND NO. 3228 3228
TOTAL AMOUNT ENCUMBERED TO DATE \$13,843,297.68	(OPTIONAL USE)	CHAPTER 23 69	STATUTE AB 74 SB 129
APPR REF 101 101	ACCOUNT/ALT ACCOUNT 543200 543200	REPORTING STRUCTURE 39006100 39006100	SERVICE LOCATION 57208 50013
FISCAL YEAR (ENY) FY 19/20 FY 21/22			

I hereby certify that the California Air Resources Board Legal Office has reviewed this Grant Agreement.

SIGNATURE OF CALIFORNIA AIR RESOURCES BOARD LEGAL OFFICE: 	DATE 05/12/22
--	------------------

Grant Agreement

South Los Angeles Universal Basic Mobility Pilot Program Los Angeles Department of Transportation

Sustainable Transportation and Communities Division
California Air Resources Board
May 202~~1~~2

Grant Number: STEP-IG-02



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EXHIBIT A
Grant Agreement: STEP-IG-02,01

GRANT PROVISIONS

A. AGREEMENT

This Grant is from the California Air Resources Board (hereinafter referred to as CARB or the Board) to the Los Angeles Department of Transportation (hereinafter referred to as the Grantee).

The parties agree to comply with the requirements and conditions herein as well as all commitments identified in the Work Statement (Exhibit B), Grantee Proposal Package (Exhibit C), and the Fiscal Year (FY) 2019-20 Grant Solicitation for the Sustainable Transportation Equity Project (STEP) (Exhibit D).

B. GRANT ACKNOWLEDGEMENT

Where applicable, the Grantee agrees to acknowledge the California Climate Investments program and CARB as a funding source for STEP, as outlined in the California Climate Investments Messaging and Communications Guide.¹ Below are specific requirements for acknowledgement.

The Grantee agrees to acknowledge the California Climate Investments program from CARB's Low Carbon Transportation program whenever projects funded, in whole or in part by this Agreement, are publicized in any news media, websites, brochures, publications, audiovisuals, or other types of promotional material. The acknowledgement must read as follows: 'This publication (or project) was supported by the "California Climate Investments" program.' Guidelines for the usage of the California Climate Investments logo can be found at <http://www.caclimateinvestments.ca.gov/logo-graphics-request>.

The California Climate Investments logo and name serves to bring under a single brand the many investments whose funding comes from the Greenhouse Gas Reduction Fund (GGRF). The logo represents a consolidated and coordinated initiative by the State to address climate change by reducing greenhouse gases, while also investing in disadvantaged communities and achieving many other co-benefits.

¹ California Climate Investments Communications Guide <http://www.caclimateinvestments.ca.gov/logo-graphics-request>



The Grantee agrees to acknowledge CARB as a funding source for STEP when publicized in any news media, websites, applications, brochures, publications, audiovisuals, or other types of promotional material. The Grantee agrees to adhere to the Board’s logo usage requirements in a manner directed by CARB. CARB logos shall be provided to the Grantee by CARB Project Liaison.



The CARB logo is a visual representation of our air environment. The arcs represent: the different elements that make up the air we breathe, the protection of our atmosphere and the efforts we take to protect the health of Californians, the collaboration of multiple stakeholders all moving in the same direction together, and innovation with the arcs all growing and changing.



Finally, when preparing flyers, brochures, or other handout material that will be used to promote STEP as one of CARB’s Low Carbon Transportation Investment projects, the Grantee will incorporate Moving California typeset and branding, as appropriate. Moving California is the branding of CARB’s suite of Low Carbon Transportation Investment projects, including both light- and heavy-duty projects. The Moving California typeset is displayed above and branding materials will be provided by the CARB Project Liaison.

C. GRANT SUMMARY AND AMENDMENTS

Project Title: South Los Angeles Universal Basic Mobility Pilot Program
Authorized Official: Marcel Porras
Title: Chief Sustainability Officer
Total Grant Amount: ~~\$7,077,770.53~~ \$13,843,297.68
Total Resource Contribution: ~~\$3,984,261.00~~ \$7,942,050.60

D. GRANT PARTIES AND CONTACT INFORMATION

1. The CARB Project Liaison is Bree Swenson. Correspondence regarding this project shall be directed to:

Bree Swenson
Sustainable Transportation and Communities Division
California Air Resources Board
1001 I Street
Sacramento, California 95814
Phone: (916) 440-8284
Email: breanna.swenson@arb.ca.gov

2. The Grantee Liaison is Shirin Sadrpour. Correspondence regarding this project shall be directed to:

Shirin Sadrpour
Environmental Affairs Officer
Los Angeles Department of Transportation
100 S Main Street
Los Angeles, California 90012
Phone: 213-257-4155
Email: shirin.sadrpour@lacity.org

3. If the CARB Project Liaison identified above changes, CARB will notify the Grantee Liaison of said change and provide the new contact information. If the Grantee Liaison identified above changes, the Grantee will notify the CARB Project Liaison of said change and provide the new contact information.

E. TIME PERIOD

1. Performance of work or other expenses billable to CARB under this Grant may commence after full execution of this Grant by parties provided all required proofs of insurance has been provided for each applicable task before it is performed. Performance on this Grant ends once the Grantee has submitted and CARB approves the final report or if this Grant is terminated, whichever is earlier.
2. Upon completion of the project, the Grantee shall submit a draft final report to the CARB Project Liaison no later than **December 31, 2024⁵**.
3. Final request for payment and Final Report shall be received by CARB no later than **March 31, 2025⁶**.
4. The CARB Executive Officer retains the authority to terminate, or reduce the grant amount of, this Grant Agreement for nonperformance. In the event of such termination or reduction of the grant amount, Section G.6, Termination

and Suspension of Payments, of this Grant Agreement shall apply.

F. DUTIES AND REQUIREMENTS

This section defines the respective duties and requirements of CARB and the Grantee in implementing STEP.

1. CARB's Role

CARB is responsible for the following:

- a. Participating in regular meetings with the Grantee to discuss program refinements and guide program implementation
- b. Reviewing and approving all Grant Disbursement Request Forms (MSCD/ISB-90) and distributing grant funds to the Grantee
- c. Reviewing and approving community engagement, outreach, and education materials provided by the Grantee, such as outreach and education materials, webpages, initial participant surveys, quarterly reports, and the final report
- d. Reviewing and approving the data collection plan
- e. Providing program oversight and accountability (in conjunction with the Grantee)

2. The Grantee's Tasks

The Grantee's key project personnel will administer the various tasks of the project including participation in meetings with CARB staff; development and implementation of project plans; record-keeping procedures; reporting procedures; financial tracking and disbursements; and responding to CARB and public requests in a timely manner. The Grantee's responsibilities include all project development, press events, project administration, and project reporting. Exhibit B (Work Statement) contains the budget summary, task summary and detailed task list, task and disbursement schedule, and list of key project personnel.

G. FISCAL ADMINISTRATION

1. Budget

- a. The maximum amount of this Grant is ~~\$7,077,770.53~~ **\$13,843,297.68**. Under no circumstance will CARB reimburse the Grantee for more than this amount. A formal Grant Agreement amendment is required whenever there

is a change to the amount of this grant.

- b. The budget for this program is shown in Exhibit B, Attachment I. Grant Disbursement Requests (Form MSCD/ISB-90) for funds shall not exceed the grant amount.
- c. No grant funds may be used to purchase equipment or computers that would be required to be returned to the State at the completion of STEP.
- d. Under no circumstance will CARB reimburse a Grantee for vehicles or equipment that exceeds the purchase price.
- e. Line item shifts are not anticipated under this program. However, shifts of up to 10 percent of the grant total may be made over the life of the grant, subject to prior written approval from CARB. Line item shifts greater than 10 percent require a formal amendment to the grant. Line item shifts may be proposed by either CARB or the Grantee and must not increase or decrease the total grant amount. All line item shifts must be approved in writing by CARB within 10 business days of approval for inclusion in the grant folder. If the grant is formally amended, all line item shifts must be included in the amendment.
- f. Funds not liquidated by March 31, 2025~~6~~ must be returned by **June 30, 2025~~6~~**. Expenditure of funds granted may not be reduced due to any loss incurred in an insured bank or investment account.

2. Pilot Project Eligible Costs

Allowable expenditures for costs associated with the grant are defined in Appendix E of the Grant Solicitation.

3. Resource Contributions

Resource contributions from the Grantee can be used to increase the number of vehicles or equipment funded or to increase the effectiveness and timeliness of other project elements, as directed by CARB. Resource contributions must meet the criteria specified in Appendix G of the Grant Solicitation and the additional following criteria:

- a. Documentation of resource contributions must be retained for a minimum of three years after the grant term has ended.
- b. Funds expended on resource contributions must be documented in the STEP Final Report to CARB.

Resource contributions are further defined in Appendix G of the Grant Solicitation.

4. Advance Payment

Consistent with the Legislature's direction to expeditiously disburse grants, CARB in its sole discretion may provide advance payments of grant awards in a timely manner to support program initiation and implementation with a focus on mitigating the constraints of modest reserves and potential cash flow problems.

The Grantee acknowledges that CARB has finalized Advance Payment regulations effective January 1, 2021. The Grantee agrees that this Agreement and all advance payment requests will comply with these regulations, which can be found at: 17 California Code of Regulations (C.C.R.) Sections 91040-91044.

Recognizing that appropriate safeguards are needed to ensure grant monies are used responsibly, CARB has developed the grant conditions described below to establish control procedures for advance payments. CARB may provide advance payments to grantees of a grant program or project if CARB determines all of the following:

- a. The advance payments are necessary to meet the purposes of the grant project.
- b. The use of the advance funds is adequately regulated by grant or budgetary controls.
- c. The request for application or the request for proposals contains the terms and conditions under which an advance payment may be received consistent with this section.
- d. The Grantee is either a small air district or the Grantee meets all of the following criteria:
 - i. Has no outstanding financial audit findings related to any of the moneys eligible for advance payment and is in good standing with the Franchise Tax Board and Internal Revenue Service.
 - ii. Agrees to revert all unused moneys to CARB if they are not liquidated within the timeline specified in the grant agreement.
 - iii. Submits a spending plan to CARB for review prior to receiving the advance payment.
 - iv. The spending plan shall include project schedules, timelines, milestones, and the Grantee's fund balance for all state grant programs.

- v. CARB shall consider the available fund balance when determining the amount of the advance payment.
 - vi. Reports to CARB any material changes to the spending plan within 30 days.
 - vii. Agrees to not provide advance payment to any other entity.
- e. In the event of the nonperformance of the Grantee, CARB shall require the full recovery of the unspent moneys. A Grantee shall provide a money transfer confirmation within 45 days upon the receipt of a notice from CARB.
 - f. The Grantee must complete and submit to CARB for review and approval, an Advance Payment Request Form, along with each grant disbursement that is requesting advance payment. The Advance Payment Request Form shall be provided by CARB to the Grantee after the grant execution.
 - g. The Grantee must also submit a certification to CARB pursuant to 17 C.C.R. Section 91043 for each advance payment request.
 - h. CARB may provide an advance of the direct project costs of the grant, if the program has moderate reserves and potential cash flow issues. Advance payments will not exceed the Grantee's interim cash needs.
 - i. The Grantee assumes legal and financial risk of the advance payment.
 - j. The Grantee shall place funds advanced under this section in an interest-bearing account. Grantee shall track interest accrued on the advance payment. Interest earned on the advance payment shall only be used for eligible grant-related expenses as outlined in the Grant Provisions, Exhibit A or will be returned to CARB.
 - k. The Grantee shall report to CARB the value of any unused balance of the advance payment and interest earned and submit quarterly fiscal accounting reports consistent with Section I (Reporting and Documenting Expenditure of State Funds) of this grant agreement.
 - l. The Grantee shall remit to CARB any unused portion of the advance payment and interest earned within 90 days following the end date of this Grant Agreement term on March 31, 2025~~6~~ or the reversion date of the appropriation, whichever comes first.

5. Grant Disbursements

With each disbursement request, the Grantee must provide documentation as required in this section:

- a. Requests for payment shall be made with the Grant Disbursement Request Form (MSCD/ISB-90) and conform to the instructions identified in Sections G and I of this Grant Agreement. Grant payments shall be made only for reasonable costs incurred by the Grantee and only when the Grantee has submitted a Grant Disbursement Request Form; has completed milestones stipulated in Exhibit B, Attachments II and III; the requirements specified herein, including Section F, Section G, Section H, and Section I of this Grant Agreement have been accomplished; documentation of accomplishment has been provided to CARB in the form of the Status Report; and any associated deliverables (if applicable) have been provided to CARB. CARB will have sole discretion to accelerate the timeline for allowable disbursements of funds identified in Exhibit B, Attachments II and III (with the exception of the final disbursement of funds), necessary to assure the goals of the program are met.
- b. Grant payments are subject to CARB's approval of Status Reports and any accompanying deliverables (see Sections F, G, H and I of this Grant Agreement). A payment will not be made if the CARB Project Liaison deems that a milestone has not been accomplished or documented; that a deliverable meeting specifications has not been provided; that claimed expenses are not documented, not valid per the budget, or not reasonable; or that the Grantee has not met other terms of the grant.
- c. Requests for project funds in advance of performing the work or incurring the cost requires an Advance Payment Request Form (see Section G.4, Advance Payment) and a detailed list of the future work the Grantee intends to fund with the disbursement. The Grantee must demonstrate in a subsequent report that the advance has been expended appropriately by supplying documents required in Section G.5, Grant Disbursements. The recipient of a CARB advance payment cannot advance pay any other entity. No further advance shall be disbursed until the Grantee is fully compliant with all terms of the grant. Failure to comply shall require the Grantee to return all amounts of the inappropriate or unapproved expenditure to CARB within 45 calendar days of written notification.
- d. The Chief of the Community Action Branch in the Sustainable Transportation and Communities Division or designee of CARB may review the CARB Project Liaison's approval or disapproval of a Grant Disbursement Request. No reimbursement will be made for expenses that, in the judgment of the Chief of the Community Action Branch, are not reasonable or do not comply with the Grant Agreement.
- e. The Grantee shall submit the Grant Disbursement Requests to CARB **Accounting Section at: accountspayable@arb.ca.gov with a CC to the CARB project liaison.** The Grantee may submit this electronically, based on

CARB's current electronic submission guidance at the time of request, or mail original copies with "wet" signatures in blue ink to **CARB Accounting Section, P.O. Box 1436, Sacramento, CA 95812**. Requests for payment must be made with the Grant Disbursement Request Form and contain all documentation required with the form.

- f. The Grantee shall submit the Grant Disbursement Requests to the CARB Project Liaison. The Grantee may submit this electronically, based on CARB's current electronic submission guidance at the time of request, or mail original copies with "wet" signatures in blue ink. Requests for payment must be made with the Grant Disbursement Request Form and contain all documentation required with the form.
 - g. CARB will withhold payment of up to one (1) percent of the grant funds until completion of the Final Report, intellectual property has been relinquished to CARB in accordance with Sections I and L of these provisions, CARB has received and approved the Grantee's mechanism for receiving annual activity reports, and submission of the Final Report to CARB by the Grantee. It is the Grantee's responsibility to submit a Grant Disbursement Request for this final disbursement of funds.
 - h. CARB shall disburse funds in accordance with the California Prompt Payment Act, Government Code, Section 927, et seq.
 - i. The Grantee will pay out CARB funds to other Subgrantees or subcontractors on a reimbursement basis only.
6. Suspension of Payments and Grant Termination
- a. CARB reserves the right to issue a grant suspension order in the event that a dispute should arise. The grant suspension order will be in effect until the dispute has been resolved or the grant has been terminated. If the Grantee chooses to continue work on the project after receiving a grant suspension order, the Grantee will not be reimbursed for any expenditure incurred during the suspension in the event CARB terminates the grant. If CARB rescinds the suspension order and does not terminate the grant, CARB will reimburse the Grantee for any expenses incurred during the suspension that are reimbursable in accordance with the terms of the grant.
 - b. CARB reserves the right to terminate this grant upon 30 days' written notice to the Grantee. In case of early termination, the Grantee will submit a Grant Disbursement Request, a Status Report covering activities up to, and including, the termination date and following the requirements specified herein and in Section I of these provisions. Upon receipt of the Grant Disbursement Request Form and Status Report, and when all intellectual

property, with the exception of all intellectual property related to the Los Angeles County Metropolitan Transportation Authority's Mobility Wallet project that enables patrons to use electronic funds in a TAP account-based system for transit and other multi-mobility usage (hereinafter "Mobility Wallet Project"), has been relinquished to CARB, and when access to data has been provided to CARB pursuant to Section L (Intellectual Property), a final payment will be made to the Grantee. This payment shall be for all CARB-approved, actually incurred costs that in the opinion of CARB are justified. However, the total amount paid shall not exceed the total grant amount.

- c. Upon termination, grant funds must be returned to CARB within 45 days. Funds, for the purpose of this section, includes unspent funds, funds for unapproved costs incurred, funds spent or incurred during a grant suspension order, or as outlined in other sections of this agreement.

7. Contingency Provision

In the event this grant is terminated for any reason, the CARB Executive Officer or designee reserves the right in his or her sole discretion to ~~award~~ **make the funds available** ~~a grant to the next highest scored Applicant and if an agreement cannot be reached, to the next Applicant(s) until an agreement is reached. If CARB is unable to award a grant under these circumstances, CARB may award a grant~~ in a manner consistent with direction provided in the FY 2019 ~~2021-22~~ Funding Plan for STEP.²

8. Documentation of Administration Funds

- a. Personnel documentation must make use of timesheets or other labor tracking software. Duty statements or other documentation may also be used to verify the number of staff and actual hours or percent of time staff devoted to STEP implementation and outreach.
- b. Fees for external consultants must be documented with copies of the consultant contract and invoices. All external consultant fees must be pre-approved by CARB. Fees included in the budget as a part of the Grantee Proposal Package (Exhibit C) are considered pre-approved by CARB.
- c. Printing, mailing, records retention, and travel expenses must be documented with receipts or invoices.
- d. Any reimbursement for necessary supporting project costs need receipts or

² Funding Plan for Fiscal Year 2019-20 ~~21-22~~ https://ww2.arb.ca.gov/sites/default/files/2021-10/fy21-22_fundingplan.pdf <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>

invoices.

- e. Any reimbursement for necessary travel and per diem shall be at rates not to exceed those amounts set by the California Department of Human Resources (CalHR). No travel outside the State of California shall be reimbursed unless prior written authorization is obtained from CARB. The CalHR travel and per diem reimbursement amounts may be found online at: <https://www.calhr.ca.gov/employees/pages/travel-reimbursements.aspx>. Reimbursement will be at the State travel and per diem amounts that are current as of the date costs are incurred by the Grantee.
- f. The above documentation, records, and referenced materials must be made available for review during monitoring visits and audits by CARB, or its designee. These records must be retained for a minimum of three years after submittal of the final STEP grant disbursement request to CARB.
- g. The above documentation must be provided to CARB in quarterly Status Reports and a Final Report.

9. Earned Interest

"Earned interest" means any interest generated from State funds provided to the Grantee and held in an interest-bearing account.

- a. Interest earned by the Grantee on STEP funds must be reported to CARB. All interest income on STEP funds must be expended on eligible program costs (see Section G of this Grant Agreement) or returned to CARB. The Grantee is responsible for reporting to CARB on all interest earned and reinvested into STEP or returned.
- b. All interest income on advance payment at CARB's discretion must be reinvested into the program or returned to CARB. Interest earned that is reinvested in the program is not included as part of the Total Grant Amount from CARB. Grantee is responsible for reporting to CARB all project expenditures funded with interest earned on advanced funds or returned.
- c. The Grantee must maintain accounting records (e.g., general ledger) that track interest earned and expended on STEP funds, as follows:
 - i. The calculation of interest must be based on average daily balance or some other reasonable and demonstrable method of allocating the proceeds from the interest-generating account back into the program.
 - ii. The methodology for tracking earned interest must ensure that it is separately identifiable from interest earned on non-STEP funds.

- iii. The methodology for calculating earned interest must be consistent with how it is calculated for the Grantee's other fiscal programs.
- iv. Earned interest must be fully expended by **March 31, 2025~~6~~** or returned to CARB.
- d. Documentation of interest earned on STEP funds must be retained for a minimum of three years after it is generated. Documentation of interest expended on STEP must be retained for a minimum of three years after the funds have been reinvested into the project.
- e. The above documentation must be provided to CARB in Status Reports and a Final Report.

H. PROJECT MONITORING AND MEETINGS

1. Meetings

- a. Initial meeting: A meeting will be held between **the Grantee and Subgrantee key project personnel** ~~key program personnel~~ and the CARB Project Liaison before work on the ~~project~~~~program~~ begins. The purpose of the initial meeting is to discuss the overall approach, details of performing essential tasks, the program schedule and milestones, details of work group process, and any issues that may need to be resolved prior to beginning work. Topics may include process for program decision-making and frequency and process for ongoing project team coordination.
- b. Review meetings: After the initial meeting with CARB staff, monthly meetings will be required until the tasks related to project initiation (~~scope of work, task dates, etc.~~) are finalized. After the project is operational, CARB and the Grantee can hold less frequent meetings (quarterly, at minimum), if deemed appropriate. Additional meetings may be scheduled at the sole discretion of the CARB Project Liaison. Such meetings may be conducted by phone, if deemed appropriate by the CARB Project Liaison. The Grantee is responsible for developing the agenda in collaboration with the CARB Project Liaison, and for facilitating the meetings.
- c. Site visits: If applicable, site visits shall be established by CARB Project Liaison during the term of this grant.

2. Technical Monitoring

- a. Any changes in the scope or schedule for the program shall require the prior written approval of the CARB Project Liaison and may require a written

Grant Agreement amendment.

- b. The Grantee shall notify the CARB Project Liaison in writing immediately if any circumstances arise (technical, economic, or otherwise), which might place completion of the project in jeopardy. The Grantee shall also make such notification if there is a change in key project personnel (see Exhibit B, Attachment IV).
- c. In addition to Status Reports (see Section I of this Grant Agreement), the Grantee shall provide information requested by the CARB Project Liaison that is needed to assess progress in completing tasks and meeting the objectives of the program.
- d. Any change in budget allocations, re-definition of deliverables, or extension of the program schedule must be requested in writing to the CARB Project Liaison and approved by CARB, in its sole discretion, and may require a Grant Agreement amendment.

I. REPORTING AND DOCUMENTING EXPENDITURE OF STATE FUNDS

The Grantee must provide CARB with documentation accounting for the proper expenditure of funds. The documentation must be provided in Status Reports submitted at a minimum every three months to CARB and a Final Report submitted prior to the Grantee receiving their last disbursement of project funds.

1. Status Reports

- a. The Grantee shall submit Status Reports at minimum **15 days after**~~at~~ the end of every third month, starting with the first report submitted on **September 15, 2021 for the reporting period that ends on** August 31, 2021, but may be submitted more frequently if necessary to justify more frequent disbursements with prior approval from CARB. The Status Reports shall be provided in a format agreed upon between the CARB Project Liaison and the Grantee and meet the requirements specified herein. CARB may specify an electronic format for quarterly reporting.
- b. Status Reports provide a mechanism for the Grantee to justify a need for additional grant disbursements from CARB.
- c. Every Grant Disbursement Request Form (MSCD/ISB-90) shall be accompanied by a Status Report that documents the completion of a milestone specified in Exhibit B, Attachments II and III.
- d. CARB will provide the Grantee with a checklist or template for Americans with Disabilities Act (ADA)-compliant Status Reports. Each Status Report

must include all applicable items from the checklist or template, which may include:

- i. Project Status Report number, title of project, name of Grantee, date of submission, and project grant number
 - ii. Summary of work completed since the last progress report, noting progress toward completion of tasks and milestones identified in the work plan
 - iii. Statement of work expected to be completed by the next progress report
 - iv. Notification of problems encountered and an assessment of their effects on the project's outcomes
 - v. Data collected from vehicles, facilities, and participants since the last status report such as, but not limited to, the information outlined in Appendix H of this Grant Solicitation. Data should be separated by reporting period but should be collected and compiled in a way that facilitates reporting in the Final Report.
 - vi. Schedule of community engagement, outreach, and education activities conducted, materials used, number of people contacted, and number of participants, where applicable
 - vii. Accounting records, including expenditure and income information and supporting documentation
 - viii. Itemized invoices (invoices must include enough details to ensure that only eligible costs are paid for) and any other appropriate documentation
 - ix. Discussion of the project's adherence to the project timeline
 - x. Other data and analysis as mutually agreed upon between the Grantee and CARB
- e. If the tasks outlined in this Grant Agreement are behind schedule, the Grantee must notify CARB immediately and explain how they will return to schedule.

2. Final Report

- a. When the project is complete, the Grantee shall submit a draft Final Report. The draft Final Report must be submitted to CARB in an appropriate format

agreed upon between CARB Project Liaison and the Grantee. The Final Report must meet the requirements specified herein. Upon approval of the draft Final Report by CARB Project Liaison, the Grantee shall provide a written copy of the final version, plus an electronic file.

- b. The Final Report must be submitted within 90 days of CARB receiving the draft Final Report or by **March 31, 2025~~6~~**, whichever comes first. A draft Final Report is due to CARB within 30 days of project completion or by **December 31, 2024~~5~~**, whichever comes first.
- c. CARB will provide the Grantee with a checklist or template for an ADA-compliant Final Report. The Final Report must include all applicable items from the checklist or template, at a minimum:
 - i. Total expenditures in detail to date and for the period between the last quarterly report and the Final Report
 - ii. Excel spreadsheet of all funded projects and project milestones
 - iii. Summary report of the projects for the period covered by the Grant Agreement (may be provided as summaries or previously submitted Status Reports – see Status Report)
 - iv. Overview of the project as whole from inception through the end of the grant term, including project and community background, partnerships, and funding sources
 - v. Data collected from vehicles, facilities, and participants, compiled from all status reports
 - vi. Assessments of behavior change, vehicle miles traveled, access to key destinations, affordability, and participant evaluations, including the results of any pre- and post-project surveys conducted
 - vii. Changes in participant knowledge of and acceptance of clean transportation options and funded projects
 - viii. Description of community engagement, outreach, and education efforts, including materials used, schedule of events conducted, and an assessment of effectiveness of the efforts
 - ix. Electricity and fuel usage information for project and baseline vehicles and EVSE, as applicable
 - x. Estimated GHG and other air pollutant emission reductions achieved

- xi. Other co-benefits provided by the project as mutually agreed upon between the Grantee and CARB
- xii. Accounting records, including expenditure and income information and supporting documentation. Includes earned interest, if any, and how it was expended or returned to CARB.
- xiii. Best practices and lessons learned, including suggestions for future project considerations for wider scale implementation in other communities
- xiv. Implementation challenges and recommendations for potential program improvements
- xv. Other data and analysis as mutually agreed upon between the Grantee and CARB

J. OVERSIGHT AND ACCOUNTABILITY

1. The Grantee shall comply with all oversight responsibilities.
2. CARB or its designee may recoup the grant funds which were received based upon misinformation or fraud, or for which a Grantee is in significant or continual non-compliance with the terms of this Grant or State law. CARB also reserves the right to prohibit any entity from participating in STEP due to non-compliance with program requirements or State law.
3. If the Grantee detects any actual or potentially fraudulent activity by anyone or entity associated with the project, it shall notify CARB as soon as possible and work with CARB to determine an appropriate course of action.

K. PROJECT RECORDS

As further described below, program records include but are not limited to Grantee, financial, and participant records. All project records must be retained for a period of three (3) years after final payment under this grant. All project records are subject to audit pursuant to Section N.3 of this Grant Agreement. Upon completion of the third year of record retention, the Grantee shall submit all program records to CARB. Hardcopy or electronic records are suitable. Acceptable forms of electronic media include hard drives, CDs, and DVDs. Other forms of electronic media may be allowed based on prior written concurrence from CARB.

1. Grantee Records

The Grantee shall retain a STEP file containing:

- a. Original executed copy of the STEP Grant Agreement and Grant Agreement Amendments (if applicable)
- b. Policies and Procedures Manual
- c. Copies of Grant Disbursement Request Forms and attachments
- d. Copies of Status Reports
- e. Documentation of earned interest generation and expenditure (see Section G for more information)

2. Financial Records

Without limitation of the requirement to maintain program accounts in accordance with generally accepted accounting principles, the Grantee must:

- a. Establish an official file for the project, which shall adequately document all significant actions relative to the program
- b. Establish separate accounts which will adequately and accurately depict all amounts received and expended on the project
- c. Establish separate accounts which will adequately and accurately depict all income received which is attributable to the project including cash and in-kind donations, if any
- d. Establish an accounting system which will adequately depict final total costs of the project, including grant implementation costs

3. Project Participant Records

The Grantee is required to establish and maintain participant records, which must include, at minimum:

- a. Project participant proposals (denied, approved, and removed)
- b. Initial participant surveys and survey updates
- c. Documentation of any deviations from the normal processing of projects (examples include enforcement action, CARB case-by-case approvals)

L. INTELLECTUAL PROPERTY

For the Mobility Wallet Project, CARB will have a limited, non-exclusive, perpetual, royalty free, non-transferable license to receive and use (internally and externally), display, perform, copy, publish, and create derivative works from all aggregate and anonymized data from webpage(s), software, databases, or other intellectual property developed or purchased by the Grantee and any of its Subgrantees or subcontractors for the purposes of administering or implementing STEP. This license to use aggregate and anonymous data received during the pilot program shall continue for the lifetime of the Mobility Wallet project and is not limited to the term of this Grant Agreement. LA Metro is not obligated to provide new aggregate and anonymized data after the end of the term of this Grant Agreement. CARB acknowledges that the Grantee and its Subgrantees and subcontractors shall retain ownership of its existing intellectual property rights in any webpages, software, databases, and program data, and in any other intellectual property that may be created or developed, including any and all derivative works of existing and newly created or developed materials.

For all other projects under this Grant Agreement, any webpage(s), software, databases, program data, or other intellectual property developed or purchased by the Grantee for the purposes of administering or implementing STEP are the property of CARB.

M. CONFIDENTIALITY AND DATA SECURITY

It is expressly understood and agreed that information the Grantee collects on behalf of the State or from a third party in performing its obligations under this Grant Agreement may be deemed confidential by the State. Therefore:

1. All information or data gathered pursuant to this grant shall be held confidential and released only to CARB or other entities as CARB may specify in writing.
2. The Grantee certifies that it has appropriate systems and controls in place to ensure that State funds will not be used in the performance of this Grant Agreement for the acquisition, operation, or maintenance of computer software in violation of copyright laws.
3. Information or data, including but not limited to all application records and supporting documentation that personally identifies or describes an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes and regulations. The Grantee shall safeguard all such information or data which comes into their possession under this agreement in perpetuity, and shall not release or publish any such information, data or application records.
4. The Grantee must observe complete confidentiality with respect to such

information or data collected pursuant to this grant, including without limitation, agreeing not to disclose or otherwise permit access to such information by any person or entity in any manner whatsoever unless such disclosure is required by law or legal process.

5. The Grantee must acknowledge the confidential nature of such information and ensure by agreement or otherwise that they are prohibited from copying or revealing, for any purpose whatsoever, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this section.
6. The Grantee must ensure that the Grantee's employees are informed of the confidential nature of such information and ensure by agreement or otherwise that they are prohibited from copying, revealing, or utilizing for any purpose in fulfillment of this grant, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this section.
7. The Grantee shall limit access to information and data gathered pursuant to this grant only to necessary employees to perform their job duties.
8. The Grantee must not use such information or any part thereof in the performance of services to others or for the benefit of others in any form whatsoever whether gratuitously or for valuable consideration.
9. The Grantee must notify the State promptly and in writing of the circumstances surrounding any possession, use, or knowledge of such information or any part thereof, by any person other than those authorized by this document.
10. The Grantee must adhere to all CARB confidentiality, disclosure, and privacy policies.
11. The Grantee must treat all information, deliverables, and work products developed or collected pursuant to this grant as confidential. All information, deliverables, and work products cannot be disclosed in any form to any third party **except for Subgrantees designated in Exhibit B, Attachment IV of this Agreement** without CARB's written consent except when required by law or legal process.
12. The Grantee must not use, without CARB written approval, any CARB materials for any purpose other than performing the agreed upon services.
13. At the conclusion of the engagement or upon termination of this Grant Agreement, the Grantee shall surrender all information in any form developed or collected pursuant to this grant.
14. If the Grantee suspects loss or theft, the Grantee must report any lost or stolen

information, data, or equipment developed or collected pursuant to this grant to CARB immediately.

15. The Grantee must provide CARB all pass phrases and passwords for private keys to encrypt data used, produced, or acquired in the course of performing duties under this Grant Agreement.
16. The Grantee must sign non-disclosure and confidentiality agreements as provided by CARB.
17. The Grantee agrees to notify CARB immediately of any security incident involving the information system, servers, data, or any other information developed or collected pursuant to this grant. The Grantee agrees that CARB has the right to participate in the investigation of a security incident involving its data or conduct its own independent investigation, and that the Grantee shall cooperate fully in such investigations.
18. The Grantee agrees that it shall be responsible for all costs incurred by CARB due to security incident resulting from the Grantee's failure to perform or negligent acts of its personnel, and resulting in an unauthorized disclosure, release, access, review, or destruction; or loss, theft, or misuse of information or data developed or gathered pursuant to this grant. If the Grantee experiences a loss or breach of data, the Grantee shall immediately report the loss or breach to CARB. If CARB determines that notice to the individuals whose data has been lost or breached is appropriate, the Grantee will bear any and all costs associated with the notice or any mitigation selected by CARB. These costs include, but are not limited to, staff time, material costs, postage, media announcements, credit monitoring for impacted individuals, and other identifiable costs associated with the breach or loss of data.
19. The Grantee may permit its Subgrantees to provide aggregated and anonymized data to the Grantee and CARB, as set forth herein. Otherwise, the Grantee will provide any aggregated and anonymized data as requested by CARB.
20. The Grantee agrees that it shall immediately notify and work cooperatively with CARB to respond timely and correctly to California Public Records Act (California Government Code Section 6250 et seq.) requests.

N. GENERAL PROVISIONS

1. **Amendment:** No amendment or variation of the terms of this Grant Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or agreement not incorporated in the Grant Agreement is binding on any of the parties.

2. **Americans with Disabilities Act:** The Grantee must ensure that all products and services submitted, uploaded, or otherwise provided by the Grantee and/or its subcontractors under this Grant, including but not limited to data, software, plans, drawings, specifications, reports, operating manuals, notes, and other written or graphic work prepared in the course of performance of this Grant (collectively, the "Work"), comply with Web Content Accessibility Guidelines 2.0, levels A and AA, and otherwise meet the accessibility requirements set forth in California Government Code Sections 7405 and 11135, Section 202 of the federal Americans with Disabilities Act (42 U.S.C. § 12132), and Section 508 of the federal Rehabilitation Act (29 U.S.C. § 794d) and the regulations promulgated thereunder (36 C.F.R. Parts 1193 and 1194) (collectively, the "Accessibility Requirements"). For any Work provided in PDF format, Grantee shall also provide an electronic version in the original electronic format (for example, Microsoft Word or Adobe InDesign).

CARB may request documentation from the Grantee of compliance with the Accessibility Requirements and may perform testing to verify compliance. The Grantee must bring into compliance, at no cost to CARB, any Work by the Grantee or its subcontractors not meeting the Accessibility Requirements. If the Grantee fails to bring its or its subcontractors' Work into compliance with the Accessibility Requirements within five (5) business days of written notice from CARB, or within the time frame specified by CARB in its notice, the Grantee will be responsible for all costs incurred by CARB in bringing the Grantee's or its subcontractors' Work into compliance with the Accessibility Requirements. The Grantee agrees to respond to and resolve any complaint brought to its attention regarding accessibility of deliverables provided under this Grant for a period of one year following delivery of the final deliverable under this Grant.

Deviations from the Accessibility Requirements are permitted only by written consent by CARB.

3. **Assignment:** This grant is not assignable by the Grantee, either in whole or in part, without the consent of CARB in the form of a formal written amendment.
4. **Audit:** The Grantee agrees that CARB, the Department of General Services, Department of Finance, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Grant and all State funds received. The Grantee agrees to maintain such records for possible audit for a minimum of three (3) years after the term of this Grant is completed, unless a longer period of records retention is stipulated. The Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Grantee agrees to include similar right of the

State to audit records and interview staff in any Grant or Contract related to performance of this Agreement.

5. **Availability of funds:** CARB's obligations under this Grant Agreement are contingent upon the availability of funds. In the event funds are not available, the State shall have no liability to pay any funds whatsoever to the Grantee or to furnish any other considerations under this Grant Agreement.
6. **Compliance with law, regulations, etc.:** The Grantee agrees that it will, at all times, comply with and require its contractors and subcontractors to comply with all applicable federal and State laws, rules, guidelines, regulations, and requirements.
7. **Confidentiality:** Except as may be required by the California Public Records Act (California Government Code Section 6250 et seq.), no record which has been designated as confidential by CARB, shall be disclosed by the Grantee. If Grantee believes disclosure of a confidential record may be required under the California Public Records Act, Grantee shall first give CARB written notice of the intent to disclose plus twenty-one (21) days after receipt of the written notice to seek an order preventing disclosure from a court of competent jurisdiction.
8. **Conflict of interest:** The Grantee certifies that it is in compliance with applicable State and/or federal conflict of interest laws.
9. **Disputes:** The Grantee shall continue with the responsibilities under this Grant Agreement during any dispute. Grantee staff or management may work in good faith with CARB staff or management to resolve any disagreements or conflicts arising from implementation of this Grant Agreement. However, any disagreements that cannot be resolved at the management level within 30 days of when the issue is first raised with CARB staff shall be subject to resolution by the CARB Executive Officer, or his designated representative. Nothing contained in this paragraph is intended to limit any of the rights or remedies that the parties may have under law.
10. **Environmental justice:** In the performance of this Grant Agreement, the Grantee shall conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations of the State.
11. **Fiscal management systems and accounting standards:** The Grantee agrees that, at a minimum, its fiscal control and accounting procedures will be sufficient to permit tracing of grant funds to a level of expenditure adequate to establish that such funds have not been used in violation of State law or this Grant Agreement. Unless otherwise prohibited by State or local law, the

Grantee further agrees that it will maintain separate Project accounts in accordance with generally accepted accounting principles.

12. **Force majeure:** Neither CARB nor the Grantee must be liable for or deemed to be in default for any delay or failure in performance under this Grant Agreement or interruption of services resulting, directly or indirectly, from acts of God, enemy or hostile governmental action, civil commotion, strikes, government orders, national or state declared pandemics, lockouts, labor disputes, fire, flood, earthquakes or other physical natural disaster. If either party intends to invoke this clause to excuse or delay performance, the party invoking the clause must provide written notice to the other party immediately but no later than within fifteen (15) calendar days of when the force majeure event occurs and reasons that the force majeure event is preventing that party from or delaying that party in performing its obligations under this contract. CARB may terminate this Grant Agreement immediately in writing without penalty in the event Grantee invokes this clause.

If the Grant Agreement is not terminated by CARB pursuant to this clause, upon completion of the event of force majeure, the Grantee must as soon as reasonably practicable recommence the performance of its obligations under this Grant Agreement. The Grantee must also provide a revised schedule to minimize the effects of the delay caused by the event of force majeure. An event of force majeure does not relieve a party from liability for an obligation which arose before the occurrence of that event.

13. **Governing law and venue:** This Grant Agreement is governed by and shall be interpreted in accordance with the laws of the State of California. CARB and the Grantee hereby agree that any action arising out of this Grant Agreement shall be filed and maintained in the Superior Court in and for the County of Sacramento, California, or in the United States District Court in and for the Eastern District of California. The Grantee hereby waives any existing sovereign immunity for the purposes of this Grant Agreement.
14. **Grantee's responsibility for work:** The Grantee shall be responsible for work and for persons or entities engaged in work, including, but not limited to, contractors, subcontractors, suppliers, and providers of services. The Grantee shall be responsible for any and all disputes arising out of its contract for work on the Project, including but not limited to payment disputes with contractors, subcontractors, and providers of services. The State will not mediate disputes between the Grantee and any other entity concerning responsibility for performance of work.
15. **Indemnification:** The Grantee agrees to indemnify, defend and hold harmless the State and the Board and its officers, employees, agents, representatives, and successors-in-interest against any and all liability, loss, and expense,

including reasonable attorneys' fees, from any and all claims for injury or damages arising out of the performance by the Grantee, and out of the operation of equipment that is purchased with funds from this Grant Award.

16. **Independent contractor:** The Grantee, and its agents and employees, if any, in their performance of this Grant Agreement, shall act in an independent capacity and not as officers, employees or agents of CARB.
17. **Nondiscrimination:** During the performance of this Grant Agreement, the Grantee and its contractors shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age (over 40), sexual orientation, or veteran or military status, or allow denial of family-care leave, medical-care leave, or pregnancy-disability leave. The Grantee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination and harassment. The Grantee and its contractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, title 2, section 11000 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a)-(f), set forth in Chapter 5 of Division 4.1 of title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. The Grantee and its contractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. The Grantee shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this Grant Agreement.
18. **No third party rights:** The parties to this Grant Agreement do not create rights in, or grant remedies to, any third party as a beneficiary of this Grant Agreement, or of any duty, covenant, obligation or undertaking established herein.
19. **Ownership:** Subject to sections L and M of this Grant Agreement, all information or data received or generated by the Grantee under this Grant Agreement shall become the property of CARB. No information or data received or generated under this Grant Agreement shall be released without CARB approval.
20. **Personally Identifiable Information:** Information or data that personally identifies an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes

and regulations. The Grantee shall safeguard all such information or data which comes into their possession under this Grant Agreement in perpetuity, and shall not release or publish any such information or data.

21. **Prevailing wages and labor compliance:** If applicable, the Grantee agrees to comply with all of the applicable provisions of the California Labor Code pertaining to Public Works projects (Labor Code Sections 1720-1861) including those provisions requiring the payment of not less than the specified prevailing rate of wages as determined by the Director of the Department of Industrial Relations to workers employed in the performance of this grant. If applicable, the Grantee shall monitor all agreements subject to reimbursement from this Grant Agreement to ensure that the provisions of Labor Code Sections 1720-1861 are being met.
22. **Funding Limitation: Grantees are prohibited from using CARB funds to aid or support any religious creed, sect, church, or sectarian purpose pursuant to California Constitution, article XVI, section 5. Grantees are also prohibited from using CARB funds to aid or support a sectarian or denominational school or any school not under the exclusive control of the officers of the public schools pursuant to California Constitution, article IX, section 8. CARB reserves the right to obtain additional information from applicants and Grantees to determine compliance with California Constitution, article XVI, section 5 and article IX, section 8. Failure to provide any requested information may result in denial of grant funding or possible termination of an existing grant agreement.**
23. **Professionals:** For projects involving installation or construction services, the Grantee agrees that only licensed professionals will be used to perform services under this Grant Agreement where such services are called for and licensed professionals are required for those services under State law.
24. **Severability:** If a court of competent jurisdiction holds any provision of this Grant Agreement to be illegal, unenforceable or invalid in whole or in part for any reason, the validity and enforceability of the remaining provisions, or portions of those provisions, will not be affected.
25. **Termination:** CARB may terminate this Grant Agreement for cause by written notice at any time prior to completion of projects funded by this Grant Award, upon violation by the Grantee of any material provision after such violation has been called to the attention of the Grantee and after failure of the Grantee to bring itself into compliance with the provisions of this Grant Agreement within the time frame set forth by CARB via written notice to the Grantee.
26. **Timeliness:** Time is of the essence in this Grant Agreement. Grantee shall proceed with and complete the Project in an expeditious manner.

27. **Waiver of Rights:** Any waiver of rights with respect to a default or other matter arising under the Grant Agreement at any time by either party shall not be considered a waiver of rights with respect to any other default or matter. Any rights and remedies of the State provided for in this Grant Agreement are in addition to any other rights and remedies provided by law.
28. **Order of Precedence:** In the event of any inconsistency between the articles, exhibits, attachments, specifications or provisions which constitute this Grant Agreement, the following order of precedence shall apply:
- a. Grant Agreement Cover Sheet
 - b. Exhibit A – Grant Provisions
 - c. Exhibit B – Work Statement
 - d. Exhibit D – Grant Solicitation Package
 - e. All other Exhibits incorporated into the Grant Agreement as listed on the Grant Agreement Cover Sheet.

O. INSURANCE REQUIREMENTS

The Grantee must comply with all requirements outlined in the (1) General Provisions and (2) Insurance Requirements outlined below. No payments will be made under the grant until the Grantee fully complies with all insurance requirements.

1. General Provisions Applying to All Policies:
 - a. Coverage Term – Coverage needs to be in force for the complete term of the grant. If insurance expires during the term of the grant, a new certificate must be received by the State at least thirty (30) days prior to the expiration of this insurance. Any new insurance must comply with the original grant terms.
 - b. Policy Cancellation or Termination & Notice of Non-Renewal – The Grantee is responsible to notify the Program Administrator within five (5) business days of any cancellation, non-renewal or material change that affects required insurance coverage. New certificates of insurance are subject to the approval of the Department of General Services and the Grantee agrees no work or services will be performed prior to obtaining such approval. In the event that the Grantee fails to keep in effect at all times the specified insurance coverage, the State may, in addition to any other remedies it may have, terminate this grant upon the occurrence of such event, subject to the provisions of this grant.

- c. Premiums, Assessments, and Deductibles – The Grantee is responsible for any premiums, policy assessments, deductibles or self-insured retentions contained within their insurance program.
 - d. Primary Clause – Any required insurance contained in this grant shall be primary, and not excess or contributory, to any other insurance carried by the State.
 - e. Insurance Carrier Required Rating – All insurance companies must carry an AM Best rating of at least “A–” with a financial category rating of no lower than VI. If the Grantee is self-insured for a portion or all of its insurance, review of financial information including a letter of credit may be required.
 - f. Endorsements – Any required endorsements requested by the State must be physically attached to all requested certificates of insurance and not substituted by referring to such coverage on the certificate of insurance.
 - g. Inadequate Insurance – Inadequate or lack of insurance does not negate Awardee’s obligations under the grant.
 - h. Satisfying a Self-Insured Retention (SIR) – All insurance required by this contract must allow the State to pay and/or act as the contractor’s agent in satisfying any self-insured retention (SIR). The choice to pay and/or act as the contractor’s agent in satisfying any SIR is at the State’s discretion
 - i. Available Coverages/Limits – All coverage and limits available to the Awardee shall also be available and applicable to the State.
2. Use of Subcontractor – In the case of the Grantee’s utilization of Subcontractors to complete the grant scope of work, the Grantee shall include all Subcontractors as insured’s under the Grantee’s insurance or supply evidence of Subcontractor’s insurance to the State **subject to item O.3. equal to policies, coverages, and limits required of the Grantee.**
 3. Grant Insurance Requirements – The Grantee shall display evidence of the following on a certificate of insurance. After the solicitation is awarded, failure to provide the certificate upon request will result in the termination of the grant. The Grantee must assure the community pilot project(s) funded by the Program Administrator (CARB) fully complies with all insurance requirements before starting the project. The following coverages must be evidenced on the certificate of insurance and all endorsements required must be attached:
 - a. Commercial General Liability – The Grantee shall maintain general liability on an occurrence form with limits not less than \$5,000,000 per occurrence for bodily injury and property damage liability combined with a \$5,000,000

annual policy aggregate. **Subcontractors shall maintain general liability on an occurrence form with limits not less than \$1,000,000 per occurrence for bodily injury and property damage liability combined with a \$2,000,000 annual policy aggregate.** The policy shall include coverage for liabilities arising out of premises, operations, independent the Grantees, products, completed operations, personal & advertising injury, and liability assumed under an insured contract or grant. This insurance shall apply separately to each insured against whom claim is made or suit is brought subject to the Grantee's limit of liability.

The policy must name "State of California and California Air Resources Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations".

- b. Automobile Liability – **Compliance of automobile liability is required upon procurement of the vehicles. For vehicles used in a STEP-funded shared mobility service (e.g., electric bikes and scooters, carshare vehicles, shuttles, and buses),** tThe Grantee shall maintain business automobile liability insurance as broad as Form CA0001 for limits not less than a \$5,000,000 combined single limit. **For any other vehicle that is not used in a STEP-funded shared mobility service (e.g., vehicles used for project planning, rebalancing, maintenance, marketing, outreach, or driving to events), the Grantee shall maintain business automobile liability insurance as broad as Form CA0001 for limits not less than a \$1,000,000 combined single limit.** Such insurance shall cover liability arising out of any and all motor vehicles owned, hired or non-owned. "Any Auto" symbol 1 is required.

The policy must name "State of California and California Air Resources Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations".

- i. **In the event that the Fleet Owner maintains business automobile liability insurance, the policy must name the State of California and California Air Resources Board, its officers, agents, and employees as additional insured by endorsement that states the name exactly as required in this agreement. A blanket additional insured endorsement is not acceptable.**
- ii. By signing the grant agreement, the Grantee certifies that the Grantee and any employees, subcontractors or servants possess valid

automobile coverage in accordance with California Vehicle Code Sections 16450 to 16457, inclusive. The State reserves the right to request proof at any time.

- c. Workers Compensation and Employers Liability – The Grantee shall maintain statutory worker’s compensation and employer’s liability coverage for all its employees who will be engaged in the performance of the grant. In addition, employer’s liability limits of \$1,000,000 are required. By signing this agreement, the Grantee acknowledges compliance with these regulations.

A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must be attached to certificate.

- d. In addition to the insurance requirements listed above, the Grantee must supply specific coverage for Electric Bikes and Scooters, with a limit of at least \$5,000,000. Proof of coverage can be submitted in two ways:

If coverage is from an Electric Bike and Scooter insurance carrier, only the certificate of insurance is required showing specific insurance for Electric Bikes and Scooters; **OR,**

If coverage is endorsed to the General Liability policy, insurance company must supply a separate endorsement showing proof of Electric Bike and Scooter Coverage.

- e. Either policy must name “State of California and California Air Resources Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations. “Non-Profit Organization with Volunteers Only (if applicable): A Volunteer Accident Insurance Policy with a limit not less than \$1,000,000. The policy shall contain a waiver of subrogation in favor of the State of California, if such endorsement is available in the open market. Said policy shall be issued by an insurance company with a rating which is acceptable to the Department of General Services, Office of Risk and Insurance Management. CARB reserves the right to review and adjust insurance requirements as necessary during the grant term.
- f. Cyber Liability coverage, with limits not less than \$1,000,000 per occurrence or claim. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by the Grantee in the grant agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or

destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well.

- g. **Self-insurance – If a Contractor has elected to be self-insured it must receive approval of its self-insurance program from the DGS Office of Risk and Insurance Management (ORIM). To obtain ORIM approval Contractor must submit the following documents to ORIM.**
 - i. **Workers' Compensation** – Contractor will provide a copy of its Certificate of Consent to Self-Insure from the Department of Industrial Relations.
 - ii. **All Other** – Contractor's Risk Manager, or comparable position holder, shall provide a written description of the plan including what is covered, what is not covered, identify the financial limits of the plan and identify the source of funds for financing the plan.

Provide the firm's most recent audited annual financial statement including all accounting letters. The report must show the firm's owner's equity of at least \$5,000,000 and annual profit of at least \$500,000.

Provide a signed written statement from the firm's CPA confirming the annual net profit for each of the prior 4 years has been at least \$500,000.

EXHIBIT B

WORK STATEMENT

[Attachment I – Budget Summary](#).....~~Error! Bookmark not defined.~~34
[Attachment II – Task Summary and Details](#).....~~Error! Bookmark not defined.~~45
[Attachment III – Task and Disbursement Schedule](#).....503
[Attachment IV – Key Project Personnel](#)~~Error! Bookmark not defined.~~81

EXHIBIT B

Attachment I – Budget Summary

Grantee: Los Angeles Department of Transportation
 Project: South Los Angeles Universal Basic Mobility Pilot Program
 Grant Number: **STEP-IG-02, 01**

	Total Costs
Project Costs	\$10,365,174.40 20,882,321.89
Direct Grant Implementation Costs	\$696,857.13 1,127,509.76
Indirect Grant Implementation Costs	\$03,000.00
	Total Funding
Total Grant Funds	\$7,077,770.53 13,843,297.68
Resource Contribution	\$3,984,261.00 7,942,050.60
Total Proposal Funds	\$11,062,031.53 21,785,348.28

EXHIBIT B

Attachment II – Task Summary and Details

Grantee: Los Angeles Department of Transportation
 Project: South Los Angeles Universal Basic Mobility Pilot Program
 Grant Number: **STEP-IG-02,01**

Task Summary Table

Task #	Task Description	STEP Funds	Resource Contribution
1	Proposal administration	\$258,347.13 <u>692,000.00</u>	\$438,510.00 <u>09.76</u>
2	Mobility wallet	\$756,770.00 <u>2,567,080</u>	\$486,700.00 <u>699.97</u>
3	Electric mobility	\$3,658,354.40 <u>5,295,619.44</u>	\$1,600,000.00 <u>4,641,451.87</u>
4	Charging for all	\$716,000.00 <u>1,644,526.52</u>	\$803,838.00 <u>1,634,866.00</u>
5	Stakeholder engagement & outreach	\$688,299.00 <u>1,368,446.00</u>	\$504,713.00 <u>380,412.00</u>
6	Quick-build active streets	\$5600,000.00	\$150,500.00
7	Rail to Rail First Mile – Last Mile	\$500,000.00 <u>1,017,000.00</u>	\$0.00
8	<u>Zero-emission Delivery Solutions</u>	<u>\$658,625.72</u>	<u>\$209,611.00</u>
	Total	<u>\$7,077,770.53</u> <u>13,843,297.68</u>	<u>\$3,984,261.00</u> <u>7,942,050.60</u>

Task Details

Task 1. Proposal administration

Administer the various tasks of the project including participation in meetings with CARB staff; development and implementation of project plans; record-keeping procedures; reporting procedures; and financial tracking and disbursements.

1.1. Meetings and communication with CARB staff

1.1.1. Initial Project Kick-off Meeting: The Grantee’s key project personnel, in collaboration with CARB’s Project Liaison, will plan, conduct, and attend

an initial meeting with CARB staff following execution of the Grant Agreement. Topics for discussion may include, but not be limited to, the following:

- a. Project tasks, timelines, and milestones
- b. Project design and community engagement, outreach, and education activities
- c. Content and format for quarterly reports and final reports
- d. Schedule for ongoing coordination meetings
- e. Participant surveys and reporting
- f. Other items as necessary

1.1.2. Ongoing Project Coordination: Ongoing Grantee coordination and review meetings with the CARB Project Liaison to discuss project status held at least monthly or quarterly, per CARB Project Liaison, as well as a final meeting, or conference call, pending CARB Project Liaison approval, held at the conclusion of the project. The Grantee's key project personnel will participate in meetings with CARB staff. Additional meetings may be scheduled at the discretion of the CARB Project Liaison. Meetings may be conducted by phone if deemed appropriate by the CARB Project Liaison. Project coordination and review meetings are the responsibility of the Grantee and should contain:

- a. Agenda for the meeting with online meeting information provided prior to the meeting
- b. Discussion of project activities, deliverables, schedule, and milestones
- c. Discussion of any difficulties encountered since the last project update
- d. Concerns or questions requiring resolution from CARB
- e. Notification of any pending disbursement requests
- f. Scheduling the next project coordination meeting

1.2. Coordinate with other CARB projects (e.g., Access Clean California, Clean Mobility Options Voucher Pilot) where appropriate and as requested by CARB.

1.3. Partnerships. Coordinate with all project partners, including Subgrantees and Community Partners, following the decision-making structure and the governance, legal, and financial relationships set out in the Partnership Structure. This must include:

- a. Regular communication with all Subgrantees, such as check-ins to keep track of progress made and troubleshoot issues encountered. The Grantee is responsible for keeping CARB informed of progress on all projects, including those that are being led by one of the Subgrantees.
- b. Regular communication with all Community Partners in a mutually agreed-upon format to share progress and receive feedback on project implementation and design
- c. Accessible public meetings to share progress and receive feedback on project implementation and design

- d. Updates to Community Partners and other community stakeholders on how their feedback is being incorporated into the design and implementation of the project
- e. Incentivize participation of all project partners, including Community Partners, appropriately

1.4. Community engagement. Directly and actively engage community residents during project implementation to ensure that project design and implementation meet the needs of the residents. The Grantee must:

- a. Ensure that funded activities focus on engaging community residents located or involved in the STEP Community.
- b. Use community engagement methods recommended in the Community Inclusion Guidance.
- c. Develop and implement a process for community engagement that maximizes the power of community residents to make decisions about project design and implementation.
- d. Conduct community engagement activities that help maximize residents' ability to participate, such as translating meetings and materials and scheduling meetings at times that are convenient to community residents.
- e. Focus on engaging hard-to-reach residents whose interests have historically been under-represented.
- f. Ensure that funded activities collect data on residents' current knowledge regarding clean transportation options.
- g. Ensure funded activities include an evaluation of the success of the activities throughout implementation and adapt methods used accordingly.
- h. Incentivize community residents appropriately for their time and expertise during their participation in community engagement activities.
- i. Develop plans for community engagement activities, either as part of the Status Reports or as stand-alone plans.
- j. Ensure that all community engagement plans have been approved by CARB prior to implementation.

1.5. Outreach and education. Conduct outreach and education with community residents to help ensure that identified end users in the community have the knowledge necessary to use new transportation services and to inform their participation in decision-making processes. The Grantee must:

- a. Ensure that funded activities focus on reaching out to or educating community residents located or involved in the STEP Community.
- b. Use outreach and education methods recommended in the Community Inclusion Guidance
- c. Conduct outreach and education activities that meet the needs of the residents, such as translating materials and creating events at times that are convenient to community residents

- d. Ensure that funded activities collect data on residents' current knowledge regarding clean transportation options.
- e. Ensure funded activities include an evaluation of the success of the activities throughout implementation and adapt methods used accordingly.
- f. Educate community residents about other applicable CARB funding opportunities, including Access Clean California and the clean vehicle ownership programs (e.g., CVRP, Clean Cars 4 All, CVAP), and supporting California Energy Commission funding opportunities (e.g., the California Electric Vehicle Infrastructure Project).
- g. Develop plans for outreach and education activities, either as part of the Status Reports or as stand-alone plans.
- h. Ensure all outreach, education, and press materials and outreach and education plans have been approved by CARB and adhere to the California Climate Investments guidelines, as identified in Exhibit A, Section B of this Grant Agreement, prior to implementation.

1.6. Develop policies and procedures manuals. Such documents and process flow charts should describe the Grantee's administrative actions for evaluating and processing project participants, tracking vehicle maintenance for all project vehicles, and data gathering and reporting for all aspects of the project.

Examples include, but are not limited to:

- a. Organizational charts
- ~~b. Details on how key project processes are conducted and how associated documentation of data, signatures, and authorizations are gathered and recorded, including, but not limited to:
 - ~~i. Community engagement, outreach, and education~~
 - ~~ii. Participant information, enrollment, and tracking~~
 - ~~iii. Vehicle reservations, tracking, and maintenance~~
 - ~~iv. Data collection and reporting~~~~
- c. Develop and maintain accounting procedures to track expenditures by:
 - i. Grant Agreement number
 - ii. Fiscal year
 - iii. Funding source
- d. Provisions to protect against conflict of interest
- e. Provisions to protect against fraud, and to identify, respond to, and report if fraud has occurred
- f. Provisions to protect personally identifiable information

1.7. Project records. As defined in Exhibit A, Section K of this Grant Agreement, establish and maintain records on items that include, but are not limited to, participants, vehicles, Electric Vehicle Supply Equipment (EVSE), fuel, and maintenance as follows:

- 1.7.1. Identify participant data that are confidential and develop

measures to keep these data confidential. For example, individuals' physical characteristics, residential address, wage and salary information, driver's license or state-issued ID number, and insurance policy number must be kept confidential.

1.7.2. Record the physical address and census tracts of each location that project vehicles are domiciled or operated within and each location EVSE is installed.

1.7.3. Develop a systematic process and schedule to back up database(s) on a daily basis at a minimum.

1.7.4. Develop and enforce security measures to safeguard project database(s).

1.7.5. Store all records in a secured and safe storage facility that maintains confidentiality and provides fire and natural disaster protection.

1.7.6. Retain files during the term of the Grant Agreement plus three years after the grant term expires.

1.7.7. Transfer all project records to CARB once the project ends or three years after the grant term expires, whichever comes first.

1.8. Document and track expenditures, as defined in Exhibit A, Section G of this Grant Agreement.

1.9. Fulfill any needed project readiness requirements such as obtaining permits for charging infrastructure, obtaining encroachment permits and ensuring sufficient electrical capacity at designated charging station sites.

1.10. Reporting and documenting expenditure of State funds. As defined in Exhibit A, Section I of this Grant Agreement, report on and assess progress throughout project implementation via the participant and project metrics identified in Appendix H, Status Reports, and the Final Report. The purpose of data collection and reporting is to document and assess the outcomes of each funded project, which may include better understanding the projects' impacts on behavior change, vehicles miles traveled, and equity.

1.10.1. Develop plans for the collection of data, either as part of the Status Reports or as stand-alone plans, and carry out those plans using appropriate metrics and tools. Ensure that all data collection plans have been approved by CARB. Metrics should include information about transportation modes used and trips taken by community residents

before and after the project's implementation. CARB will coordinate with the Grantee to identify parameters and determine the most effective mechanism for obtaining information and measures to safeguard confidential individual information. At a minimum, participant metrics should be collected prior to launch of a new project, midway through a project, and at the end for Final Report reporting.

1.10.2. For all projects, track and report metrics, such as, but not limited to, the information outlined in Appendix H of this Grant Solicitation. The Grantee must track and report these data at least quarterly.

1.10.3. Participate in third-party research projects as requested by CARB.

1.10.4. Status Reports: Submit numbered status reports accompanying grant disbursement requests to CARB at least quarterly, but may submit on a monthly basis if necessary to justify more frequent disbursements with prior approval from CARB. These reports must be approved by CARB and must contain at minimum, in either Microsoft Word or PDF as a single electronic file, the information outlined in Exhibit A, Section I of this Grant Agreement.

1.10.5. Final Report: The Final Report must be submitted within 90 days of CARB receiving the draft Final Report or by **March 31, 2025**, whichever comes first. A draft Final Report is due to CARB within 30 days of project completion or by **December 31, 2024**, whichever comes first. Final reports must contain at minimum the information outlined in Exhibit A, Section I of this Grant Agreement.

Task 1.11. The Grantee may add additional projects with the written approval of CARB. This type of change may require a grant amendment. Any additions will incorporate community decision-making. The Grantee must show that each project will:

- a. Meet applicable State laws
- b. Meet STEP's objectives, including all of the following:
 - i. Address a community-identified transportation need
 - ii. Support increasing access to key destinations
 - iii. Facilitate or achieve GHG emission reductions
- c. Meet all requirements specified in Appendix E of the Grant Solicitation
- d. Meet applicable requirements of statutes, applicable State law, the FY 2019-20 Funding Plan, **the FY 2021-22 Funding Plan**, the FY 2019-20 STEP Implementation Grant Solicitation, this Grant Agreement, and all Exhibits and Attachments to this Grant Agreement. The FY 2019-20 **and 2021-22 Funding Plans** for Clean Transportation Incentives **isare** available at: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement->

[program/low-1. https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf.](https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf)

Task 2. Mobility wallet

The Mobility Wallet expands on current Transit Access Pass (TAP) integration efforts. **Two unique parallel technology development paths including (1) Pay with TAP and (2) a payment card (like Visa, Mastercard, or PayPal) will bring the mobility wallet to life.** It consists of both ~~These~~ analog and digital components ~~to~~**will** provide a seamless transportation pass for low-income, student, senior, and disabled riders through the STEP Community. The mobility pass will pilot **approximately \$150 per month** transit and shared mobility credits for an approximately ~~2,51,100~~-person subscriber base for one year as part of **an at least 5,000-person mobility wallet pilot, which includes an additional 900 subscribers in the Flex Universal Basic Mobility Program and 3,000-person control group of pre-enrolled LIFE and Go-Pass participants.** ~~monthly transportation allocation that will also include access to the Electric Mobility services provided in this proposal.~~ **Subscribers may use their monthly Mobility Wallet subsidies to access multimodal and electric mobility services provided in this proposal.** The Grantee will work with community-based organizations in the area to identify eligible participants in the pilot. Participation will likely be offered on a first-come, first-served basis with certain income eligibility criteria. Participants will need to consent to data sharing for analysis of the pilot.

2.1. Integrate mobility wallet software and shared mobility services' backend infrastructure to support integration of mobile application platforms.

2.1.1. Develop initial scope of work for mobility wallet software development, issue solicitation and selection of vendors. **Work with Cal-ITP to develop a payment card pathway.**

2.1.2. Execute mobility wallet software development.

2.1.3. Beta test Mobility Wallet and open pilot enrollment period.

2.2. Provide subsidies for transit and shared mobility.

2.2.1. Launch mobility wallet pilot. Aim for 500 subscribers pre-enrolled.

2.2.2. Fully operate mobility wallet. Aim for ~~2,51,100~~ subscribers fully enrolled.

2.2.3. Share data on full, at least 5,000-person mobility wallet pilot with CARB.

Task 3. Electric mobility

Electric mobility includes provision of three different and complementary clean

transportation services. LADOT will provide access to approximately 250 electric pedal-assist bikes at library hubs and will expand the program as demand is evaluated. This library may include e-cargo bikes as part of a zero-emission delivery program. LADOT will also bring an on-demand free shuttle to the community, operating all-electric shuttles for approximately one year. The shuttle service will fill gaps in the Downtown Area Short Hop (DASH) service area, eliminate the need for transfers, and extend services hours into the evening. And lastly, LADOT will expand the BlueLA carshare pilot to South LA. The expansion will include approximately ~~5~~**100** additional vehicles and a goal of at least ~~36~~**,000** new users into the program through enhanced outreach in conjunction with the Mobility Wallet. A steering committee composed of community-based organizations will guide program design for these three new/expanded services.

3.1. Implement e-bike library **and e-bike maintenance training program**. The Los Angeles Cleantech Incubator (LACI) will work to procure an e-bike library model that provides free electric bicycle access for extended “check-outs” to South LA residents. The program will feature at least 250 e-bikes, deployed over a period of two years, and may include e-cargo bikes and adaptive e-bikes. LACI will run an RFP process in 2021 to support a mid-2022 program launch.

3.1.1. ~~Recruitment for~~ and release RFP ~~for~~ and select an e-bike library operator.

3.1.2. Recruit approximately 30 e-bike maintenance training participants, secure training contractor(s), complete e-bike maintenance training, and match graduates with e-bike maintenance internship opportunities.

3.1.~~23~~. Develop feasibility study and recommendations for incorporating e-bike / cargo e-bike delivery services into e-bike library.

3.1.~~34~~. Selected vendor will procure at least 250 e-bikes. Obtain e-bike insurance as required in Exhibit A, Section O and provide proof of insurance to CARB prior to e-bike library implementation. Follow the requirements for funded micromobility vehicles:

- a. Purchased micromobility vehicles must be new.
- b. Micromobility vehicles funded by this grant comprise a fleet that must be maintained throughout the term of the grant agreement. Changes to the fleet after grant execution are subject to prior approval by CARB.
- c. Micromobility service must include a maintenance plan for continued reliable operation and unforeseen breakdowns of the charging or fueling infrastructure and repairs and maintenance of the vehicles.
- d. Micromobility service must be registered with the local

jurisdiction, where available.

- e. Micromobility vehicles must have data collection devices or data collection metrics included in their base mode options. Data collection devices can be installed post-purchase.

3.1.45. Launch e-bike library. Aim to have 125 subscribers pre-enrolled.

3.1.56. Operate and oversee e-bike library.

3.2. Pilot electric on-demand community shuttle.

3.2.1. Finalize procurement process for on-demand community shuttle service. Procure a turnkey operator to provide 4 shuttles (~~up to 4~~), charging infrastructure and installation, drivers, and routing software. Obtain shuttle insurance as required in Exhibit A, Section O and provide proof of insurance to CARB prior to shuttle implementation. Follow the following requirements for funded light-, medium-, and heavy-duty vehicles:

- a. Vehicles funded by this grant comprise a fleet that must be maintained throughout the term of the grant agreement. Changes to the fleet after grant execution are subject to prior approval by CARB.
- b. Vehicles must be zero-emission.
- c. Vehicles may be purchased or leased (2-year minimum lease period except for On-demand Community Shuttle Project).
- d. Vehicles must be on the eligible Clean Vehicle Rebate Project (CVRP) or Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Eligible Vehicle lists^{3,4} at the time of purchase, including vehicle models that were removed due to CVRP policy changes effective December 3, 2019.
- e. Vehicles must be registered in California.
- f. Vehicles must be compliant with all applicable State requirements, including, but not limited to applicable CARB engine or vehicle approval or certification and Department of Motor Vehicles licensing.
- g. No modifications can be made to the vehicle's emissions control systems, hardware, or software calibrations (California Vehicle Code (CVC) Section 27156).
- h. Vehicle title cannot be salvaged (as defined in CVC section 544).
- i. Vehicles must have data collection devices or data collection metrics included in their base mode options. Data collection devices can be installed post-purchase.

³ <https://cleanvehiclerebate.org/eng/eligible-vehicles>

⁴ <https://www.californiahvip.org/how-to-participate/#Eligible-Vehicle-Catalog>

- j. Vehicles must be under warranty with the manufacturer for the duration of the grant term.
- k. Used vehicles must meet the following additional requirements at the time of purchase or lease:
 - i. Vehicle model year must be 4 years or newer.
 - ii. Vehicle mileage cannot exceed 48,000 miles.
 - iii. Vehicle cannot have any outstanding recall notices. If there has been a recall notice for the vehicle model, documentation must be provided that the problem has been addressed before the vehicle is purchased or leased.
 - iv. Vehicles must be inspected by a licensed automotive mechanic.
 - v. Batteries in vehicles must be new (new batteries may be purchased).
 - vi. Vehicles that previously have participated in CVRP (received rebates) must have passed the compliance period and have fully complied with program requirements.
 - vii. Vehicles must be formerly listed under the eligibility list of CVRP according to their model years

3.2.2. Launch and beta test on-demand community shuttle.

3.2.3. Continued operations of on-demand community shuttle.

3.3. Expand electric vehicle car share. The existing BlueLA program will expand to South LA, bringing at least ~~5~~**100** vehicles to STEP neighborhoods, in coordination with Task 4 EVSE infrastructure. The program will operate for at least three years.

3.3.1. Hold South LA kick-off meeting.

3.3.2. Negotiate and execute service contract(s). Obtain EV insurance as required in Exhibit A, Section O and provide proof of insurance to CARB prior to carshare implementation.

3.3.3. Conduct EV maintenance training.

3.3.3.1. Recruit and train approximately 10-15 EV technicians in first cohort.

3.3.3.2. Recruit, start, and complete first cohort of approximately 9 EV technician internships.

3.3.3.3. Recruit and train approximately 10-15 EV technicians in

second cohort.

3.3.3.4. Recruit, start, and complete second cohort of approximately 9 EV technician internships.

3.3.4. Deploy at least 5100 EVs to the project area. Follow the requirements for light-, medium-, and heavy-duty vehicles outlined in subtask 3.3.2. Internal/external outreach on program siting will follow the outreach and education requirements in Task 1.5.

3.3.5. Continue carshare service operation for at least 5100 vehicles added.

Task 4. Charging for all

The Charging for All project will create a network of approximately 50116 public Level 2 (L2) chargers throughout the entire STEP project area, geographically dispersed such that all residents are within minutes of a public charger. The chargers will be open and available to the community at public facilities they already make use of, such as city-owned parking lots and libraries, and will be available at the curbside, affixed to street lights. In addition to the L2 network, atwo high-speed DC fast charging plazas will also be deployed. This will help to enable electrification for 1) residents of multi-family homes and 2) commercial drivers living or working in the neighborhood, including rideshare and other gig or delivery workers. Rebates through LADWP will subsidize the charging infrastructure.

Follow the requirements for funded EVSE purchase and installation:

- a. EVSE must be installed to provide electricity to project vehicles.
- b. EVSE must comply with California Electric Vehicle Infrastructure Project (CALeVIP) equipment requirements.⁵
- c. EVSE may be installed in commercially, residentially, or public facility zoned locations.
- d. EVSE may include ports for micromobility vehicle charging or fueling if the project design includes micromobility vehicles.
- e. EVSE may be Level 2 (rated up to 240 volts alternating current [AC], up to 60 amperes [amps], and up to 14.4 kilowatts) or Level 3 (high voltage AC or direct current [DC] with the capability to charge a vehicle to approximately 80 percent capacity within 30 minutes).
- f. EVSE must include a maintenance plan for continued reliable operation and unforeseen breakdowns of the charging infrastructure.
- g. **Assembly Bill 841 (2020):** By signing this Grant Agreement, the Grantee as a material term of this Grant Agreement shall be fully responsible for complying with this section. AB 841 (Ting, 2020) added Public Utilities Code (PUC) section 740.20, which requires Electric Vehicle Infrastructure Training Program (EVITP)

⁵ <https://calevip.org/resources-ev-charging-manufacturers-service-providers>

certification to install electric vehicle charging infrastructure and equipment for work performed on or after January 1, 2022, subject to certain exceptions.

Therefore, applying PUC 740.20 EVITP requirements to this Grant Agreement means that all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated in this paragraph do not apply to any of the following:

- (1) Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.
- (2) Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).
- (3) Single-family home residential electric vehicle chargers that can use an existing 208/240-volt outlet.

Prior to performing any electrical vehicle infrastructure installation work under this Agreement, the Grantee shall:

1. Submit to CARB an *AB 841 Certification* that certifies the project will comply with all AB 841 (2020) requirements or describes why the AB 841 requirements do not apply to the project. The certification shall be signed by the Grantee's authorized representative.
2. Submit to CARB *EVITP Certification Numbers* of each Electric Vehicle Infrastructure Training Program certified electrician that will install electric vehicle charging infrastructure or equipment. EVITP Certification Numbers are not required to be submitted if AB 841 requirements do not apply to the project.

4.1. Create onetwo DC Fast Charger (DCFC) Plaza hubs each.

4.1.1. Execute contract(s) with charging infrastructure company EVgo and submit DCFC maintenance plan.

4.1.2. Conduct initial documentation discovery and site visits with vendors, city staff, and partners.

4.1.3. Install DCFC Plaza hubs.

4.2. Provide at least ~~2016~~ L2 EVSE at libraries, ~~and~~ at least ~~3025~~ L2 EVSE at **parks, and approximately 75 L2 EVSE at** Bureau of Street Lighting (BSL) facilities.

4.2.1. Execute **and amend** interdepartmental MOU between LADOT and BSL related to street lighting EV chargers.

4.2.2. Conduct internal/external outreach on station siting. Follow the outreach and education requirements in Task 1.5.

4.2.3. Develop siting plan (inclusive of carshare station siting in South LA) in concert with project steering committee, conduct initial documentation discovery and conduct site visits with vendors, city staff, and partners, and submit EVSE maintenance plan (for BSL chargers).

4.2.4. Execute **and amend** contract or MOU with level 2 EVSE vendor(s) as needed. BSL will directly purchase and install their own equipment, so contracting will likely only be needed for library chargers **and chargers at other city facilities**. Negotiate EVSE maintenance plan.

4.2.5. Install approximately ~~2016~~chargers across ~~five~~**four** library locations, ~~and~~ at least ~~3025~~ L2 EVSE at **parks, and approximately 75 L2 EVSE at** curbside streetlight charging locations.

4.2.6. Energize and commission chargers.

4.3. Conduct a feasibility assessment for installation of chargers. All necessary permits for installation of chargers will be obtained from the Los Angeles Department of Building and Safety (LADBS). All permits will be acquired within 12 months of grant **amendment** execution unless a new timeline is determined in consultation with CARB.

4.4. Execute a training curriculum, followed by a paid internship program for approximately 30 participants with hands-on training on troubleshooting, maintaining, and commissioning EV charging infrastructure. This program will focus on the BlueLA charging station infrastructure, but will also be employed more broadly to other public charging stations in the City of LA. This training and internship program will be conducted by a subcontractor in partnership with the Los Angeles Cleantech Incubator (LACI). Participants will earn their National Fire Protection Association Standard for Electric Safety in the Workplace (NFPA 70-E) certification (electrical safety). This training will provide career pathways into LACI start-ups, partner organizations, and International

Brotherhood of Electrical Workers (IBEW) Local 11 electrician-based apprenticeship programs for upward mobility.

Task 5. Stakeholder engagement & outreach

Stakeholder engagement will include representation from local Community Based Organizations (CBO), as well as capacity building for area residents to serve an advisory role on the project. Selected residents will receive training and mentorship to support role on Resident Advisory Committee (RAC). Duties for residents and CBO representatives will include guidance and input on outreach events, communication of project developments to community, and recommendations as appropriate on technical components including, but not limited to, site selection or design aspects. CicLAvia open street events serve as testing and onboarding platforms for the STEP-funded projects, as well as venues for data collection, community feedback, and outreach and recruitment for the Community Stakeholder Structure.

5.1. South Los Angeles Transit Empowerment Zone (SLATE-Z) stakeholder outreach and engagement. Follow the community engagement, outreach, and education requirements in subtasks 1.4 and 1.5.

5.1.1. Conduct RAC training.

5.1.1.1. Develop training curriculum and recruit cohort 1.

5.1.1.2. Conduct approximately three-month training with cohort 1 (approximately 5 to 10 members). Continue offering support, mentoring, and coaching cohort members during their tenure on the Steering Committee.

5.1.1.3. Recruit cohort 2.

5.1.1.4. Conduct approximately three-month training with cohort 2 (approximately 5 to 10 members). Continue offering support, mentoring, and coaching cohort members during their tenure on the Steering Committee.

5.1.1.5. Develop training curriculum and recruit cohort 3.

5.1.1.6. Conduct approximately three-month training with cohort 3 (approximately 5 to 10 members). Continue offering support, mentoring, and coaching cohort members during their tenure on the Steering Committee.

5.1.1.7. Convene all three cohorts of RAC members, if possible, to assess their experience with the RAC, Steering Committee,

the STEP projects, and current engagement in mobility, climate, greenhouse gas reduction, and related efforts moving forward.

5.1.2. Create and convene steering committee **and jobs and transit workgroups**, which will include CBO representatives, RAC members, Community Partners identified in the proposal, and the Subgrantees.

5.1.2.1. Appoint initial steering committee and assign members to subcommittees that will focus on items such as outreach events and specific project implementation (e.g., site selection, outreach strategies, and/or design elements).

5.1.2.2. Hold first steering committee meeting.

5.1.2.3. Convene bi-monthly steering committee meetings on an ongoing basis.

5.1.2.4. Convene bi-monthly jobs and transit workgroup meetings on an ongoing basis.

5.1.3. Develop and implement CBO ambassador program, which will hire **approximately six** CBOs to assist with outreach and engagement related to project-specific implementation. Examples could include, but are not limited to, street team canvassing, pop-up events, street interventions, marketing campaigns, and information sessions

5.1.3.1. Develop scope of work for CBO engagement and procure materials to support events and outreach (e.g., surveys, canvassing, social media, focus groups, town halls) based on plans developed for Task 1.5.

5.1.3.2. Launch **two rounds of** RFPs for **approximately six** CBOs **total** interested in participating in the collaborative stakeholder/decision-making structure and program outreach, review bids, and select vendor(s).

5.1.3.3. Finalize **two rounds of** agreements with CBOs, **for a total of six CBO ambassadors.**

5.1.3.4. Conduct CBO engagement.

5.1.4. Develop and implement youth ambassador program **with at least 15 participants.** The youth ambassador program is an educational program targeted to high school youth and young adults (e.g., recent high school graduates). Educational modules include hands-on

activities/projects that will be designed to connect with STEP's community outreach activities. A project-specific curriculum will be developed to prepare the youth to support the identified community outreach activities and objectives. Students will be enrolled at the Los Angeles Trade Technical College (LATTC).

5.1.4.1. Develop youth ambassador program pilot plans, including items such as a curriculum, teacher playbook. The curriculum may include topics such as: sustainable transportation, environmental justice (including using GIS and data to identify impacted communities), community/peer organizing and engagement, catalytic youth leadership, and specific skills related to participating in quick build projects. Design recruitment strategy.

5.1.4.2. Implement youth ambassador program **for at least 15 participants** in partnership with LATTC. This would integrate LATTC youth employment curriculum with outreach efforts (ongoing for individual electric mobility projects and tied to subtask 5.2 and Task 6).

5.2. CicLAvia outreach and engagement. Follow the community engagement, outreach, and education requirements in subtasks 1.4 and 1.5.

5.2.1. Plan CicLAvia events.

5.2.1.1. Conduct route assessment and stakeholder engagement to mitigate route impacts.

5.2.1.2. Secure route permits for ~~fall 2022~~ CicLAvia events.

5.2.2. Implement **3 large-scale** CicLAvia events.

5.2.2.1. Support Metro-funded CicLAvia, recruit for participation in RAC, and beta test for mobility programs.

5.2.2.2. Conduct outreach, execute, and document the South LA CicLAvia event.

Task 6. Quick-build active streets

Quick-build active streets encompasses engagement, community-based design exercises, pop-up demonstrations, and implementation of quick-build street safety elements in the STEP Community. The project will collaboratively design, test, and implement low-stress street routes that support other STEP project components and access to key destinations. Key deliverables may include safety education programming, community bicycle rides to identify connectivity improvements needed,

pop-up safety demonstrations, and implementation of infrastructure projects along specific street corridors, such as quick-build traffic calming, wayfinding, and active mobility infrastructure.

6.1. Develop project plan for planning, engagement and educational activities following the community engagement, outreach, and education requirements in subtasks 1.4 and 1.5, for submission to CARB for review.

6.2 Conduct planning, engagement and education. Convene working group; develop and deliver ~~threeone~~ safety education programming events, ~~threeone~~ route rides, and ~~threetwo~~ design labs; and conduct other engagement activities as necessary.

6.3. Develop conceptual plans, initial feasibility review for toolkit items, and list of materials for procurement. Develop site plans and evaluation metrics for pop-up demonstrations. Implement two one-day pop-up events at up to 5 locations subject to community prioritization in collaboration with engagement partners.

6.4. Create final engineering and design plans for implementation of quick-build traffic calming treatments.

6.5. Implement quick-build design treatments at ~~up to~~ **approximately 5** locations subject to community prioritization, including striping, signage, bollards, and other temporary elements to improve street safety.

Task 7. Rail to Rail first mile – last mile

This project includes street enhancements that will facilitate safe and comfortable pedestrian and bicycle connections between the future Rail to Rail Active Transportation Corridor and the Crenshaw/LAX Fairview Heights Station. Street enhancements may include improved signage and wayfinding markers, paving, striping, sidewalks, ADA ramps, and street lighting among other improvements. This task closes an approximately one-half mile gap between the County's first urban rails to trails project and a new light rail station.

7.1. Perform community and stakeholder engagement, surveys, utility location, and early design for the bikeway connection and pedestrian improvements.

7.2. Once community and stakeholder engagement yields a design for the bikeway, finalize the project design. Perform any additional field surveys to support final design and work with departments to achieve plan approval.

7.3. Construct the active transportation infrastructure. This may include paving, striping, signage, traffic control, lighting/CCTV/signals, utilities/drainage, landscape, etc.

Task 8. Zero-emission delivery solutions

The Zero-emission Delivery (ZED) program will deploy delivery technology and services to address both the needs of local businesses within the STEP Community that will adopt the delivery solutions and integrate them into their delivery business and the needs of delivery workers who will use the delivery solutions deployed to fulfill last-mile delivery orders. Delivery workers will either work directly for local businesses or contract through delivery service companies, such as Uber Eats or DoorDash. The program will be community-informed and last at least 24 months. Approximately 5-10 local businesses and 10-20 delivery workers are expected to participate in this pilot.

Zero-emission technology and service options will be determined based on community input and may include, but are not limited to, some of the options below:

- A fleet of 10 e-courier bikes
- A fleet of 5 e-cargo bikes, 5 e-bikes with trailers, or 3-5 EVs
- Zero-emission hub with multi-modal options, such as: two-port L2 EV charger, e-bike storage and charging infrastructure, 1-2 EV truck rentals, and 1 delivery locker bank
- DCFC for delivery drivers with EVs. DCFC deployment will depend upon utility rebate availability and cost share.
- Light-duty EV rental options for gig drivers

8.1. Obtain feedback from local businesses and the delivery workforce to develop a community needs assessment. Develop a ZED program implementation plan that identifies the zero-emission technology and service options that will be offered through the ZED program. The implementation plan must be approved by CARB before implementation of the ZED program may continue.

8.2. Select the ZED service technology and service providers, finalize the program design, and execute contracts.

8.3. Install ZED infrastructure (as necessary), procure ZED service technology, and finalize program operations.

8.4. Operate and maintain the ZED program for 24 months.

8.4.1. Deploy selected ZED program elements based on community needs assessment.

8.4.2. Test and adjust ZED program elements. Collect and report qualitative and quantitative data on ZED program outcomes.

Attachment III – Task and Disbursement Schedule

Grantee: Los Angeles Department of Transportation
 Project: South Los Angeles Universal Basic Mobility Pilot Program
 Grant Number: **STEP-IG-02,01**

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	5/15/21	11/30/21	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$20,000.00
Task 5.2	CicLAvia outreach and engagement	7/1/21	11/30/21	Initial draft of outreach materials	\$25,000.00
Task 6.1	Develop quick build active streets project plan	6/1/21	9/1/21	Quick build active streets plan	\$48,437.00
=	Disbursement request #1	=	1/31/2211/30/21	=	\$93,437.00

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	5/15/2112/1/21	3/31/222/28/22	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$59,529.4130,000.00
Task 3.1	Implement e-bike library E-bike training &	12/1/2115/15/21	2/28/22	Recruitment and RFP for e-bike procurement, selected operator	\$228,361.04600,000.00

	<u>implement e-bike library</u>			<u>and operations, executed agreement with vendor(s)</u> <u>Documentation of Technical Bootcamp for E-bike Maintenance and internships, which may include recruitment and training materials, schedule, sign-ups, and certificates of completion.</u> <u>Community Engagement summary, Commercial Corridor sectoral analysis and Vendor Application draft for e-bike library.</u>	
Task 5.1	<u>Develop Steering Committee and RAC structure and recruit first RAC cohort</u>	<u>12/1/21</u>	<u>3/31/22</u>	<u>Methods of outreach, documentation of RAC training materials, documentation of completion of RAC cohort(s), copy of curriculum and steering committee meetings, which may include agendas, event location, number of participants, sign-in sheets, and meeting notes</u>	<u>\$93,500.00</u>
Task 5.2	<u>First CicLAvia event and planning and coordination for CicLAvia outreach and engagement</u>	<u>12/1/21</u>	<u>3/31/22 2/28/22</u>	Permits and outreach materials. Documentation of CicLAvia events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.	<u>\$7550,000.00</u>

Task 6.1	Develop quick-build active streets project plan	6/1/21	1/31/22	Sub-contractors identified in Partnership Structure and issue LADOT retainer invoices for work	\$0 (covered by resource contribution)
Task 6.2	Conduct planning, engagement, and education for quick-build active streets	9/1/21	12/31/22	Documentation for outreach and engagement activities, which may include sign in sheets, photos taken at events, and event handouts/flyers.	\$48,438.00
	Disbursement request #21		3/31/22/28/22		\$456,390.45728,438.00

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	43/1/22	68/30/22	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.4120,000.00
Task 2.1	Integrate mobility wallet software and shared mobility services' backend platforms	6/16/21	8/30/22	Scope of work, solicitation materials, and agreement. Documentation of beta test and enrollment period, vendor selection, and software development.	\$500,000.00
Task 3.1	Implement e-bike Library	3/1/22	5/31/22	Application summary (outreach, # of applications, # of interviews, technical review committee)	\$26,910.00
Task 3.3	First cohort EV maintenance training	2/1/22	6/1/22	Documentation of EV maintenance training for first	\$16,862.00

				cohort and internships, which may include recruitment and training materials, schedule, sign-ups, and certificates of completion	
Task 4.2	<u>Provide at least 20 L2 EVSE at libraries and 30 L2 EVSE at BSL facilities</u>	<u>5/15/21</u>	<u>8/30/22</u>	<u>Interdepartmental MOU, Siting plan, documentation of internal/external outreach, submitted EVSE maintenance plan</u>	<u>\$235,500.00</u>
Task 4.3	<u>Obtain permits for chargers</u>	<u>5/15/21</u>	<u>5/15/22</u>	<u>Documentation of permits</u>	<u>\$0</u>
Task 5.1	<u>Youth ambassador program planning and recruitment CBO and youth ambassador programs</u>	<u>2/15/22</u> <u>31/21</u>	<u>4/30/22</u> <u>30/22</u>	<u>Scope of work for CBO engagement, outreach and engagement materials, RFP for CBOs, agreements with CBOs. Documentation of outreach and engagement activities, which may include sign in sheets, photos taken at events, and event handouts/flyers. Youth ambassador program curriculum/teacher playbook and recruitment strategy. Program sign-ups and recruitment materials. Youth ambassador training materials, list of events, sign in-sheets and events outcomes.</u>	<u>\$66,585,000.00</u>
Task 5.1	<u>SLATE-Z stakeholder outreach and engagement & first RAC cohort</u>	<u>4/1/22</u> <u>5/21</u>	<u>6/30/22</u> <u>30/22</u>	<u>RAC training materials. Documentation of completion of cohort 1 and steering</u>	<u>\$87,004.00</u> <u>171,649.50</u>

				<u>committee meetings, which may include agendas, sign-in sheets, meeting notes, and other meeting materials.</u> and steering committee meetings, which may include agendas, sign-in sheets, meeting notes, and other meeting materials.	
	Disbursement request #32		<u>6/30/22</u>8/30/22		<u>\$236,805.41</u>1,012,149.50

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	<u>7/1/22</u> 9/1/22	<u>9/30/22</u> 2/28/23	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	<u>\$39,529.41</u> 20,000.00
Task 3.1	Implement e-bike library	<u>6/1/22</u>	<u>8/31/22</u>	<u>Technology vendor contract for e-bikes including adaptive micromobility and operations and maintenance</u>	<u>\$475,910.00</u>
Task 3.3	EV maintenance training	<u>6/1/22</u>	<u>9/30/22</u> 12/31/22	Documentation of EV maintenance training <u>second term courses</u> for first cohort and internships, which may include recruitment and training materials, schedule, sign-ups, and certificates of completion	<u>\$92,927.40</u> 60,455.00
Task 4.2	Provide 30 BSL chargers	<u>10/15/21</u>	<u>8/30/22</u>	<u>Interdepartmental MOU, Siting plan, documentation of</u>	<u>\$240,000.00</u>

				<u>internal/external outreach, submitted EVSE maintenance plan, and documentation of site visits, which may include photos and plans. Documentation of charger installations, which may include photos.</u>	
Task 7.1	Planning & preliminary design of Rail to Rail first mile – last mile project	3/1/22	9/30/22	Plans and preliminary designs	\$0 (covered by resource contribution)
Task 7.2	Final design of Rail to Rail first mile – last mile project	3/1/22	2/28/23	Final designs	\$0 (covered by resource contribution)
Task 5.2	CicLAvia outreach and engagement	4/1/22	2/28/23	Permits and outreach materials. Documentation of CicLAvia events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.	\$100,000.00
	Disbursement request #43		9/30/22/28/23		\$815,894.412 12,927.43

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	10/1/223/1/23	12/31/225/31/23	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.4118, 195.60

Task 3.1	Implement e-bike library	9 6/1/22	12/31/22 ^{5/31/23} 1/23	<p>Feasibility study and recommendations for program deployment. Documentation of procurement of e-bikes and services verification (images). Pre-enrollment list.</p> <p>Documentation of first year of e-bike library implementation, vendor selection, procurement of e-bikes, subscriber progress, and bike maintenance records.</p> <p>Proof of insurance for e-bikes (provided to CARB prior to e-bike library implementation).</p>	<p>\$475,910.00⁴⁴ 0,000.00</p>
Task 3.3	Electric vehicle carshare expansion	6/1/22	5/31/23	<p>Service contract(s) and Documentation of EV car share first year operations, which may include number of trips, number of riders and maintenance issues. Proof of insurance for carshare vehicles (provided to CARB prior to carshare expansion implementation).</p>	\$317,500.00
Task 4.1	Create one DC Fast Charger Plaza hub with 4 charge ports	5/15/21	3/1/23	<p>Executed contract and submitted maintenance plan.</p> <p>Documentation of site visits, which may include Photos and/or site plans.</p> <p>Documentation of installation, which may include photos and site plans.</p>	\$125,000.00

Task 4.4	<u>EV charging infrastructure training</u>	<u>9/1/22</u>	<u>12/31/22</u>	<u>Recruitment and training materials, training schedule and curriculum, training sign-ups, certificates of completion</u>	<u>\$219,526.52</u>
Task 5.1	<u>SLATE-Z stakeholder engagement and outreach, first RAC cohort, recruit second RAC cohort, & start first round of CBO ambassador program</u>	<u>7/1/22</u>	<u>12/31/22</u>	<u>Documentation of steering committee meetings and transit and jobs workgroups, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. RFPs, scopes of work, initial agreements, and other materials for first round of CBO ambassador program. Documentation of outreach and engagement activities, including with first RAC cohort, which may include sign-in sheets, photos taken at events, and event handouts/flyers. Documentation of recruitment of second RAC cohort, which may include training materials, handouts/flyers, and other materials.</u>	<u>\$98,203.00</u>
Task 6.2	<u>Conduct planning, engagement and education, including one design lab and two route rides</u>	<u>8/1/22</u>	<u>12/31/22</u>	<u>Documentation for outreach and engagement activities, including first and second design lab and two community rides, which may include agendas, sign-in sheets /</u>	<u>\$59,438.00</u>

				<u>participant lists, photos taken at events, and event handouts/flyers.</u>	
	Disbursement request #54		12/31/225/3 1/23		\$892,606.9392 2,500.00

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	<u>16/1/23</u>	<u>38/31/23</u>	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.4130, 000.00
Task 2.1	<u>Integrate mobility wallet software and shared mobility services' backend platforms</u>	<u>6/16/21</u>	<u>3/31/23</u>	<u>Scope of work, solicitation materials, and agreement. Documentation of beta test and enrollment period, vendor selection, and software development.</u>	<u>\$500,000.00</u>
Task 3.1	<u>Implement first year of e-bike library</u>	<u>1/1/23</u>	<u>3/31/23</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	<u>\$119,709.00</u>
Task 3.3	<u>First & second cohort EV maintenance training</u>	<u>10/1/22</u>	<u>2/28/23</u>	<u>Documentation of EV maintenance training and internships for end of first and start of second cohorts, which may include recruitment and</u>	<u>\$66,080.00</u>

				<u>training materials, schedule, sign-ups, and certificates of completion</u>	
<u>Task 4.1</u>	<u>Create first DC Fast Charger Plaza hubs with 4 charge ports each</u>	<u>5/15/22</u>	<u>3/1/23</u>	<u>Executed contract and submitted maintenance plan. Documentation of site visits, which may include photos and/or site plans. Documentation of permits. Documentation of installation, which may include photos and site plans.</u>	<u>\$125,000.00</u>
<u>Task 5.2</u>	<u>Second CicLAvia event</u>	<u>4/1/22</u>	<u>2/28/23</u>	<u>Permits and outreach materials. Documentation of CicLAvia events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	<u>\$100,000.00</u>
<u>Task 7.2</u>	<u>Final design of Rail to Rail first mile – last mile project</u>	<u>3/1/22</u>	<u>2/28/23</u>	<u>Final designs</u>	<u>\$0 (covered by resource contribution)</u>
<u>Task 8.1</u>	<u>Zero Emissions Delivery</u>	<u>1/1/23</u>	<u>2/28/23</u>	<u>Business and Delivery Community Engagement Summary with Commercial Corridor sectoral analysis. Vendor and Business Applications Drafts.</u>	<u>\$21,817.00</u>
<u>Task 3.2</u>	<u>Pilot electric on-demand community shuttle</u>	<u>3/1/22</u>	<u>8/31/23</u>	<u>Turnkey operator procurement materials and agreement. 6-month report on service, which may include number of trips, number of riders, days of</u>	<u>\$520,000.00</u>

				operations and any maintenance issues. Proof of insurance for shuttles (provided to CARB prior to shuttle implementation).	
Task 4.2	Provide at least 20 L2 EVSE at libraries and 30 L2 EVSE at BSL facilities	5/15/21	6/30/23	Interdepartmental MOU, Siting plan, documentation of internal/external outreach, submitted EVSE maintenance plan, and documentation of site visits, which may include photos and plans. Contract amendment with level 2 EVSE vendor(s) (if applicable). Documentation of charger installations, which may include photos.	\$235,500.00
Task 4.4	Workforce development – EVSE technicians	5/15/21	6/30/23	Training curriculum and cohort certification (i.e. summary memo)	\$120,000.00
	Disbursement request #65		38/31/23		\$972,135.419 00,695.60

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	4 9/1/23	6 11/30/23	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.4120, 000.00
Task 2.2	Implement subsidy for transit and shared mobility	9/1/22	11/30/23	Documentation of mobility wallet pilot, including	\$256,770.00

				<u>subscriber progress and usage information.</u>	
<u>Task 3.1</u>	<u>Implement first year of e-bike library</u>	<u>4/1/23</u>	<u>6/30/23</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	<u>\$119,709.00</u>
<u>Task 3.3</u>	<u>Electric vehicle carshare expansion</u>	<u>6/1/22</u>	<u>5/31/23</u>	<u>Service contract(s) and documentation of EV car share first year operations, which may include number of trips, number of riders and maintenance issues. Proof of insurance for carshare vehicles (provided to CARB prior to carshare expansion implementation).</u>	<u>\$635,000.00</u>
<u>Task 4.3</u>	<u>Obtain permits for all EVSE within 1 year of grant amendment execution</u>	<u>9/1/22</u>	<u>5/31/23</u>	<u>Documentation of permits</u>	<u>\$0</u>
<u>Task 5.1</u>	<u>SLATE-Z stakeholder engagement and outreach, second RAC cohort, & start second round of CBO ambassador program</u>	<u>1/1/23</u>	<u>6/30/23</u>	<u>Documentation of steering committee meetings and transit and jobs workgroups, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. RFPs, scopes of work, initial agreements, and other materials for second round of</u>	<u>\$186,814.00</u>

				<u>CBO ambassador program. Documentation of outreach and engagement activities, including with second RAC cohort, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	
<u>Task 6.2</u>	<u>Conduct planning, engagement and education for quick-build active streets, including community design review</u>	<u>1/1/23</u>	<u>6/30/23</u>	<u>Community design review agenda, outreach materials, list of participants</u>	<u>\$18,000.00</u>
<u>Task 8.1</u>	<u>Zero-emission delivery solutions</u>	<u>3/1/23</u>	<u>6/30/23</u>	<u>Application summaries (outreach, # of applications, # of interviews, technical review committee, etc.) Selected ZED vendor and business list.</u>	<u>\$21,817.00</u>
	<u>Disbursement request #76</u>		<u>6/11/30/23</u>		<u>\$1,020,869.41</u> <u>276,770.00</u>

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	7/1/23	9/30/23 2/29/24	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.41 20,000.00
<u>Task 3.1</u>	<u>Implement first year of e-bike library</u>	<u>7/1/23</u>	<u>9/30/23</u>	<u>Quarterly operations and maintenance report, which may include subscriber</u>	<u>\$119,709.00</u>

				progress, use data, maintenance records, documentation of feedback, & related program adjustments.	
Task 8.2	Zero-emission delivery solutions	7/1/23	9/30/23	ZED vendor and business contracts. Infrastructure construction progress report (if necessary).	\$124,817.00
Task 3.2	Pilot electric on-demand community shuttle	3/1/22	2/29/24	Turnkey operator procurement materials and agreement. Documentation of service, one-year report, which may include number of trips, number of riders, days of operations and any maintenance issues.	\$520,000.00
Task 6.3	Develop materials and plans in preparation for pop-up demonstrations and implement one-day pop-up demonstrations	1/1/23	12/31/23	Conceptual plans, initial feasibility review, list of materials for procurement, site plans, and evaluation metrics. Documentation of pop-up events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.	\$0 (covered by resource contribution)
Task 7.3	Rail to rail construction	3/1/23	12/20/23	Preliminary design, final design and completion of construction.	\$500,000.00
	Disbursement request #87		9/30/23-29/24		\$284,055.414,040,000.00

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
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Task 1	Proposal administration	10/1/23 1/24	12/31/23 1/24	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.41 000.00
Task 3.1	Implement <u>second year of e-bike library</u>	10 6/1/23	12/31/23 1/24	Documentation of second year of e-bike library implementation, which may include subscriber progress and bike maintenance records <u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	0,000.00 \$119,709.0044
Task 4.2	<u>Provide at least 16 L2 library chargers</u>	10/15/21	12/30/23	<u>Interdepartmental MOU, Siting plan, documentation of internal/external outreach, submitted EVSE maintenance plan, and documentation of site visits, which may include photos and plans. Contract amendment with level 2 EVSE vendor(s) (if applicable). Documentation of charger installations, which may include photos.</u>	\$347,266.00
Task 5.1	<u>SLATE-Z stakeholder engagement and outreach, second RAC</u>	7/1/23	12/31/23	<u>Documentation of steering committee meetings and transit and jobs workgroups.</u>	\$121,814.00

	<u>cohort, recruit third RAC cohort, & first round of CBO ambassador program</u>			<u>which may include agendas, sign-in sheets, meeting notes, and other meeting materials. Documentation of outreach and engagement activities, including with second RAC cohort and first round of CBO ambassador program, which may include sign-in sheets, photos taken at events, and event handouts/flyers. Documentation of recruitment of third RAC cohort, which may include training materials, handouts/flyers, and other materials.</u>	
<u>Task 5.2</u>	<u>Third CicLAvia event & quick-build outreach</u>	<u>3/1/23</u>	<u>10/31/23</u>	<u>Permits and outreach materials. Documentation of CicLAvia and quick-build events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	<u>\$75,000.00</u>
<u>Task 6.3</u>	<u>Develop materials and plans in preparation for pop-up demonstrations and implement one-day pop-up demonstrations</u>	<u>9/1/23</u>	<u>12/31/23</u>	<u>Conceptual plans, initial feasibility review, list of materials for procurement, site plans, and evaluation metrics. Documentation of pop-up events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	<u>\$48,438.00</u>

<u>Task 7.3</u>	<u>Rail to rail construction</u>	<u>3/1/23</u>	<u>12/20/23</u>	<u>Preliminary design, final design and completion of construction.</u>	<u>\$1,017,000.00</u>
<u>Task 8.3</u>	<u>Zero-emission delivery solutions</u>	<u>10/1/23</u>	<u>12/31/23</u>	<u>Technology procurement and infrastructure installation verification (images)</u>	<u>\$124,817.00</u>
<u>Task 3.3</u>	<u>Electric vehicle carshare expansion</u>	<u>6/1/23</u>	<u>5/31/24</u>	<u>Service contract(s) and Documentation of second year operations, which may include number of trips, number of riders and maintenance issues.</u>	<u>\$317,500.00</u>
<u>Task 6.4</u>	<u>Create final engineering and design plans for quick-build active infrastructure</u>	<u>9/1/23</u>	<u>3/30/24</u>	<u>Final engineering and design plans</u>	<u>\$0 (covered by resource contribution)</u>
	Disbursement request #98		12/31/23/3/31/24		\$1,893,573.41 777,500.00

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	<u>16/1/24</u>	<u>38/31/24</u>	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	<u>\$39,529.41</u> 20,000.00
<u>Task 2.2</u>	<u>Implement subsidy for transit and shared mobility</u>	<u>9/1/22</u>	<u>3/31/24</u>	<u>Documentation of mobility wallet pilot, including subscriber progress and usage information. Final data on full at least 5,000-person mobility wallet pilot.</u>	<u>\$2,067,080.00</u>

<u>Task 3.1</u>	<u>Implement second year of e-bike library</u>	<u>1/1/24</u>	<u>3/31/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	<u>\$119,709.00</u>
<u>Task 4.1</u>	<u>Created second DC Fast Charger Plaza hub with 4 charge ports</u>	<u>5/15/23</u>	<u>3/1/24</u>	<u>Executed contract and submitted maintenance plan. Documentation of site visits, which may include photos and/or site plans. Documentation of installation, which may include photos and site plans.</u>	<u>\$125,000.00</u>
<u>Task 6.4</u>	<u>Create final engineering and design plans for quick-build active infrastructure</u>	<u>9/1/23</u>	<u>3/31/24</u>	<u>Final engineering and design plans</u>	<u>\$100,000.00</u>
<u>Task 8.4</u>	<u>Zero-emission delivery solutions</u>	<u>1/1/24</u>	<u>3/31/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
<u>Task 3.3</u>	<u>EV maintenance training</u>	<u>8/1/23</u>	<u>6/15/24</u>	<u>Documentation of EV maintenance training for second cohort and internships, which may include recruitment and training materials,</u>	<u>\$92,927.00</u>

				<u>schedule, sign-ups, and certificates of completion</u>	
<u>Task 6.5</u>	<u>Implement quick build design treatments.</u>	<u>1/1/24</u>	<u>6/30/24</u>	<u>Photo documentation, completion report</u>	<u>\$403,125.00</u>
	Disbursement request #109		<u>38/31/24</u>		<u>\$2,496,988.41</u> <u>516,052.44</u>

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	49/1/24	6/11/30/24	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.41 000.00
<u>Task 3.1</u>	<u>Implement second year of e-bike library</u>	<u>4/1/24</u>	<u>6/30/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	<u>\$119,709.00</u>
<u>Task 5.1</u>	<u>CBO and youth ambassador programs</u>	<u>9/1/22</u>	<u>11/30/24</u>	<u>Scope of work for CBO engagement, outreach and engagement materials, Documentation of outreach and engagement activities, which may include sign-in sheets, photos taken at events, and event handouts/flyers. Youth ambassador program curriculum/teacher playbook</u>	<u>\$85,000.00</u>

				and recruitment strategy. Documentation for implementation of youth ambassador program, which may include youth ambassador training materials, list of events, sign-in sheets and events outcome.	
Task 3.3	Electric vehicle carshare expansion	6/1/24	5/31/24 11/30/24	Service contract(s) and Documentation of second year operations, which may include number of trips, number of riders and maintenance issues.	\$635,000.00 7,500.00
Task 5.1	SLATE-Z stakeholder engagement and outreach, third RAC cohort, & second round of CBO ambassador program	1/1/24	6/30/24	Documentation of steering committee meetings and transit and jobs workgroups, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. Documentation of outreach and engagement activities, including with third RAC cohort and second round of CBO ambassador program, which may include sign-in sheets, photos taken at events, and event handouts/flyers.	\$196,814.00

Task 6.2	<u>Conduct planning, engagement and education for quick-build active infrastructure</u>	<u>6/1/24</u>	<u>6/30/24</u>	<u>Documentation of 3rd community bike ride, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	<u>\$5,000.00</u>
Task 6.5	<u>Implement quick-build design treatments</u>	<u>9/1/23</u>	<u>6/30/24</u>	<u>Photo documentation, completion report</u>	<u>\$323,124.00</u>
Task 8.4	<u>Zero-emission delivery solutions</u>	<u>4/1/24</u>	<u>6/30/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
	<u>Disbursement request #1110</u>		<u>6/30/24</u>		<u>\$1,364,846.41</u> <u>422,500.00</u>

	Description	Expected Start Date	Expected Completion Date	Deliverables (if applicable)	Request for STEP Funds
Task 1	Proposal administration	<u>7/1/24</u>	<u>9/30/24</u> 2/28/25	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	<u>\$39,529.41</u> 151.53
Task 3.1	<u>Implement second year of e-bike library</u>	<u>7/1/24</u>	<u>9/30/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data,</u>	<u>\$119,709.00</u>

				<u>maintenance records, documentation of feedback, & related program adjustments.</u>	
<u>Task 3.2</u>	<u>Pilot electric on-demand community shuttle</u>	<u>7/1/23</u>	<u>7/1/24</u>	<u>Turnkey operator procurement materials and agreement. Documentation of service, one-year report, which may include number of trips, number of riders, days of operations and any maintenance issues.</u>	<u>\$1,040,000.00</u>
<u>Task 8.4</u>	<u>Zero-emission delivery solutions</u>	<u>7/1/24</u>	<u>9/30/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
<u>Task 5.1</u>	<u>SLATE Z stakeholder outreach and engagement</u>	<u>9/1/22</u>	<u>12/31/24</u>	<u>RAC training materials; Documentation of training materials and steering committee meetings, which may include agendas, sign-in sheets, meeting notes, and other meeting materials.</u>	<u>\$171,649.50</u>
	<u>Disbursement request #1211</u>		<u>9/30/24</u> <u>2/28</u> <u>/25</u>		<u>\$1,244,908.41</u> <u>191,801.03</u>

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
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<u>Task 1</u>	<u>Proposal administration</u>	<u>10/1/24</u>	<u>12/31/24</u>	<u>Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports</u>	<u>\$39,529.41</u>
<u>Task 3.1</u>	<u>Implement e-bike Library</u>	<u>10/1/24</u>	<u>12/31/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments.</u>	<u>\$119,711.00</u>
<u>Task 3.3</u>	<u>Electric vehicle carshare expansion</u>	<u>6/1/24</u>	<u>11/30/24</u>	<u>Service contract(s) and Documentation of second year operations, which may include number of trips, number of riders and maintenance issues.</u>	<u>\$635,000.00</u>
<u>Task 3.3</u>	<u>Second cohort EV maintenance training</u>	<u>3/1/23</u>	<u>11/30/24</u>	<u>Documentation of EV maintenance training and internships for second cohort, which may include recruitment and training materials, schedule, sign-ups, and certificates of completion</u>	<u>\$42,457.40</u>
<u>Task 5.1</u>	<u>SLATE-Z stakeholder engagement and outreach, third RAC cohort, & second round of CBO ambassador program</u>	<u>7/1/24</u>	<u>12/31/24</u>	<u>Documentation of steering committee meetings and transit and jobs workgroups, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. Documentation of outreach and engagement activities,</u>	<u>\$121,814.00</u>

				<u>including with third RAC cohort and second round of CBO ambassador program, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	
<u>Task 5.1</u>	<u>Youth ambassador program</u>	<u>1/1/22</u>	<u>11/30/24</u>	<u>Provide revised curriculum/program (if applicable). List of meetings/events and participants, program practices and outcomes.</u>	<u>\$6,150.00</u>
<u>Task 6.2</u>	<u>Conduct planning, engagement and education, including three safety education programming events</u>	<u>9/1/24</u>	<u>12/31/24</u>	<u>Documentation of bicycle safety programming materials from 3 safety events, which may include sign-in sheets, photos taken at events, and event handouts/flyers.</u>	<u>\$30,000.00</u>
<u>Task 8.4</u>	<u>Zero-emission delivery solutions</u>	<u>10/1/24</u>	<u>12/31/24</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
<u>-</u>	<u>Disbursement request #12</u>	<u>-</u>	<u>12/31/24</u>	<u>-</u>	<u>\$1,040,331.81</u>

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
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Task 1	Proposal administration	1/1/25	3/31/25	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.41
Task 8.4	Zero-emission delivery solutions	1/1/25	3/31/25	Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments	\$45,670.00
-	Disbursement request #13	-	3/31/25	-	\$85,199.41

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
Task 1	Proposal administration	4/1/25	6/30/25	Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports	\$39,529.41
Task 5.1	SLATE-Z stakeholder engagement and outreach	1/1/25	6/30/25	Documentation of steering committee meetings and transit and jobs workgroups, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. Documentation of outreach and engagement activities, which may include sign-in	\$63,539.00

				<u>sheets, photos taken at events, and event handouts/flyers.</u>	
<u>Task 8.4</u>	<u>Zero-emission delivery solutions</u>	<u>4/1/25</u>	<u>6/30/25</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
-	<u>Disbursement request #14</u>	-	<u>6/30/25</u>	-	<u>\$148,738.41</u>

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
<u>Task 1</u>	<u>Proposal administration</u>	<u>7/1/25</u>	<u>9/30/25</u>	<u>Quarterly status reports, including data collected, meeting agendas and notes, and other info requested as part of quarterly reports</u>	<u>\$39,529.41</u>
<u>Task 8.4</u>	<u>Zero-emission delivery solutions</u>	<u>7/1/25</u>	<u>9/30/25</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,670.00</u>
-	<u>Disbursement request #15</u>	-	<u>9/30/25</u>	-	<u>\$85,199.41</u>

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
<u>Task 1</u>	<u>Proposal administration</u>	<u>10/1/25</u>	<u>12/31/25</u>	<u>Draft final report, including data collected, meeting agendas and notes, and other info requested by CARB</u>	<u>\$39,529.41</u>
<u>Task 4.2</u>	<u>Provide up to 45 BSL chargers and up to 25 L2 EVSE at parks facilities</u>	<u>7/1/23</u>	<u>12/31/25</u>	<u>Interdepartmental MOU, Siting plan, documentation of internal/external outreach, submitted EVSE maintenance plan, and documentation of site visits, which may include photos and plans. Contract amendment with level 2 EVSE vendor(s) (if applicable). Documentation of charger installations, which may include photos.</u>	<u>\$587,734.00</u>
<u>Task 5.1</u>	<u>SLATE-Z stakeholder engagement and outreach, RAC convening, & quick-build outreach</u>	<u>7/1/25</u>	<u>12/30/25</u>	<u>Documentation of steering committee meetings, transit and jobs workgroups, and convening of all 3 RAC cohorts, which may include agendas, sign-in sheets, meeting notes, and other meeting materials. Documentation of outreach and engagement activities, including quick-build events, which may include sign-in sheets, photos taken at</u>	<u>\$76,294.00</u>

				<u>events, and event handouts/flyers.</u>	
<u>Task 8.4</u>	<u>Zero Emissions Delivery</u>	<u>10/1/25</u>	<u>12/31/25</u>	<u>Quarterly operations and maintenance report, which may include subscriber progress, use data, maintenance records, documentation of feedback, & related program adjustments</u>	<u>\$45,667.72</u>
-	<u>Disbursement request #16</u>	-	<u>12/31/25</u>	-	<u>\$748,991.13</u>

	<u>Description</u>	<u>Expected Start Date</u>	<u>Expected Completion Date</u>	<u>Deliverables (if applicable)</u>	<u>Request for STEP Funds</u>
<u>Task 1</u>	<u>Proposal administration</u>	<u>1/1/26</u>	<u>3/31/26</u>	<u>Final report, revised per CARB feedback</u>	<u>\$39,529.44</u>
-	<u>Disbursement request #17</u>	-	<u>3/31/26</u>	-	<u>\$39,529.44</u>

Attachment IV – Key Project Personnel

Grantee: Los Angeles Department of Transportation
 Project: South Los Angeles Universal Basic Mobility Pilot Program
 Grant Number: **STEP-IG-02,01**

Role and Name of Entity	Personnel Name and Title	Expected Duties
Grantee Los Angeles Department of Transportation	Shirin Sadrpour Environmental Affairs Officer, STEP Grant Program Manager	Act as lead to coordinate implementation. This includes overseeing grant execution, partnership contracting, and financial oversight, LADOT will also be charged with leading specific project implementation including: 1) Procuring and Delivering an On-Demand Shuttle Service, 2) Supporting LACI’s procurement of a Micro-Mobility Fleet and related support and guidance with implementation model, 3) Managing Implementation of Charging for All project, and 4) Supporting Los Angeles County Metropolitan Transportation Authority in Mobility Wallet implementation. LADOT will also work closely with SLATE-Z to implement collaborative decision making structure. LADOT will participate on the Steering Committee and will also lead overall reporting and evaluation of the pilot program.
	Anita Tang Car Share Program Manager	Coordinate implementation of BlueLA related implementation.
	Joshua Fogelson Transportation Planning Associate	Leads implementation of On-demand Micro-transit Pilot.
	Janna Smith Supervising Transportation Planner	Leads mobility wallet integration with LADOT transit services.
	Vanessa Bulkacz	Project Manager, assist with various

Role and Name of Entity	Personnel Name and Title	Expected Duties
	<u>Management Analyst</u>	<u>tasks associated with the STEP project</u>
	<u>Marcel Porras</u> <u>Chief Sustainability Officer</u>	<u>Lead on Universal Basic Mobility pilot strategy</u>
	<u>Vladimir Gallegos</u> <u>GIS Specialist</u>	<u>Assist with data collection and GIS needs</u>
	<u>Jillian Gallard</u> <u>Student Professional Worker</u>	<u>Assist with various tasks associated with the STEP project</u>
Subgrantee CicLAvia	Tafarai Bayne Chief Strategy Officer	Produce 2-3 Open street Interventions in South LA Events. Serve on the governance steering committee and integrate the STEP-funded projects into outreach and engagement plans for the region.
Subgrantee EVgo	Lars Peters Senior Director Business Development, Utilities and Public Agencies	EVgo is committed to Charging for All; that includes working to ensure that historically underserved communities are not left behind in the transition and can enjoy the health, environmental, and economic benefits of a zero emission transportation ecosystem. This work has included not only the implementation of programs such as EACH and Green Raiteros as detailed in EVgo credentials statement, but also working with local community-based organization to develop learnings and engagement strategies to underserved groups. EVgo continues its work to understand and implement actions to addressing historical and current systemic inequities both as an organization internally and as a leading public charging provider.
Subgrantee Los Angeles	Meg Arnold SVP of Market	LACI supports the E-Bike Library project (in particular if used as part of a zero-emission delivery program), leveraging its

Role and Name of Entity	Personnel Name and Title	Expected Duties
Cleantech Incubator (LACI)	Transformation	experience as one of the leading small business incubators in the U.S. to introduce innovative new mobility businesses, along with targeted workforce development and related job creation. LACI is one of the core partners for this STEP application and is an active participant in all decision-making discussions from the scope of the proposal through project implementation.
Subgrantee Los Angeles County Metropolitan Transportation Authority (LA Metro)	Avital Shavit Senior Manager, Office of Extraordinary Innovation	Implement Mobility Wallet project. Support LADOT, LACI, SLATE-Z and CicLAvia in community engagement and education. Serve on governance structure Steering Committee.
Subgrantee Los Angeles Department of Water and Power (LADWP)	Scott Briasco Electric Transportation Project Manager	DWP will play a lead financing role by providing rebates for all the EVSE projects in the application, and as the utility serving any newly installed electrical infrastructure, will be standing by to help with interconnection and new service requests.
Subgrantee Los Angeles Mayor's Office	Michael Samulon Senior Policy Analyst, Mayor's Office of Sustainability	The Mayor's Office will play a coordinating and facilitating role between departments to ensure that no projects are held up due to any internal bureaucratic issues. The Mayor's Office will also help oversee the initial contracting with EVSE companies to ensure that all Department requirements are satisfied to allow for Department PMs to do their implementing jobs.
Subgrantee Bureau of Street Lighting	Clinton Tsurui Street Lighting Engineer	BSL will lead installation of street light electric vehicle charging stations as part of the Charging for All project.
Subgrantee Los Angeles Trade Technical	Jesse Guerra Director, Transportation	Conduct Electric Vehicle (EV) Technician training and place students in internships, develop and implement an eMobility Youth Ambassador program, and

Role and Name of Entity	Personnel Name and Title	Expected Duties
College (LATTC)	Workforce Institute	coordinate with STEP partners to create articulated workforce development programs and career pathways.
Subgrantee Mobility Development (MD)	Creighton Randall CEO	MD will provide technical assistance to LADOT throughout the project, leveraging expertise in planning, procuring, and operating carsharing, bikesharing, and ride-hailing networks. MD will be particularly focused on the three Electric Mobility initiatives but will also interface with Mobility Wallet and CicLAvia components.
Subgrantee South Los Angeles Transit Empowerment Zone (SLATE-Z)	Zahirah Mann Paul Pulido Executive Director	Leverage community engagement and convene governance Steering Committee, which will oversee the STEP-funded projects and make implementation decisions. Provide RAC training and youth ambassador training, and develop the CBO ambassador program.
Community Partner South LA Climate Commons	Otesha Mosely-Bremond Director, Environmental Awareness, Brotherhood Crusade	Leverage community engagement from Transformative Climate Communities Planning Grant
Community Partner MoveLA	Eli Lipmen Deputy Director	Community engagement and advocacy on sustainable transit
Community Partner Community Coalition	Leslie Johnson Vice President of Organizational Development	Community engagement, RAC mentoring and training
Community Partner CD Tech	Benjamin Torres President and CEO	Community engagement, RAC mentoring and training
Community Partner	Faye Washington	Community engagement and visioning on workforce development with broad reach

Role and Name of Entity	Personnel Name and Title	Expected Duties
YWCA-Greater Los Angeles	President and CEO	across Los Angeles region
Community Partner Para Los Niños	Sam Joo Vice President of Student and Community Services	Leverage Promotoras community engagement network
Community Partner Ride-On! Bike Cooperative	Ade E. Neff Founder	Resident engagement on transit accessibility
Community Partner Community Health Councils	Veronica Flores President and CEO	Community and civic engagement
Community Partner Coalition for Responsible Community Development	Mark Wilson President and CEO	Outreach and workforce development
Community Partner Los Angeles City Council District 8	Kristen Gordon Economic Development Deputy	Community and civic engagement
Community Partner Los Angeles City Council District 9	Sherilyn Correa Director of Planning and Economic Development	Community and civic engagement, workforce and economic development support
Community Partner Los Angeles City Council District 10	Mark Ridley-Thomas Councilmember	Community and civic engagement

Role and Name of Entity	Personnel Name and Title	Expected Duties
Community Partner Los Angeles County Supervisorial District 1	Martin Reyes Transportation Deputy	Project implementation guidance and feedback
Community Partner Los Angeles Public Library	Eloisa Sarao Facilities and Event Management	Project implementation guidance and feedback
Los Angeles Department of Recreation and Parks	Matthew Rudnick Matthew.rudnick@la city.org	Project implementation guidance and feedback

EXHIBIT C

GRANTEE PROPOSAL PACKAGE

CARB will include selected sections of the Grantee's proposal package in this section.

STEP Implementation Grant Proposal Template

INSTRUCTIONS tab

INSTRUCTIONS:	<p>This proposal template should be used in conjunction with the STEP Implementation Grant Solicitation. The solicitation document outlines in detail the requirements and criteria for a STEP Implementation Grant proposal and the instructions that Applicants should follow to fill out each tab of this proposal template. The solicitation document can be found here:</p> <p>http://www.arb.ca.gov/msprog/aqip/solicitations.htm</p>
TECHNICAL ASSISTANCE:	<p>If you need help while developing your proposal, fill out the survey in the link below by 5:00 pm (Pacific Time) July 1, 2020.</p> <p>https://docs.google.com/forms/d/e/1FAIpQLSeZn9n-7gGU7ScAkaBjllPwReXRpkH6ohWUKut8DG4BzUN2tw/viewform</p>
TIPS:	<p>When developing your answers to the questions in this template, type them into a Word document first. Copy + paste them into this Excel spreadsheet when they are final and ready to submit to CARB.</p> <p>Fill out all applicable white boxes. Blue boxes contain instructions. Gray boxes populate automatically based on your inputs in the white boxes.</p> <p>You may include attachments in response to any of the questions in this template. While CARB appreciates succinct responses, there may be situations where your responses need to be longer than the template allows or where your responses require formatting that is not supported by this template. Please include the file name of any attachments submitted in the relevant "Responses" box of the proposal template.</p>

INSTRUCTIONS		
1	<p>AFTER THE PROPOSAL IS COMPLETE</p> <p>Complete, sign, and date the cover page of the proposal (see Appendix C, Section I). Write the file name in the box to the right.</p>	<p><i>App C_Cover Page signed.pdf</i></p>

STEP Implementation Grant Proposal Template

INSTRUCTIONS tab

2

AFTER THE PROPOSAL IS COMPLETE

Complete the Proposal Components and Eligibility Thresholds checklists (see Appendix C, Sections II and III) to ensure that all proposal components (sections of the proposal template and attachments) have been included and all eligibility thresholds have been met before submitting to CARB. If you answer "No" to any of the items in the checklist, go back and complete those items before submitting the proposal to CARB. Submit the final completed checklist to CARB with the rest of the proposal. Write the file name in the box to the right.

App C_Checklist.pdf

STEP Implementation Grant Proposal Template

GRANT FRAMEWORK *tab*

Proposal name	<i>South Los Angeles Universal Basic Mobility Pilot Program</i>
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INSTRUCTIONS	RESPONSES
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VISION		
1	Describe the vision for the STEP Community.	<p>The South Los Angeles Universal Basic Mobility (UBM) Pilot Program tests, deploys, and delivers an essential mobility threshold for South LA residents guided by a collaborative decision making structure. While major transportation infrastructure investments have been made to connect stakeholders to key destinations (Expo Line), more are planned in the coming years (Crenshaw Line, Rail to Rail Active Transportation Corridor). Still these investments alone will not meet the diverse connectivity demands of stakeholders. The Program fills existing mobility gaps, expanding access to traditional and new mobility options. Increased access is viewed through the lens of serving the most vulnerable users, including youth, older adults, women, and people who are disabled or homeless. Equitable access to clean modes will build resiliency in climate-impacted neighborhoods, reduce non-EV drive-alone trips and greenhouse gas emissions.</p>
2	Describe how residents and other key stakeholders were involved in the development of the vision statement identified above.	<p>The vision for Universal Basic Mobility was directly shaped by key stakeholders in South LA. Over 4,500 residents participated in a year-long Transformative Climate Communities planning process. Convened by SLATE-Z, community residents and CBOs created a community planning document that outlines sustainability strategies, including the need for subsidized, connected mobility. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z engaged over 40 community based organizations and other groups that represented thousands of member residents in an iterative online process of two community meetings and a focus group. Through these engagements, South LA CBO representatives made it clear that subsidized, connected mobility options are the highest priority for South LA residents.</p>

PROJECTS AND STRATEGIES

STEP Implementation Grant Proposal Template

GRANT FRAMEWORK *tab*

	Project name	Project name (in order of priority for funding)	Associated strategy	Describe how residents and other key stakeholders were involved in the identification of each strategy and project.
3,4,5	Project #1	Mobility Wallet	Fixed-route Transit	Through the July and August 2020 online engagements, South LA CBO representatives made it clear that subsidized, connected mobility options are the highest priority for South LA residents.
	Project #2	Electric Mobility	Shared Mobility	During the July and August 2020 online engagements community members identified electric carsharing like Blue LA and bike share as areas of interest.
	Project #4	CicLAvia South LA: Stakeholder Engagement & Outreach	Outreach and Education	CicLAvia has conducted direct outreach to community organizations, Neighborhood Councils, and residents for each South LA event to identify the need for safer streets for walking and biking in the target area, event impact mitigation needs, and event programming ideas/partners.
	Project #5	Zero Emission Delivery Solutions	Community Development	LACI engaged area CBOs in program design of LACIs zero emission pilot project in Leimert Park.
	Project #6	Quick Build Active Streets	Planning and Community Engagement	During the July and August 2020 online engagements community members identified bike share and improved bike infrastructure as areas of interest. Alignment with the planned Rail to Rail corridor was an area of interest.

STEP Implementation Grant Proposal Template

GRANT FRAMEWORK tab

	Project #7	Rail to Rail First Mile- Last Mile	Active Transportation	There has been extensive outreach for the CEQA/NEPA environmental document development (that was approved and completed in 2017) for this project. Since 2016 when over a hundred of community workshops, meetings and charrettes have been hosted in the community.
6	Provide a summary of the proposal that includes a brief description of all proposed STEP-funded projects. Summaries from all Applicants will be posted publicly on CARB's website.	The South Los Angeles Universal Basic Mobility Pilot Program expands fare payment subsidies, integrates fare payment across existing and new transportation options, introduces new shared mobility options for residents and workers, and expands electrification to advance Universal Basic Mobility for South LA residents. These project components are Mobility Wallet, Electric Mobility, Charging for All, Ciclavia South LA: Stakeholder Outreach and Engagement, Zero Emissions Last Mile Delivery Solutions, Quick Build Active Streets, and Rail to Rail First Mile-Last Mile.		

STEP Implementation Grant Proposal Template

APPLICANTS tab

APPLICANTS	1	1	2	3	4	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Lead Applicant	Los Angeles Department of Transportation	Local government	<p>Act as lead applicant to coordinate implementation. This includes overseeing grant execution, partnership contracting, and financial oversight, LADOT will also be charged with leading specific project implementation including: 1) Procuring and Delivering an On-Demand MicroTransit Pilot, 2) Supporting LACI's procurement of a Micro-Mobility Fleet and related support and guidance with implementation model, 3) Managing Implementation of Electrification Initiative, and 4) Supporting Metro in Mobility Wallet implementation.</p> <p>LADOT will also work closely with SLATE-Z to implement collaborative decision making structure. LADOT</p>	<i>Letter of Commitment _LADOT.pdf</i>	<p>LADOT's mission is to lead transportation planning, project delivery, and operations in the City of Los Angeles. We collaborate to deliver a safe, livable, and well-run transportation system in the city and region. In 2018-2019, LADOT launched the largest electric shared scooter and bicycle permit program in the country with 10.3 million trips made during the 1-year pilot. In West Los Angeles, we have also launched LANow, an on-demand "microtransit" service that users can call from an app or their phone. With the Bureau of Street Lighting, we have installed 24 on-street electric vehicle charging</p>	<p>In alignment with Mayor Garcetti's Executive Directive on Racial Equity, LADOT has named a Chief Equity Officer and drafted its first racial equity plan (under internal review). As part of this process, in early August 2020, LADOT conducted an all employee survey and a series of optional webinar discussions for staff to</p>	<p>LADOT has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with LADOT's ability to fulfill the duties as a STEP grantee.</p>

STEP Implementation Grant Proposal Template

APPLICANTS tab

		<p>will participate on the Steering Committee and will also lead overall reporting and evaluation of the pilot program.</p>	<p>stations throughout the City. Weekend services were added to 20 DASH lines, along with increased weekday service on multiple routes and extended operating hours. New traffic signals, upgraded crosswalks, intersection safety improvements, curb extensions, pedestrian refuge island, new bike lanes were installed to provide safe streets for everyone in Los Angeles. LADOT has also collaborated with LA Metro to allow for LADOT DASH services to participate in Metro’s Universal Pass (U-Pass) program and Employer Pass Pilot (E-Pass) program.</p>	<p>engage in facilitated discussions on race and equity. LADOT acknowledges historical racism in transportation infrastructure investments and is focused on mitigating past harm by continuing to build staff capacity on this issue and reflect change through ongoing investments and shared decision making strategies. Prior to this, LADOT has advanced policies to prioritize investments in DACs, including</p>
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STEP Implementation Grant Proposal Template

APPLICANTS tab

						Vision Zero, Dockless Mobility Pilot, BlueLA, Metro Bike Share, Safe Routes to School, and DASH to Class. In addition, LADOT is in the process of updating its three-year strategic plan, which will include equity metrics that will be part of quarterly reporting across all business lines.	
APPLICANTS	5	5	6	7	8	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Sub-applicant #1	CicLAVia	Community Based	Producing 2-3 Open street Interventions in South LA Events during the Step 12-18	<i>Letter of Commitment _CicLAVia.pdf</i>	CicLAVia has a longstanding commitment to working in the STEP LA target	As an organization, CicLAVia values	CicLAVia has no current,

STEP Implementation Grant Proposal Template

APPLICANTS tab

	<p>Organization</p>	<p>Month period. CicLAvia will also play a role in the governance structure of the Step Grant and integrate STEP LA into outreach and engagement plans for the region.</p>	<p>community and has produced a number of events in the target area (including the CicLAvia South LA event in 2020). CicLAvia has collaborated with many of the non-profit and governmental partners on the grant as well allowing for their seamless integration into CicLAvia’s regional engagements/events. Over the past 10 years, CicLAvia has produced 35 large scale open street events on more than 225 miles of streets in Los Angeles. More than 2 million people have participated and have averaged more than 50,000 people per open streets event. In several instances, there have been more than 150,000 people participating in one CicLAvia open streets event.</p>	<p>diversity, equity, and inclusion at all levels of our operations. Our staff, volunteers, and Board deliberately reflect the diversity of our region including many who are multilingual. At the core of CicLAvia's work is the celebration of the diversity of our communities, city, and region, and the strength of CicLAvia car-free street events is to create a place and space where race, ethnicity, gender, sexual</p>	<p>ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with CicLAvia's ability to fulfill the duties as a STEP sub-grantee.</p>
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STEP Implementation Grant Proposal Template

APPLICANTS tab

						orientation, socioeconomic status, age, physical abilities, religious beliefs, political beliefs, or other ideologies all have the opportunity to connect with one another.	
Sub-applicant #2	EVgo	Private Company	EVgo is committed to Charging for All; that includes working to ensure that historically underserved communities are not left behind in the transition and can enjoy the health, environmental, and economic benefits of a zero emission transportation ecosystem. This work has included not only the implementation of programs such as EACH and Green Raiteros as detailed in EVgo credentials statement, but also working with local community-based organization to develop	<i>Letter of Commitment_EVgo.pdf</i>	EVgo is the owner and operator of the largest public fast charging network for electric vehicles (EVs) in the U.S., with over 800 fast charging station locations across the United States. In California, where more than half of the EVs in the U.S. are currently located, EVgo's network of DC fast chargers (DCFC) grew by 40 percent in 2019. EVgo manages more than 300 fast charging locations with 750+ fast chargers across the state, connecting more than 80% of Californians to	EVgo is supporting the Green Raiteros Pilot Project with a new charging station in Huron featuring 10 public, Level 2 charging hubs. EVgo is also installing an additional charging station in Central Fresno and is planning to install	EVgo has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with EVgo's ability to fulfill the duties as a STEP sub-grantee.

STEP Implementation Grant Proposal Template

APPLICANTS tab

		<p>learnings and engagement strategies to underserved groups. EVgo continues its work to understand and implement actions to addressing historical and current systemic inequities both as an organization internally and as a leading public charging provider.</p>		<p>an EVgo fast charger within a 15-minute drive. In 2019, EVgo also became the first North American charging market to be powered by 100% renewable energy. EVgo has seen firsthand the importance of access to fast charging to enable electrification in communities in and around Los Angeles, including the EVgo stations in Compton and Inglewood, both of which delivered the first fast chargers to those cities.</p>	<p>additional charging capacity in the City of Huron. EVgo's 562 DC fast charging solution under the CPUC Settlement totals includes Equal Access Charging Hubs (EACH), which are designed to create opportunities for low-income drivers to participate in the gig economy. EVgo's EACH EV Charging installations combine public access and electric carshare access with a focus on low income (based on Cal Enviroscreen 2.0).</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

Sub-applicant #3	Los Angeles Cleantech Incubator (LACI)	Community Based Organization	LACI is an implementation partner on the Zero Emissions Delivery Solutions project and supports the E-Bike Library project, leveraging its experience as one of the leading small business incubators in the U.S. to introduce innovative new mobility businesses, along with targeted workforce development and related job creation. LACI is one of the core partners for this STEP application and is an active participant in all decision-making discussions from the scope of the proposal through project implementation.	<i>Letter of Commitment</i> <i>_LACI.pdf</i>	LACI supports the discovery and commercialization of innovative early- to mid-stage technologies by providing incubation services to startups and entrepreneurs. LACI's Market Access program offers world class coaching, access to a debt fund and pilot project opportunities in Southern California to startups in their series A to B+ funding round. LACI's pilot project team derisks the go-to-market process for these companies by working with community organizations in disadvantaged communities to deploy new startup technology. LACI brings expertise in workforce development training through its Advanced Prototyping Center (APC) Fellowship and workforce development training. To date, LACI has provided two cohorts of 50 individuals (average 80% people of color; 33%	As part of LACI's commitment to Diversity, Equity, and Inclusion (DEI), LACI provides staff resources, including an Anti-Racism Course focused on exploring mindsets, behaviors, and commitments. LACI built out an Impact Framework to financially value impact with our startups, whereby startups can earn back equity in their company by including diversity, social equity, and civic engagement into their	LACI does not foresee conflicts of interest impeding fulfillment of STEP Subgrantee duties. However, we've included information on LACI partners and subcontractors: zero-emission vehicle manufacturers, dealers, fleets, or related entities (<i>See Conflict of Interest_LACI.pdf for this</i>).
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STEP Implementation Grant Proposal Template

APPLICANTS tab

					<p>female, 5% veterans and 10% formerly incarcerated) with experiential training in the world-class APC fellowship program, as well as direct connections to high-potential jobs at LACI's portfolio companies and partner organizations.</p>	<p>company ethos. With our Community Pilots, we work diligently with community-based organizations to ensure marginalized voices are included in the decision making process and to address entrenched environmental injustices. In each pilot, we apply culturally appropriate community engagement practices and programming that takes into consideration factors such as socioeconomic status, literacy level, language, and local</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

Sub-applicant #4	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Transit Agency	Implement Mobility Wallet project. Support LADOT, LACI, SLATE-Z and CicLAvia in community engagement and education. Serve on governance structure Steering Committee.	<i>Letter of Commitment _LA Metro.pdf</i>	Los Angeles County Metropolitan Transportation Authority (LA Metro) – Metro serves as a regional transportation planner and coordinator, designer, builder, funder, and operator for one of the country’s largest, most populous counties with 10 million people within its 1,433-square-mile service area. Internal departments across OEI, TAP, Planning and Communications will collaborate to implement the Mobility Wallet pilot and Rail to Rail First Last Mile connections. LA Metro’s Office of Extraordinary Innovation led by Dr. Joshua Schank helps lead strategic planning and public private partnerships within the agency, and has strong partnerships with the County of LA, City of LA, the Southern California Association of	community history. LA Metro adopted an Equity Framework in 2018 with corresponding metrics in development. The agency is developing improved guidance for procurements and projects including best practices on engaging community based organizations in the project development and implementation process to lead to more equitable outcomes.	LA Metro has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with LA Metro's ability to fulfill the duties as a STEP sub-grantee.
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APPLICANTS tab

					Governments, and private mobility companies.		
Sub-applicant #5	Los Angeles Department of Water and Power (LADWP)	Utilities	DWP will play a lead financing role by providing rebates for all the EVSE projects in the application, and as the utility serving any newly installed electrical infrastructure, will be standing by to help with interconnection and new service requests.	<i>Letter of Commitment - LADWP</i>	DWP has had an EVSE rebate program since 2011 and in that time has rebated over 5000 residential Level 2 chargers and nearly 6000 commercial Level 2 chargers. The Department revised a number of rebate requirements in the last couple of years to speed up adoption and streamline the process and has approved 4000 commercial and 1000 residential chargers just since July 2019. LADWP served as the lead implementer of a CEC grant that started in 2015 and saw the installation of over 200 L2 chargers at City-owned facilities, including at the Library, LADOT public lots, at LAPD stations and LAX airport. The department is also a partner in the BlueLA low-income electric mobility program, which was the outcome of another CARB	In alignment with Mayor Garcetti's Executive Directive on Racial Equity, LADWP has named a Chief Equity Officer and drafted its first racial equity plan (under internal review). As part of the LADWP Rate Action approved in March 2016, the LADWP established the Equity Metrics Data Initiative (EMDI) to track, measure, and report on how its programs are provided to all customers and residents of Los Angeles. The EMDI	LADWP has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with LADWP's ability to fulfill the duties as a STEP sub-grantee.

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APPLICANTS tab

					<p>grant in 2016. Phase 1 of this project has seen the installation of 40 EV stations with 200 chargers serving 100 shared electric vehicles in disadvantaged CalEnviroScreen areas of Los Angeles.</p>	<p>establishes a data-driven framework that assesses how well programs, services, and resources are distributed and used throughout the city, both geographically and demographically, to see whether any disparities exist. Data collection and analysis through the EMDI will provide important information about LADWP's services and operations, and help ensure that all customers are reached with</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

						fairness and equity.	
Sub-applicant #6	Los Angeles Mayor's Office	Local Government	The Mayor's Office will play a coordinating and facilitating role between departments to ensure that no projects are held up due to any internal bureaucratic issues. The Mayor's Office will also help oversee the initial contracting with EVSE companies to ensure that all Department requirements are satisfied to allow for Department PMs to do their implementing jobs.	<i>Letter of Commitment _Mayor's Office.pdf</i>	The Mayor's Office of Sustainability is responsible for coordinating city-wide efforts to implement the Mayor's 2019 Green New Deal, which includes reducing GHG emissions by 45% by 2025, adding an additional 10,000 electric chargers available to the public by 2022, and ensuring that 25% of the vehicles on the road are zero emission by 2025. To date, the Office has overseen the deployment of over 900 electric vehicles in the City Fleet, the awarding of 300 electric buses, and installation of over 1000 municipal and public EVSE. The agency led the proposal to CARB for BlueLA, the first low-income carshare program in the U.S. The BlueLA program currently has 37 of the 40 planned charging stations installed and commissioned, with the	In June 2020, Mayor Garcetti passed a directive that established Racial Equity Officers and plans in all City Departments, as well as a citywide racial equity task force. This demonstrates a commitment to the goal of equity at an agency-wide level. The Mayor's Office of Sustainability also meets regularly with an external Sustainability stakeholder group, which includes numerous EJ groups and	LA Mayor's Office has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with LA Mayor's Office's ability to fulfill the duties as a STEP sub-grantee.

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				<p>final two in the ground and just awaiting energization. The successful Implementation of the BlueLA program demonstrates that the Mayor's Office, working hand-in-hand with lead City departments and external partners, has the experience and lessons learned to continue to execute on a bold proposal like the Urban Mobility Pilot.</p>	<p>stakeholders specifically in the target zone. Equity work the office has done includes working with many City departments to develop specific equity programs, such as LADWP's shared solar and solar roofs programs and their used electric vehicle rebate program. The office has also done a significant amount of environmental justice focused work, including in Boyle Heights as part of the Exide Battery recycling plant</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

						clean up, oil well and drilling issues, and getting the Clean Up Green Up ordinance passed in 2016.	
Sub-applicant #7	Los Angeles Trade Technical College (LATTC)	Public School	Conduct Electric Vehicle (EV) Technician training and place students in internships, develop and implement an eMobility Youth Ambassador program, and coordinate with STEP partners to create articulated workforce development programs and career pathways.	<i>Letter of Commitment _LATTC.pdf</i>	LATTC, one of the oldest public community colleges in California, was founded in 1925 and is accredited by the Accrediting Commission for Community and Junior Colleges. The Advanced Transportation programs of study at LATTC are also some of the largest in the state and have been operating for many decades. The Transportation Workforce Institute at LATTC, a program partner, was established in 2015 with funding from the Federal Transit Administration. LATTC's EV Technician training programs have been continuously operating and the college has coordinated internships for students in	For decades, LATTC has served one of the largest populations of minority, socially- and economically-disadvantaged student populations in the state of California. As the lead organization for the SLATE Z (federally-designated) Promise Zone, LATTC has been instrumental in implementing equity-focused workforce development strategies.	LATTC has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with LATTC's ability to fulfill the duties as a STEP sub-grantee.

STEP Implementation Grant Proposal Template

APPLICANTS tab

					<p>its Advanced Transportation programs of study over the past seven+ years. Both of these activities are of similar size/scope as proposed in this program. The Transportation Workforce Institute developed and has been implementing a Transportation Youth Academy since 2016 which will be expanded, within this project, to include the eMobility Youth Ambassador program.</p>	<p>Additionally, LATTC is part of the Los Angeles Community College District which is adopting an “Framework for Racial Equity and Social Justice” that speaks to the values of our organization and directs specific action steps and commitments that will allow our college to actively build anti-racist organizational capacity and resilience, and move forward towards a more socially and racially-just academic community.</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

Sub-applicant #8	Mobility Development (MD)	Private Company	<p>Mobility Development (MD) will provide technical assistance to LADOT throughout the project, leveraging expertise in planning, procuring, and operating carsharing, bikesharing, and ride-hailing networks. MD will be particularly focused on the three Electric Mobility initiatives (Projects 2a, b, and c) but will also interface with Mobility Wallet and CicLAvia components.</p>	<p><i>Letter of Commitment - MD.pdf</i></p>	<p>Mobility Development (MD) is a national social enterprise, with offices in CA, NY, and IL. MD supports the launch and growth of community-controlled mobility networks. MD's work focuses on research, planning, and implementation of these networks in marginalized communities. This work tailors solutions to fit needs expressed by each community. Since 2015, the MD team has led program design and fundraising for over \$50 million nationally in public and private investments towards shared mobility networks that focus on disadvantaged communities. Through CARB's Clean Mobility Options program, MD has supported the BlueLA Carsharing initiative in Los Angeles and the Miocar carsharing program and Vamos integrated mobility pilot underway in</p>	<p>MD has been a driving force in equitable mobility for over a decade. The firm's founders established Buffalo Carshare the first shared mobility program focused on low-income households in 2009. The firm works exclusively on programs that serve disadvantaged communities. MD invests deeply in supporting organizations and partnerships committed to improving the lives of marginalized</p>	<p>Mobility Development Partners has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with Mobility Development Partner's ability to fulfill the duties as a STEP sub-grantee.</p>
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STEP Implementation Grant Proposal Template

APPLICANTS tab

					<p>the San Joaquin Valley. The non-profit Mobility Development Foundation also supports the SGC-funded Transform Fresno project's soon-to-launch electric bikeshare program.</p>	<p>people. This experience has led to work supporting several programs led by Black- and Latinx-founded non-profit and private organizations. MD's staff continues to learn from these partnerships and from extensive work in progress with over a dozen community-based organizations. MD works to build a team that is increasingly reflective of the racial, ethnic, and gender diversity of</p>	
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STEP Implementation Grant Proposal Template

APPLICANTS tab

						partner communities.	
Sub-applicant #9	South Los Angeles Transit Empowerment Zone (SLATE-Z)	Community Based Organization	Leading community engagement and convening governance Steering Committee for project oversight.	<i>Letter of Commitment _SLATE-Z.pdf</i>	Designated a federal Promise Zone in 2016 by the US Department of Housing and Urban Development, SLATE-Z has organized and convened a South LA partnership of over 71 different public and private partners organized into issue-specific work groups: jobs, economic activity, education, public safety, and transit. SLATE-Z also organizes and convenes ad-hoc public-private partnerships to strategize on various projects and programs. SLATE-Z convenes the partners on the South LA Climate Commons, a collaborative supported by funds from the California Strategic Growth Council's Transformative Climate Communities grant program. Other opportunities of a similar scale include the CalVIP grant with Brotherhood	Equity is a central component of the Promise Zone initiative generally, and SLATE-Z specifically. SLATE-Z emphasizes the decades of institutional racism that has beset the South LA community. Simultaneously, SLATE-Z champions cross-sector collaborative efforts and projects that not only direct resources to South LA but also meaningfully and centrally incorporate community	SLATE-Z has no current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with SLATE-Z's ability to fulfill the duties as a STEP sub-grantee.

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APPLICANTS tab

					Crusade, the US Department of Education GEAR UP grant with LAUSD, and organizing partners for the US Department of Education's Promise Neighborhoods grant.	engagement and activation.	
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COMMUNITY PARTNERS	11	11	12	13
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)
Community Partner #1	South LA Climate Commons	Community Based Organization	Leverage community engagement from Transformative Climate Communities Planning Grant.	<i>Letter of Support_South LA Climate Commons_Joint.pdf</i>
Community Partner #2	MoveLA	Nonprofit Organization	Community engagement and advocacy on sustainable transit	<i>Letter of Support_MoveLA.pdf</i>
Community Partner #3	Community Coalition	Community Based Organization	Community engagement, RAC mentoring and training	<i>Letter of Support_CDTech&Community Coalition_Joint.pdf</i>

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Community Partner #4	CD Tech	Community Based Organization	Community engagement, RAC mentoring and training	<i>Letter of Support_CDTech&Community Coalition_Joint.pdf</i>
Community Partner #5	YWCA-Greater Los Angeles	Community Based Organization	Community engagement and visioning on workforce development with broad reach across the Los Angeles region.	<i>Letter of Support_YWCA Greater LA.pdf</i>
Community Partner #6	Para los Ninos	Community Based Organization	Leverage Promotoras community engagement network	<i>Letter of Support_Para Los Ninos.pdf</i>
Community Partner #7	Ride-On! Bike Cooperative	Small Business	Resident engagement on transit accessibility	<i>Letter of Support_Ride On! Bike Shop Co-Op.pdf</i>
Community Partner #9	Coalition for Responsible Community Development	Community Based Organization	Outreach and workforce development	<i>Letter of Support_CRC D.pdf</i>
Community Partner #10	Los Angeles City Council District 8	Elected Office	Community and civic engagement	<i>Letter of Support_CDO 8.pdf</i>

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APPLICANTS tab

Community Partner #11	Los Angeles City Council District 9	Elected Office	Community and civic engagement, workforce and economic development support	<i>Letter of Support_CDO 9.pdf</i>
Community Partner #12	Los Angeles City Council District 10	Elected Office	Community and civic engagement	<i>Letter of Support_CD1 0.pdf</i>
Community Partner #13	Los Angeles County Supervisorial District 1	Elected Office	Project Implementation Guidance and Feedback	<i>Letter of Support_SDO 1.pdf</i>
Community Partner #14	Los Angeles Public Library	Local Government	Project Implementation Guidance and Feedback	<i>Letter of Support_LAP L.pdf</i>

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PARTNERSHIP STRUCTURE tab

INSTRUCTIONS	RESPONSES
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ROLES AND RESPONSIBILITIES		
14	Describe how the Lead Applicant's and Sub-applicants' roles and responsibilities (identified in the APPLICANTS tab) complement each other.	As lead, LADOT coordinates implementation of project components. Metro leverages Transit Pass Database Technology for the Mobility Wallet concept, providing greater access to all project types. SLATE-Z convenes a Collaborative Stakeholder Structure (CSS), providing connections to residents and CBOs, facilitating community representation in decision-making, outreach, and education efforts. LA Trade Tech leverages its Transportation Workforce Institute to provide training and support job placement. LACI leverages expertise in EV tech and workforce development to support community electric micromobility and zero-emissions delivery solutions. CicLAvia implements comprehensive community outreach and education, boosting visibility of incoming projects. The Mayor's Office streamlines connections to City departments, connects to LADWP's EV rebates, and is the liaison to LA Departments of Recreation and Parks and the LA Public Library for EV infrastructure siting. Mobility Development leverages expertise on sustainable transit from a national context, providing on-going technical assistance. See <i>Supplemental A_Governance Documentation.pdf</i> for more details.

GOVERNANCE AND DECISION-MAKING		
15	Describe the governance and decision-making structure of the partnership. Include the process for	We will leverage the existing South LA Climate Commons TCC CSS model to establish a transparent, parallel, expanded governance structure with a Steering Committee led by implementation partners, supporting government agencies, area CBOs, and residents. We will establish a Resident Advisory Committee (RAC) to invest in capacity building of South LA residents in their roles on the Steering Committee. See <i>Supplemental A_Governance Documentation.pdf</i> and <i>Supplemental B_Governance Structure.pdf</i> for more details on the

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PARTNERSHIP STRUCTURE tab

	handling disputes and the process for changing, adding, or removing partners.	CSS. As convener, SLATE-Z mediates disputes and facilitates changing, adding, or removing partners per the MOU established at the beginning of implementation. SLATE-Z will leverage its experience as the Promise Zone backbone organization to facilitate modifications to the CSS.
16	Describe how the governance and decision-making structure centers the voices of Community Partners and other community residents and key stakeholders.	The CSS centers South LA community partners and residents by building capacity and entrusting these stakeholders with voting seat majority. The core of the structure is building community leadership and decision-making abilities to influence institutional policies and practices that affect local residents, who are primarily African American, Latino and/or Spanish speaking immigrants. The RAC provides on-going training so residents can lead. <i>Supplemental A_Governance Documentation.pdf</i> provides greater detail on the experience of residents and CBO partners.
17	Describe the role of online or in-person public meetings in the governance and decision-making structure. Include the frequency of meetings, the minimum number of public meetings that will be held, and how meeting agendas and notes will be posted for public access.	The Steering Committee will convene at least every two months. All meetings will be open to the public. We plan for these meetings to be held online (and potentially also later in person when safe). Additional engagement activities, such as virtual town-halls, presentations, surveys, and email and social media campaigns will also equip CBO and RAC members with critical community input. Meeting agendas and notes will be posted for public access through email distribution and on a special landing page on the SLATE-Z website.
18	Describe how Applicants will report	Under SLATE-Z leadership as a community convener and facilitator, the applicants (partners) will rely on the feedback-loop built into Steering Committee meetings, residents and CBO

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PARTNERSHIP STRUCTURE tab

	back to and seek feedback from the community about how input is being incorporated into project development and implementation.	<p>partner structures in order to report back to and seek feedback from the community. These groups will have substantial influence in the decision-making process, as well as a direct line to report results from engagement activities such as virtual town halls, digital presentations, resident surveys, and email and social media campaigns. Resident Advisors directly serving on the Steering Committee are another avenue for community advocacy, providing a way to collect information through informal methods.</p> <p><i>Supplemental A_Governance Documentation.pdf</i> provides greater detail on these functions.</p>
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LEGAL STRUCTURE		
19	Describe the legal structure of the partnership. Include who is contracting with whom and confirmation that the Lead Applicant will assume liability for the proposed projects if selected.	<p>All partners will enter into a MOU with LADOT if the grant is awarded to specify the roles and responsibilities outlined in this application. LADOT as the lead is the prime grant recipient and all project funding requests should pass through LADOT. Sub-applicants will have a fiduciary responsibility to request funds and reimbursement and to provide accounting documentation of the grant implementation on a timely basis. As lead applicant, LADOT will assume liability for projects if selected.</p>

FINANCIAL STRUCTURE		
20	Describe the financial structure of the partnership. Include	<p>LADOT will employ a combination of methods to disburse funds to sub-applicants. For Metro and LA Trade Tech, LADOT will establish MOUs and reimburse based on milestones completed. LA Metro will conduct all work with in-house staff or through a competitive bid</p>

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PARTNERSHIP STRUCTURE tab

	<p>the process the Lead Applicant will use to pay Sub-applicants and Community Partners and the subcontractor procurement process, if applicable.</p>	<p>procurement for services for TAPforce Metro will submit for reimbursement to LADOT as a pass-through grantee for costs expended per their MOU. For LACI, SLATE-Z, MDP, and CicLAvia, LADOT will establish MOUs and distribute partial upfront payments acknowledging potential inequities and in order to prevent potential cash flow problems. LACI and SLATE-Z will run subcontractor procurement processes for each of their respective projects with direct input from the Collaborative Stakeholder Structure (CSS). SLATE-Z will develop a community outreach scope of work in consultation with the CSS and each of the implementation partners. Priority will be given to local community based organizations, and where possible will augment existing network/outreach work being conducted in the project area.</p>
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EQUITY		
21	<p>Describe how the partnership structure accounts for potential inequities between partners.</p>	<p>The partnership structure targets inequities around representation of South LA communities in decision-making processes that affect their communities. Through the intentional majority of residents and CBOs, the community will have an equal (if not majority) say in the planning and implementation directives of this project. This governance structure also addresses transit access inequity by uplifting the voice of a community that has been disenfranchised for decades. This structure pursues this aim through rigorous Resident Advisory Committee training and support, along with robust community engagement aimed at building long-term capacity for community leadership and ownership. Apart from the future RAC and CSS, several of the implementation partners have a history of working together to resolve inequities both amongst each other as well as with community stakeholders related to project implementation, including Slate-Z, LADOT, Ciclavia, LACI, MDP, and Metro.</p>

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PROPOSAL THRESHOLDS & CRITERIA tab

INSTRUCTIONS	RESPONSES
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STEP COMMUNITY		
1 (attachment)	Submit a map shapefile that identifies the STEP Community boundary, tentative project locations, and benefiting disadvantaged community census tracts. Write the file name in the box to the right.	<i>STEP_LADOT_ZipFile4_Map.zip</i>
2	Describe the residents of the STEP Community, including demographics such as gender, race/ethnicity, age, income level, languages spoken, vehicle ownership, travel patterns to key destinations, and transportation mode share. Focus on	The Project Area within South Los Angeles is home to a population of over 370,000. Based on census tract data for the project area and using the American Community Survey, 29% percent of households are below the poverty level, with over 21,000 households (19%) receiving SNAP benefits. All of the project area qualifies as either SB 535 Disadvantaged Communities or AB 1550 Low-Income Communities; the vast majority qualify under both. The majority of residents are people of color. Two-thirds are Hispanic, and a quarter are African-American. Seven percent are senior citizens aged 65 or older. Over six percent of households reported owning no vehicle; thirty percent owning one vehicle; and sixty-four percent owning two or more vehicles. Six and seven tenths percent of workers in the area walk or bike to work and 14.3% take transit to work.

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PROPOSAL THRESHOLDS & CRITERIA tab

	demographics that are relevant to the community vision and identified projects.	
3	Describe the clean transportation options that are currently available or soon to be available to community residents, in particular those in disadvantaged community census tracts. Describe the quality (e.g., frequency, affordability, reliability) of these clean transportation options.	The project area is bordered by two existing light rail lines and a freeway-running Bus Rapid Transit line. The Metro Crenshaw/LAX Line is to begin service in 2021. The project area - only 4% of the county's and 10% of the city's population - is the origin or terminus of 11% of all Metro Rail and Bus trips Countywide and accounts for 23% of LADOT DASH Community bus ridership (excluding Downtown) and 45% of all DASH to Class trips citywide (free transit passes for students). While LADOT has completed Vision Zero improvements primarily aimed at pedestrian safety, the project area has received only three major bike improvements in recent years. The City installed 30 electric vehicle chargers throughout. LACI is currently providing zero emissions food and Business-to-Business delivery within Leimert Park. Thirty Metro bikeshare stations are located in the project area. While permitted micromobility providers do operate here, the project area has significantly lower ridership and deployment compared to other parts of the City.
4	For any project that is not located in the STEP Community, explain how the project is connected to and serves the STEP Community.	N/A; all projects are within STEP community.

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PROPOSAL THRESHOLDS & CRITERIA tab

CONSISTENCY WITH EXISTING PLANS		
5	Submit at least one letter from the city, county, or tribal government's Planning Department, Community Development Department, Environmental Director, or other similar department or body that has land use and housing authority. The letter must demonstrate how the proposed projects are aligned with the strategies, policies, and priorities identified in existing local and regional plans or that explains why the proposed strategies, policies, and plans in existing local and regional plans do not reflect	<i>Letter of Consistency_LA DCP.pdf</i>

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PROPOSAL THRESHOLDS & CRITERIA tab

	<p>the community's needs or priorities. If no local or regional plans exist, explain why. Write the file name in the box to the right.</p>	
<p>6</p>	<p>Describe how proposed projects support and are supported by existing projects that are the types of projects that are eligible for STEP funding and the types of projects that are ineligible for STEP funding but are encouraged (lists in Appendix E). If the proposed STEP-funded projects do not connect to any existing transportation or land use projects, explain why.</p>	<p>Proposed STEP projects will provide clean transportation options for short range trips within the project area including connections to existing transportation services, as well as longer electric vehicle trips. Providing greater access to zero-emission first-last-mile connections will enable higher ridership on trunk transit options such as Metro Light Rail and Bus Rapid Transit, and incentivize multimodal trips linking to active transportation corridors, micromobility, and shared mobility such as Metro Bikeshare and Metro Mobility-On-Demand operating in nearby service areas. Implementation of shared mobility options and active transportation improvements will go hand-in-hand with ongoing City initiatives such as the MyFigueroa Corridor Streetscape Project and the Avalon Boulevard Safety Project, as well as curb reallocation efforts like Al Fresco dining and People Street, which permits parklets and pedestrian plazas. Additionally, providing connections to existing and under-construction transit sites enables access to (and from) transit oriented developments such as the Transit Oriented Community project at the Expo/Crenshaw station, and to dozens of affordable housing developments throughout the project area (74 current and 14 under development).</p>

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WORKFORCE DEVELOPMENT		
7	Describe how the proposed projects will contribute to workforce development in the climate and clean transportation sectors, including how the projects will partner with workforce development and training programs with career pathways or provide economic opportunities through high-quality jobs for residents of the STEP Community. If not applicable, explain why.	<p>Partnering with workforce partners Los Angeles Trade Tech College (LATTC) and the LACI, the South LA UBM Pilot links several mobility and electrification solutions to technical training, internship opportunities, and direct employment: 1) EVSE maintenance and diagnostics, 2) E-cargo bike maintenance and service delivery, 3) Community Micromobility Operations and Maintenance. Partnership with LATTC is critical as 43% of LATTC students live within the STEP Community and the college provides workforce development programs with career pathways in the climate and clean transportation sectors. LATTC's Advanced Transportation programs of study is one of the largest in the state and has been operating for many decades. LATTC's Transportation Workforce Institute was established in 2015 with support from the Federal Transportation Administration.</p> <p>Within the Electric Mobility Project, LACI will lead procurement of electric micromobility devices and operational support. LACI will look to support community wealth and neighborhood stabilization by targeting minority businesses, businesses within the project area, and business cooperatives.</p> <p>(For additional information please see <i>Supplemental C_Workforce Development.pdf</i>.)</p>

DISPLACEMENT AND HOUSING		
8	Describe the displacement	Displacement of low-income households and small businesses is a major concern in the project area. 36% of the population resides in areas at "Very High" or "High" risk of

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	<p>vulnerabilities that currently exist in low-income households and small businesses within the STEP Community.</p>	<p>displacement relative to 25% citywide (LA Mayor’s Office’s Index of Displacement Pressure). Many of the “Very High” pressure areas are adjacent to existing and under-construction Metro Light Rail lines. Likewise, these areas are increasingly at risk of speculative real estate practices which threaten low-income households and small businesses. Small businesses are further threatened as clientele changes in the neighborhood.</p>
<p>9</p>	<p>Describe the existing policies and plans that address displacement avoidance. If not applicable, explain why.</p>	<p>The South and Southeast LA Community Plans encourages preservation of rent stabilized units, strives for no net loss of affordable housing, and encourages coordination with CBOs, specifically tenant organizations. LA Metro's Business Interruption Fund program has awarded more than 700 grants totaling over \$17 million to 223 "mom and pop" businesses along the Crenshaw LAX/Corridor to prevent impact and displacement of local business during rail construction. Metro's Crenshaw Business Solutions Center provides hands-on assistance to small businesses, contacting over 400 businesses and serving over 300 clients within that corridor. South LA community advocates including Climate Commons were part of a successful ballot initiative that established the city-wide Transit Oriented Communities Affordable Housing Incentive program (see Question 12 for more on Transit Oriented Communities).</p>
<p>10</p>	<p>Describe any policies, programs, or coordination with existing policies or programs that are proposed to be funded through STEP to avoid the displacement of</p>	<p>The components of the proposed pilot prioritize enabling and subsidizing clean mobility options for residents and employees of businesses at risk for displacement. The project aims to offset housing affordability through lower vehicle ownership costs, and encourages local hiring and shorter commute lengths. The Mobility Wallet will subsidize access to a variety of local transit and electric mobility options, incentivizing low vehicle ownership and providing access to jobs and destinations for those who are transit-dependent. The electric mobility services and zero emissions delivery solution project will enable affordable neighborhood trips, encourage local hires for small businesses, minority-owned businesses, and business cooperatives, as well as prioritize</p>

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	<p>existing low-income households and small businesses within the STEP Community to counter displacement that may occur due to STEP-funded projects. If not applicable, explain why.</p>	<p>deployment and station siting at affordable housing locations. The Governance structure of the project includes residents and CBOs that are already actively leading on displacement avoidance and tenants' rights projects. The projects will further goals set out in the City's Community Plans around business retention, as well as support Metro's Transit Oriented Communities initiative and serve businesses participating in Metro's Business Interruption Fund.</p>
<p>11</p>	<p>Describe how the proposed projects will advance local land use and housing goals as identified in the applicable Regional Transportation Plan, Sustainable Communities Strategy (where applicable), Regional Housing Needs Allocation (RHNA), local Housing Element implementation, or other local plans such as general plans or specific plans. If not</p>	<p>The proposed projects will inform land use planning underway as part of the Slauson Corridor Transit Neighborhood Plan (TNP). The TNP will create land use regulations for neighborhoods within the STEP project area with new transportation investments. These new investments in combination with new land use regulations will encourage more housing around transit, assisting the City with meeting its RHNA. Furthermore, the proposed projects will implement programs identified in the City's Housing Element that call for linking transportation to housing. The proposed projects will provide mobility options that are in line with SCAG's Regional Transportation Plan and Sustainable Communities Strategy. Specifically the proposed STEP projects will provide first-mile last-mile solutions supplementing the Vermont Ave BRT corridor and the West Santa Ana Branch Transit Corridor highlighted by the RTP/SCS.</p>

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	applicable, explain why.	
12	Describe how local land use policies, plans, or processes will support the use and benefits of the proposed projects over their lifetime. Describe how the policy, plan, or process promotes the development of affordable housing within a half-mile of a transit station, transit stop, or access to an active transportation facility that will be improved by the proposed projects. If not applicable, explain why.	The South and Southeast LA Community Plans and Transit-Oriented Communities Affordable Housing Incentive program support the proposed projects. They facilitate Affordable Housing production in Transit-Oriented Districts through land use incentives. These affordable housing incentive programs centered around transit align with the benefits of the proposed projects to maximize mobility options for affordable housing residents. The proposed projects will prioritize siting and service to affordable housing locations, increasing access to jobs and services for those without a car, and provide a variety of subsidies and increased access to shared modes, lowering the cost of mobility in the project area and decreasing the need for vehicle ownership.

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INSTRUCTIONS

PROJECT SCOPE	
Project Name	Mobility Wallet
Lead Implementer	LA Metro
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>Trips in LA that are not made by private auto often involve multiple modes or transfers. Navigating these shifts creates friction, inhibits access, and increases cost. Metro will work with project partners to expand on current Transit Access Pass (TAP) integration efforts, ultimately building a Mobility Wallet for low-income, student, senior and disabled riders throughout the entire STEP project area that builds capacity for Universal Basic Mobility.</p> <p>The Mobility Wallet consists of both analog and digital components to provide a seamless transportation pass. A mobility pass will include transit and shared mobility credits for a 5,000-person pilot subscriber base for two years as part of a monthly transportation allocation that will also include access to the Electric Mobility services provided in this proposal (for additional information, please see <i>Supplemental D_Mobility Wallet.pdf</i>).</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>CEQA not applicable to Mobility Wallet project.</i>

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<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Mobility Wallet project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>Feedback from community residents prior to and during this proposal development suggested that low-cost and/or free transit and basic mobility access is among the highest civic priorities in South LA. The Mobility Wallet addresses this core need head on by providing multiple free and discount pass options (student, senior, low-income and disabled passes) rolled into a single free pass program. EV Carshare and e-bike library access will be added to the Mobility Wallet, enhancing flexibility and expanding the range of destinations available to Wallet subscribers. Thus, Clean Mobility programs are simplified into a single pass, breaking down a significant education/awareness barrier for these programs - members who are enrolled in the transit pass will automatically have access to these Electric Mobility services.</p>

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<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>A free multi-modal transportation pass will unlock access to economic opportunity and access to resources for South LA residents, especially for low-income, disabled, elderly, and student populations. These programs, currently promoted as five separate programs (but all accessible with TAP) provide assured benefits as evidenced by their current adoption: Over 100k people participate in these programs city-wide, and an estimated 30k residents of the overall project area are currently enrolled in one or more of these pass programs. Moving these programs to a free-fare standard, combining them, and adding Clean Mobility components would enhance and broaden this impact.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>The Mobility Wallet provides an affordable, streamlined, all-in-one access pass to multiple mobility options, giving low-income and transit-dependent populations more flexibility to use the transportation mode that best suits their needs. Metro has heard from the community that bike share and other shared mobility (like carshare) is not seamlessly integrated into the transit pass purchase process for the bulk U-pass and E-pass, presenting a barrier to trying new modes. Access to purchase low-income monthly passes at a residential level will improve affordability for those who need it the most.</p>

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Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. Mobility Wallet implements that vision by addressing issues of income through providing a mechanism for free transit with an emphasis on low income households. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

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<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the Mobility Wallet, the RAC will lead decision making on design, deployment and evaluation. These key decision points including determining final geographic scope and eligibility criteria for the program; reviewing program outreach plan, app, and analog (i.e. phone and in-person) components; on-going review of program enrollment and utilization, and campaigning for expansion of the Universal Basic Mobility program.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility for differently-abled riders.</p>
<p>Describe how the planned community engagement activities will be evaluated for success and updated accordingly.</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital</p>

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	<p>outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>The expected end user of the mobility wallet in this pilot stage are 5,000 low-income individuals in the South LA project area including seniors and students. Half of the wallets will be intended for K-12 and college/vocational students, a quarter for seniors and another quarter for the general population, however participation may vary by need and interest. The pilot use of wallet by this select group will provide user experiences and qualitative and quantitative data on the return on investment to inform plans for potential expansion to a larger population after the yearlong pilot.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.</p>	<p>Working with the RAC and more specifically agencies like Para Los Ninos and other First 5 LA’s Best Start community partners, we will leverage existing promotora programs (community members - moms, aunties, parents and others - who are trained and paid to do community health education and outreach) to conduct outreach and education about the Mobility Wallet offerings. We plan to layer new resources on to these promotora programs to support this additional work. Additionally, CicLAvia event programming will include demonstrations showing how to use the Mobility Wallet. Demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>
<p>Describe how the planned outreach and education activities focus on the hard-to-</p>	<p>The promotoras program will be able to reach residents where they live since they will be embedded into the community. CicLAvia open streets events are free to the public, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors</p>

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<p>reach residents identified above.</p>	<p>and CBOs will play a central role in building familiarity with and willingness to use Mobility Wallet, particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.</p>
<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>The Promotoras will track and report their community impressions and connections to the RAC. Social media, pictures, personal stories and promotional codes may be utilized to track the number of enrollments. Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>
<p>Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.</p>	<p>We will leverage both the Resident Advisory Committee engagement and CicLAvia outreach to educate residents and local businesses about applicable CARB and CEC funding opportunities. The RAC and CBOs will distribute any relevant materials that can have an impact on community development. CicLAvia has a history of highlighting transportation and environment-related opportunities, including community education on the benefits of EVs and e-bikes, education on consumer rebate programs on electrification, EV and plug-in hybrid. CicLAvia will leverage its relationship with local businesses and community organizations to share any relevant opportunities.</p>

STEP Implementation Grant Proposal Template

PROJECT 1 THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	Metro and any contracted service providers will collect data to be shared with LADOT, including subsidy disbursement (amount and type of subsidies), aggregated ridership totals, aggregated fare data, and survey results. LADOT and SLATE-Z will oversee development of surveys to be distributed to program participants focusing on user experience, impacts on mode shift, and origin and destination information. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts, summary of outreach and engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 1 THRESHOLDS & CRITERIA tab

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Nearly the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>This project will align with the climate adaptation goals outlined in the Resilient Los Angeles plan including building social cohesion, reducing health and wellness disparities across neighborhoods, and modernizing Los Angeles' infrastructure. Having the mobility to freely get around from one place to another is in itself a form of climate resilience and adaptation, as getting to cooling centers, super markets, pharmacies, safer areas and other vital services will be more and more critical as temperatures get hotter on average and climate events become less predictable and more frequent. Reducing friction to mobility through the mobility wallet, especially for low income, senior, and disabled residents directly serves this purpose.</p>

STEP Implementation Grant Proposal Template

PROJECT 1 THRESHOLDS & CRITERIA tab

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>Metro is currently conducting a Comprehensive Pricing Study which includes a feasibility analysis of a fareless transit system. This Mobility Wallet pilot will provide insights and data to inform this study. If the pilot is successful in measurably achieving mobility and equity goals then Metro and the project partners will explore strategic action to find a funding source and/or mechanism to continue the program.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Electric Mobility: E-Bike Library
Lead Implementer	LADOT
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>Shared access to electric bikes will be provided through a transportation library approach, consistent with feedback from a 2018 bikeshare equity study that calls for more flexibility in the approach to service - both in terms of geography and length of use. 500 electric pedal-assist bikes will be available to South LA residents and throughout the entire STEP project area through library hubs initially located in Leimert Park and Vermont-Slauson neighborhoods in partnership with Ride On! Bike Co-op, and expanding as program demand is evaluated. Rental terms and standards will be set through the Collaborative Stakeholder process. In order to maximize program availability, “checkouts” will likely range between one day and three weeks. The program will be managed with procurement support from LACI and LADOT, which will include an operations contract and guidance oriented towards South LA community-based organization(s) as operator.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<p><i>CEQA not applicable to Electric Mobility: E-Bike Library project.</i></p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA *tab*

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Electric Mobility: E-Bike Library project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>Public bikesharing in LA (Metro Bike Share), like other large cities, has not extended too many disadvantaged communities. This E-bike Library addresses gaps identified in a bikeshare equity study, led by community-based organization People for Mobility Justice and the Los Angeles County Bicycle Coalition in partnership with Metro and LADOT. The Library will provide free usage of electric bikes (both price and credit card access were identified as program barriers); provide low-tech, neighborhood-based access to bikes (app-based sign-up was identified as a barrier); and include adaptive e-bikes for people with disabilities.</p> <p>Furthermore, the program will extend flexibly into South LA without relying on station placement of the existing Bike Share network, which would have constrained service to northern and more rapidly gentrifying portions of the project area. Longer-term access to bicycles, as identified in bicycle library</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	<p>programs in other cities, also produces a more reliable program: users can depend on a bicycle that it theirs to take care of and use for an extended period.</p>
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>Loaned e-bikes, unlike traditional bikesharing, will provide greater flexibility, and thus greater benefit to members for a range of trip purposes beyond the short commutes that are typical of bikeshare. Additionally, the extended range of e-bikes, versus the typical <2 mile range that bounds most pedal-only bikeshare trips will further support this wide range of benefits. Trips are expected to range primarily from 2-5 miles, and sometimes longer. Trips are expected to serve similar needs to carsharing, including work-related travel, groceries, errands, medical appointments, etc. While e-bike libraries are not yet commonplace, they are expected to replace the need for private car trips, cutting the GHGs and costs of users travel.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>The Better Bikeshare study identified a number of barriers to the Metro Bikeshare program. The study found that infrastructure placed for bikesharing runs the risk of being out of place with larger community needs around safe and navigable streets. Furthermore, access that involves any form of payment, but especially a credit card, presents a barrier. As with traditional libraries, the program will require registration up front but will provide access to mobility for South LA residents without payment. Lastly, the Metro Bikeshare program did not initially focus on disadvantaged communities and was designed to appeal to business commuters and tourists. A South LA e-bike library addresses this directly by building the program around South LA residents' needs.</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA *tab*

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. The E-Bike Library project implements that vision by expanding mobility option to encourage mode shift. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the E-Bike Library, the RAC will lead decision making on rental terms and standards, participant eligibility requirements, and loan duration. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and disabled people, including people who are blind or low vision. Because they are harder to reach, however, these residents are the key stakeholders of this program. The E-Bike Library will be broadly available to South LA residents; however by specifically focusing on groups of people who do not typically ride public bike share, such as mothers and people with disabilities, this program will provide a valuable new mobility option to underserved residents.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community engagement activities</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

<p>will be evaluated for success and updated accordingly.</p>	<p>aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>End users will come from a broad range of South LA households. As the first program of its kind in California, the E-bike Library will have few restrictions on eligibility, other than age (as with Metro Bike Share, participants must be 16 or older). Building on a recent research collaboration between <i>Investing in Place</i> and <i>South Central Los Angeles Ministry Project</i>, the program will specifically engage mothers. In that research, many mothers expressed optimism about E-bikes because they could use this mode with their family to access the market, parks, libraries, and work. Residents with disabilities are another key demographic. We will work with the RAC and disability community stakeholders to procure micromobility devices and launch an adaptive pilot program.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during</p>	<p>We will plan social distance-friendly CicLA mini or CicLAVia (if conditions allow) event routes to highlight the E-Bike Library. Event programming will include demonstrations to show how to use e-bikes and the checkout system. Live demonstrations will be recorded to be circulated on CicLAVia’s social media which has a reach of nearly 115,000 followers and Collaborative Stakeholder Structure partners’ social media accounts.</p> <p>Online and (if possible) in person demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

grant implementation.	
Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	All CicLAvia activities aim to eliminate any barriers to entry. The CicLAvia open streets events are free to the public, information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use the E-Bike Library, particularly for hard-to-reach community members. RAC members and CBOs as distribution points for community outreach and education into the community, and particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.
Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts relative to STEP grant funds expended, a summary of outreach and community engagement activities, and data sets detailing user survey responses and trip/usage data for each project component. LADOT has recent experience developing the Mobility Data Specification to collect geo-location vehicle information of micromobility operators and will work with the collaborative stakeholder structure to ensure that there is a clear understanding of the data use-case for the E-Bike Library pilot with a focus on privacy protection and LADOT's Data Privacy Protection Principles.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA *tab*

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>The E-Bike Library aligns with the climate adaptation goals outlined in the Resilient Los Angeles plan, including reducing health and wellness disparities across neighborhoods and modernizing Los Angeles' infrastructure. As weather events become less predictable and average temperatures go up, having access to zero emission, motorized, non-SOV mobility in South LA is a critical gap to fill between walking, standard bikes, fixed transit and cars in order to adapt to climate change. Angelenos generally have long distances to travel for basic needs. In South LA, which is a food desert and generally lacks vital infrastructure, this is often even more so the case.</p>

STEP Implementation Grant Proposal Template

PROJECT 2A THRESHOLDS & CRITERIA *tab*

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>The E-Bike Library, like traditional bikesharing, requires ongoing public funding to be sustained. LA Metro and LADOT have supported Metro Bikeshare for several years and expect to continue this support. This e-bike library program is projected to support a level of participation on a per-user and per-mile basis comparable to or better than Metro Bikeshare. The program will consider these more traditional public funding channels as it moves beyond the pilot period, and will analyze the potential for cost savings to LADOT and Metro if the project was to be absorbed into the Metro Bikeshare framework. Most public bikeshare programs are also supported by system-wide sponsorship. This provides another revenue stream for long-term sustainability of the program. Such sponsorships could be adapted to the e-bike library model.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Electric Mobility: Electric On-Demand Community Shuttle
Lead Implementer	LADOT
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>LADOT will bring an on-demand free shuttle to the heart of South LA between Vermont and Central Avenues. This service will operate through and 24-month first phase. The program will augment the popular DASH service in the area, operating on both weekdays and weekends, and adding approximately 250 service hours to Community DASH service with 4 electric vehicles.</p> <p>The program will be all-electric, operating with new shuttles procured by 2022 in coordination with efforts towards transit electrification. The program will feature app-based trip fulfillment, as recently trialed with LAnow on the City’s West Side. The program will fill gaps in the service area, eliminate the need for transfers, and extend service hours into the evening.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>CEQA not applicable to Electric Mobility: Electric On-Demand Community Shuttle project; DASH exempt from CEQA.</i>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Electric Mobility: Electric On-Demand Community Shuttle project; DASH exempt from CEQA.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>The Electric Community Shuttle will bring new transit service to the project area, enhancing connections between neighborhood destinations, linking the broader community to opportunities in the rapidly growing South Park neighborhood to the north, and bringing new riders to transit. Specifically, the shuttle will be free, eliminating barriers to adoption, and offering a point of entry to the Universal Basic Mobility pilot. It will be accessible, with point-to-point service that puts accessibility for persons with disabilities front and center in program design. Service will be all-electric, eliminating local CNG emissions. The shuttle will extend to DASH service into evening hours to better accommodate the needs of working families.</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA *tab*

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>The community shuttle will shorten multi-leg trips for current DASH users, bring new transit riders to DASH, and extend evening hours of the popular service, while accelerating LADOT’s transition to electric transit service and prioritizing South LA in this transition. The shuttle program will be designed to augment existing DASH service, especially during times of day in which DASH service is not operating (i.e. weeknights/weekends). The electric shuttles will accelerate the GHG emission reductions to a DAC community improving public health and decreasing health disparities experienced by disadvantaged and low-income communities. The program will have minimal direct impact on existing DASH service as it works to bring new ridership to LADOT Transit.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>The On-Demand Electric Shuttle provides direct access to free and high-quality transit service, This need emerged as the highest community priority in community forums both for this project and as a part ongoing community conversations around transit in South LA led by SLATE-Z, ACT LA, Move LA, Council Districts 8 and 9, and others. It also widens the range of service times for residents that have a diverse range of schedules and working hours. Furthermore, the program provides a new, flexible transit service that aims to attract new riders to transit as residents express concerns about increased parking pressures that have emerged as a consequence of new transit-oriented developments.</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

All STEP project components leverage years of community engagement in South LA focused on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. The Electric On-Demand Community Shuttle implements that vision by providing first-mile last-mile solutions. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, e-mail campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the Electric On-Demand Community Shuttle, the RAC will lead decision making on final shuttle zone, route, and hours of operation. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and disabled people, including people who are blind or low vision. Curb-to-curb service will improve mobility for these individuals in a way that core DASH service does not. Typical demand-responsive service can require long wait times and often must be pre-scheduled. The Electric On-Demand Shuttle will take a Universal Design Approach to this issue, by improving the quality of service for all users with vehicles that are ADA-accessible. App-based dispatch of trips will also aid individuals that are vision or hearing impaired.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

<p>engagement activities will be evaluated for success and updated accordingly.</p>	<p>event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>Users are expected to draw from both existing and new DASH users. The current Community DASH service is limited to circulators that are primarily geared towards neighborhood connections and links with the Metro Blue Line. This new service will augment existing service, connecting riders to employment and other essential destinations and linking South residents directly to the Blue Line, LA Trade Tech College, USC, and Downtown. As with Community DASH service, the Electric Community Shuttle is expected to be popular with elderly, low-income, and disabled users, and will include ADA-compliant service.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during</p>	<p>We will plan social distance-friendly CicLA mini or CicLAVia (if conditions allow) event routes to highlight the Community Shuttle. Event programming will include demonstrations to show how to use the Shuttle. Live demonstrations will be recorded to be circulated on CicLAVia’s social media which has a reach of nearly 115,000 followers and Collaborative Stakeholder Structure partners’ social media accounts. Online and (if possible) in person demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

grant implementation.	
Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	All CicLAvia activities aim to eliminate any barriers to entry. The CicLAvia open streets events are free to the public, information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use the Electric On-Demand Community Shuttle, particularly for hard-to-reach community members. RAC members and CBOs as distribution points for community outreach and education into the community, and particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.
Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts relative to STEP grant funds expended, a summary of outreach and community engagement activities, and data sets detailing user survey responses and trip/usage data for each project component. LADOT has recent experience developing the Mobility Data Specification to collect geo-location vehicle information of micromobility operators and will work with the collaborative stakeholder structure to ensure that there is a clear understanding of the data use-case for the E-Bike Library pilot with a focus on privacy protection and LADOT's Data Privacy Protection Principles.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA *tab*

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>The E-Bike Library aligns with the climate adaptation goals outlined in the Resilient Los Angeles plan, including reducing health and wellness disparities across neighborhoods and modernizing Los Angeles' infrastructure. As weather events become less predictable and average temperatures go up, having access to zero emission, motorized, non-SOV mobility in South LA is a critical gap to fill between walking, standard bikes, fixed transit and cars in order to adapt to climate change. Angelenos generally have long distances to travel for basic needs. In South LA, which is a food desert and generally lacks vital infrastructure, this is often even more so the case.</p>

STEP Implementation Grant Proposal Template

PROJECT 2B THRESHOLDS & CRITERIA tab

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>The E-Bike Library, like traditional bikesharing, requires ongoing public funding to be sustained. LA Metro and LADOT have supported Metro Bikeshare for several years and expect to continue this support. This e-bike library program is projected to support a level of participation on a per-user and per-mile basis comparable to or better than Metro Bikeshare. The program will consider these more traditional public funding channels as it moves beyond the pilot period, and will analyze the potential for cost savings to LADOT and Metro if the project was to be absorbed into the Metro Bikeshare framework. Most public bikeshare programs are also supported by system-wide sponsorship. This provides another revenue stream for long-term sustainability of the program. Such sponsorships could be adapted to the e-bike library model.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Electric Mobility: Electric On-Demand Car Share Expansion
Lead Implementer	LADOT
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>This project will expand the successful BlueLA carshare pilot to South LA. The expansion will 100 additional vehicles and 6,000 new members into the program through enhanced outreach in conjunction with the Mobility Wallet. As with Phase I of BlueLA, a steering committee composed of CBOs will guide program design, including (a) vendor selection, (b) site selection and (c) integration of this program into the Universal Basic Mobility.</p> <p>Building on current Phase II growth, STEP support will bring the program as far south as Slauson Avenue, which will soon welcome the Rail to Rail Active Transportation Corridor (Project #7). Stations will be mostly off-street as identified in Transportation Electrification (Project #5), which will speed up the pace of construction as the program grows.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>Readiness_CEQA Worksheet_EV Car Share Expansion.pdf</i>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Electric Mobility: Electric Vehicle Car Share Expansion project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>The expanded BlueLA Carshare program is expected to continue the success of the first phase of the service. In Phase I, 50% of membership and over 60% of utilization came from low-income households. As the program grows, it will be a central priority of the program to lock in these discounts for low-income subscribers. Furthermore, in alignment with the goals of UBM and in coordination with the Collaborative Stakeholder Structure, LADOT will consider further discounts for low-income users by leveraging the Mobility Wallet. Lastly, the project team has received consistent feedback around the need for additional outreach to promote the carshare program as it expands in less visible (i.e. off-street) locations.</p> <p>As BlueLA program grows and transitions towards public-ownership model, reliability and customer service for members from all backgrounds will be increasingly important. Member feedback,</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	<p>community focus groups and direction from community-based organizations and the collaborative stakeholder structure will be critical to building this program.</p>
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>Trips are expected to meet a variety of needs that supplement transit for zero-car households, or for households that need a second vehicle occasionally. These trips include work-related travel, grocery shopping and other errands, trips to medical appointments, childcare and school pickup/dropoff etc. As with other carshare programs, participation is expected to reduce the need for private cars, alleviating parking and congestion, GHG emissions, and reducing households' transportation budgets. Many members cite that the greatest impact of having occasional access to a car through carshare is independence without the financial burden of car ownership.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>BlueLA has been identified as a priority for South LA since project inception in 2015, and was identified as a potential expansion zone as a part of initial community engagement. Community based organizations, including Trust South LA, have advocated to expand the program to South LA as initial program results have shown that the program provides an affordable service and primarily serves low-income users. The program has been shown to complement transit and most recently through the pandemic has proven to serve as a critical mobility option for residents looking to take essential trips for groceries, doctors' appointments, as well as to make visits to friends and families. Approximately sixty percent of BlueLA trips are taken by qualifying very low-income households.</p>

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PROJECT 2C THRESHOLDS & CRITERIA tab

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

The successful first phase of the Electric Vehicle Car Share program was guided by a Steering Committee made up of institutional and community-based partners representing low-income residents of South LA, Pico-Union, and Koreatown.

All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. Electric Vehicle Car Share implements that vision by expanding a successful community-driven program into South LA that increases access to Clean Mobility options and addresses issues of income. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the Electric Vehicle Car Share program, the RAC will lead decision making on pricing, location considerations and advising outreach and marketing. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and the disabled people including people who are blind or low vision. Carsharing is typically limited in direct service to some, but not all of these populations due to restrictions to service to only users with drivers' licenses. The BlueLA program and others have focused on this disparity in access by: (1) explicitly allowing drivers with AB60 licenses and drivers with valid international licenses to apply, (2) partnering with social service agencies to extend the fleet to hard-to-reach residents through volunteers and aides, and (3) inclusion of Wheelchair-Accessible Vehicles in the carshare fleet. These second and third strategies will be worked towards as BlueLA transitions to a publicly-owned model.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

<p>Describe how the planned community engagement activities will be evaluated for success and updated accordingly.</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design.</p> <p>Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>End users will come from a broad array of South LA households, as well as current BlueLA users and communities (East Hollywood, Koreatown, Downtown, Echo Park, Boyle Heights, and Chinatown) looking to connect to destinations within the STEP community project area. Also, given the 24-hour on-demand nature of the service, end users can be travelers not served by public transit hours of operation and frequency, and who might not otherwise feel safe waiting by themselves at night for service. Additionally, we expect a majority of users to be low-income taking advantage of a qualifying reduced fare program.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in</p>	<p>We will plan social distance-friendly CicLA mini or CicLAVia (if conditions allow) event routes to highlight Car Share charging stations. Event programming will include demonstrations to show how to use electric vehicles, charging stations, and how to navigate membership. Live demonstrations will be recorded to be circulated on CicLAVia’s social media which has a reach of nearly 115,000 followers and Collaborative Stakeholder Structure partners’ social media accounts.</p> <p>Online and (if possible) in person demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

<p>decision-making processes during grant implementation.</p>	
<p>Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.</p>	<p>All CicLAvia activities aim to eliminate any barriers to entry. The CicLAvia open streets events are free to the public, information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use Electric Vehicle Car Share, particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.</p>
<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	LADOT and any contracted service providers will collect data to be shared with CARB. LADOT and SLATE-Z will oversee development of surveys to be distributed to participants in the various project components, focusing on user experience, impacts on mode shift, and origin and destination information. Data collected will include number, type, and amount of subsidies disbursed, shared mobility ridership and usage within the project area, electric vehicle infrastructure usage within the project area, and fares and rates charged for rides and usage. Carshare usage data in the project area will be collected pursuant to MDS adapted for the carshare mode. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts relative to STEP grant funds expended, a summary of outreach and community engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA *tab*

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>In Los Angeles, where distances to basic needs are longer, and the public transit network has certain gaps in geographic reach and service hours, augmented public transit through zero-emission carshare is a critical climate resilience and adaptation intervention. Data from Phase 1 of the BlueLA project indicates that many users of the carshare service are replacing a transit ride or a walk, and as average temperatures go up due to climate change, South LA residents, who are already more exposed to the urban heat island effect, need access to a climate resilient mobility option that gets them to their destination.</p>

STEP Implementation Grant Proposal Template

PROJECT 2C THRESHOLDS & CRITERIA *tab*

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>As with core transit services, LADOT has committed to sustaining low-income discounts for this popular service, and is committed to keeping overall rates for the program low. LADOT is moving to sustain the program across three dimensions: (1) transitioning the program from a public-private partnership to a publicly-owned, vendor support model, which will reduce the cost of operations; (2) exploring new revenue streams for sustaining the service including using both public funds and private advertising/sponsorship; (3) growing the program to 250-300 vehicles, including the 100 vehicles proposed through STEP. Growth to this scale will improve operating efficiencies and financial performance, building a sustainable long-term operation.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Charging for All
Lead Implementer	LA Mayor’s Office of Sustainability
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>The Charging for All project will create a network of 175 public Level 2 (L2) chargers throughout the entire STEP project area, geographically dispersed such that all residents are within minutes of a public charger. The chargers will be open and available to the community at public facilities they already make use of, such as parks and libraries, as well as at the curbside affixed to street lights. In addition to the L2 network, a network of high speed chargers will be deployed to ensure that every resident in the zone is within a 10 minute drive of a DC fast charger. This will help to enable electrification for 1) residents of multi-family homes and 2) commercial drivers living or working in the neighborhood, including rideshare and other gig or delivery workers.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<p><i>Readiness_CEQA Worksheet_Charging for All.pdf</i></p>

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PROJECT 3 THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Charging for All project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>The DC fast charger and Level 2 network of EV chargers provides a backbone of generally available community chargers, something currently lacking in the South LA area. This network of chargers has the ability to help a varied group of residents within the STEP Community. Different residents will have different types of charger needs depending on their living and work situations. People who use their vehicle as a means of making money will have access to a robust network of EV chargers that ensures that they can continue to use zero emission mobility for their livelihood, while residents of multifamily dwellings will not be excluded from the electric mobility transition that is underway.</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>Reliable and close access to an EV charger is a primary factor in allowing people to transition from fossil powered vehicles to electric. Having this robust network in combination with vehicle rebates from DWP and other agencies will give residents the confidence and ability to switch, and will provide the following benefits: 1) reduced vehicle operating and maintenance costs (i.e. more money in their pocket for other necessities), 2) cleaner air for them and everyone living in the zone.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>Electric vehicle charging infrastructure is a basic necessity to allow for any form of electric mobility - whether it is shared, public transit, single occupancy vehicles, micro-mobility or a different mode. Provision of this type of infrastructure is almost like bringing in a utility - water, power, high speed internet. The residents and CBOs have emphasized the importance of obtaining subsidized transit, and creating a robust charging network with state and other matching funds, in what is today a charging desert, is one very clear and tangible way to help subsidize mobility.</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. The Charging for All Project implements that vision by addressing spatial barriers. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the Charging for All Project, the RAC will solicit community feedback on proposed station locations to ensure that they are sited in the most relevant and useful locations for the immediate surrounding area. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and disabled people, including people who are blind or low vision.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be daylighted throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community engagement activities will be evaluated for</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide further engagement. Feedback on engagement event quality and overall program effectiveness will be solicited</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

<p>success and updated accordingly.</p>	<p>on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>The Level 2 charger network is anticipated to mostly serve community residents. The chargers will be in locations where many residents go regularly, such as parks, libraries, etc. Electric vehicle ownership is relatively low in this area compared to other parts of the city. However, with numerous longer-range EVs entering the secondary market, and generous DWP, and other incentives available for used electric cars, we expect to bolster adoption through this neighborhood charger network. The chargers will also be available for residents using shared electric mobility options, such as BlueLA. The DC fast charging network will also fill the community charging need, but will also allow for electric mobility of commercial drivers, such as TNC drivers and other delivery services that have significantly increased since the COVID19 19 pandemic started. The three charging plazas are being sited near significant thoroughfares and larger commercial hubs, which are strategic to also serve the City more broadly.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making</p>	<p>We will plan social distance-friendly CicLA mini or CicLAvia (if conditions allow) event routes to highlight charging stations. Event programming will include demonstrations to show how to access and utilize charging stations as well as ride-and-drives to help educate residents about electric mobility. Online and (if possible) in person demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

processes during grant implementation.	
Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	All CicLAvia activities aim to eliminate any barriers to entry. The CicLAvia open streets events are free to the public, with information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with the Charging for All project. Additionally, many of the hard-to-reach residents are regular users of the City facilities where the chargers are proposed to be sited, so information will be shared and made available at libraries and parks.
Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	With electric mobility, touching, feeling and seeing the vehicles or chargers is the most important way to familiarize and get people comfortable with the technology and consider going electric (whether shared, personal or other). This means the metrics that will be looked at are the number of drives by community members as part of a ride and drive event, and the number of people who passed by a dedicated EV informational booth at the community outreach events (e.g. CicLAvia).

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PROJECT 3 THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	The Mayor's Office of Sustainability and any contracted service providers will collect data to be shared with LADOT, including number, type, and amount of subsidies disbursed and electric vehicle infrastructure usage within the project area. LADOT and SLATE-Z will oversee development of surveys to be distributed to subsidy recipients and participants in the various project components, focusing on user experience, impacts on mode shift, and origin and destination information. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts, summary of outreach and engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Nearly the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>Creating a comprehensive network of electric vehicle charging infrastructure in South LA is a resilience and adaptation measure in itself. Electric cars are powered by a much more reliable, domestically sourced fuel that is 45% carbon-free in DWP territory today. This EV charging backbone will give residents the confidence to convert to electric mobility, which has many direct and ancillary benefits around total cost of ownership, air quality, etc, but will also remove residents from the volatility of international fossil commodity markets, a volatility that is already being exacerbated by climate change and its many negative impacts.</p>

STEP Implementation Grant Proposal Template

PROJECT 3 THRESHOLDS & CRITERIA tab

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>The three DC fast charging plazas will have contracts in place for longer than the grant period. Contracts for DC fast charging plazas typically range from 7 to 10 years, which will ensure a long period of available fast charging for residents. The Level 2 charging network will likewise be installed with software and service warranties in place for 5 years. Additionally, with the difficult work of electrical upgrades completed as part of the grant delivery, if chargers malfunction or break in post grant years, they can be replaced quickly and relatively cheaply by either City forces or other vendors.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>There is a growing amount of best practices and lessons learned literature on the topic of installing EV chargers in off-street lots, and a maturing industry of qualified vendors with in-the-field EVSE installation experience. Given that, the quarterly reports from DOT and Community of Practice Convening with LA-Area TCC Communities will highlight any notable installation issues that arise. The primary focus for experience sharing will be on the outreach and neighborhood engagement piece of this project. Sharing this type of experience with partners will benefit disadvantaged communities across the state that are looking to increase the EV and EVSE literacy of their residents and ultimately increase zero emission mobility.</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	CicLAvia South LA: Stakeholder Engagement & Outreach
Lead Implementer	CicLAvia
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	CicLAvia is planning a series of open street events (1-10 miles) in multiple South LA neighborhoods throughout the entire STEP project area. These serve as testing and onboarding platforms for the UBM Pilot, venues for data collection, community feedback, and outreach and recruitment to the CSS. CicLAvia works directly with community organizations, churches, schools, businesses to develop community-driven programming and address issues of overall event design. Additionally, CicLAvia's collaborative approach to outreach results in contractual relationships with community organizations as outreach partners.
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>CEQA not applicable to CicLAvia South LA project.</i>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to CicLAvia South LA project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>CicLAvia open streets events have been studied and shown to raise public awareness on accessibility to multiple modes of transportation (UCLA 2015). CicLAvia highlights the disparities that exist in access to transportation and public amenity infrastructure amongst communities. With equity, inclusion, and access as fundamental tenets in CicLAvia work, CicLAvia outreach and partnership model is directly informed by the communities in which CicLAvia events take place. As an open streets event, CicLAvia produces high quality, impactful, and events that are accessible to the community because they are free, no-cost to all participants; no requirements or experience necessary to participate; all non-motorized forms of mobility are encouraged (bike, walk, skate); and proximity to public transportation to access the route. Environmental and sustainability studies conducted by UCLA have shown that CicLAvia open streets events have significantly improved air quality by reducing air emissions by 50% in the locations where the events take place.</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>CicLAvia’s work connects Los Angeles’ diverse population, creating a sense of belonging, inclusion, and community within our region. Through these joyous, large-scale, public events, CicLAvia catalyzes personal and collective change, and inspires a shared passion for Los Angeles while cultivating shared responsibility in creating the region’s future while directly amplifying the marketing and communications of the UBM program. These events will enable active transportation opportunities (via miles of car-free safe streets) in the project area directly supporting healthy behavior changes for STEP Community residents.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>Through extensive door to door outreach, key stakeholder engagement and direct dialogues with residents and community organizations, South LA organizations have long identified the need for safer streets for walking and biking; and increased multi-modal access to small businesses and essential services. CicLAvia’s past and on-going work in South LA has provided an opportunity for people and communities to be active participants in their built and social environments. CicLAvia presents new perspectives in how to experience streets and neighborhoods, and how everyone can be active contributors in creating a more livable future for LA.</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. CicLAvia implements that vision by encouraging social cohesion and mode shift and provides direct access to these new programs To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z engaged convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For CicLAvia, the RAC will lead decision making on Routes, Event Dates, Event programming. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and disabled people, including people who are blind or low vision.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>CicLAvia’s Strategic outreach at community centers of activity, and places of worship (Schools, Libraries, Parks, Businesses, churches) along with extensive door to door outreach will ensure we can contact those hardest to reach where they are at. Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities’ wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community engagement activities</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>will be evaluated for success and updated accordingly.</p>	<p>aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>All South LA residents. Demographics of CicLAVia event participants are representative of the demographics of the City of LA. Studies conducted by UCLA have shown that CicLAVia the demographics of participation are comparable to that of the community and city.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.</p>	<p>There are no events or experiences in LA like a CicLAVia where community residents are civically-engaged as participants in an active-transportation experience. In past surveys of CicLAVia participants, responses show that participants and community residents are open to education and providing input to new transportation services. We will plan social distance-friendly CicLA mini or CicLAVia (if conditions allow) activations along event routes to highlight STEP project components. Event programming will include demonstrations to show how to use new technologies and services. Live demonstrations will be recorded to be circulated on CicLAVia’s social media which has a reach of nearly 115,000 followers and Collaborative Stakeholder Structure partners’ social media accounts. Online and (if possible) in person demonstrations will be supplemented by a marketing campaign including instructional flyers, pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>
<p>Describe how the planned outreach and</p>	<p>All CicLAVia activities aim to eliminate any barriers to entry. The CicLAVia open streets events are free to the public, accessible to disabled people, information translated into multiple languages, and are</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>education activities focus on the hard-to-reach residents identified above.</p>	<p>powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Doing this ensures we reach residents multiple times and on their proverbial doorstep. Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use STEP Project Components particularly for hard-to-reach community members. RAC members and CBOs as distribution points for community outreach and education into the community, and particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.</p>
<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	CicLAvia will collect data to be shared with LADOT, including survey results. LADOT and SLATE-Z will oversee development of surveys to be distributed to subsidy recipients and participants in the various project components, focusing on user experience, impacts on mode shift, and origin and destination information. Data collected will include event attendance numbers, social media impressions, outreach log reports include number, type, and amount of subsidies disbursed, shared mobility ridership and usage within the project area, electric vehicle infrastructure usage within the project area, bike and pedestrian activity data, and participant numbers at key activations. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts, summary of outreach and engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA *tab*

file name in the box to the right.	
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CLIMATE ADAPTATION AND RESILIENCY	
Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).
Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase	CicLAvia aligns with the climate adaptation goals outlined in the Resilient Los Angeles plan. Specifically CicLAvia advances the goals of building social cohesion and increasing preparedness through community collaboration, increasing programs and partnerships that foster welcoming neighborhoods. CicLAvia helps meet these goals by implementing CicLAvia open streets events and CicLA-minis in South LA for the duration of the project, strengthening and communicating environmental and social science research of the benefits and impact on CicLAvia on environmental quality and behavior change, and strategically use CicLAvia events and reach as a tool for behavior change.

STEP Implementation Grant Proposal Template

PROJECT 4 THRESHOLDS & CRITERIA tab

<p>community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	
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LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>CicLAvia has a longstanding commitment to South LA. In CicLAvia's 3 year strategic plan approved by the Board, South LA is a priority area where CicLAvia will continue to produce open streets events and engagements beyond the 24 month duration funded by STEP.</p>

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PROJECT 4 THRESHOLDS & CRITERIA tab

<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>
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STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Zero Emission Delivery Solutions
Lead Implementer	Los Angeles Cleantech Incubator (LACI)
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	LACI will lead selection, project management, and execution of zero-emission last-mile delivery solutions. Concurrent with the electric mobility RFP, LACI will procure a fleet of e-cargo bikes. The Collaborative Stakeholder Structure will support selection of technologies with preference for community desired fleets, low-cost mobility business models, and local companies that provide living wage jobs. LACI will offer these business incubation programs at target project sites that compliment other modalities deployed under the grant and to local businesses interested in utilizing delivery services: 1) Founders Business Accelerator for workforce and small businesses support and 2) Market Access for delivery service providers to scale and pursue investor funding. These LACI incubation services de-risk startup projects with weekly project management support, monthly founder coaching sessions, tested curriculum and a six figure debt fund.
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>CEQA not applicable to Zero Emissions Delivery Solutions project.</i>

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PROJECT 5 THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA not applicable to Zero Emissions Delivery Solutions project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>Zero Emission Delivery Solutions will incorporate transportation equity across two key dimensions: 1. community wealth-building through entrepreneurship that provides a community-based alternative to larger gig economy networks, and 2. direct replacement of GHG impacts of polluting delivery vehicles with a zero-emission fleet that can be cost-competitive with other delivery solutions.</p> <p>The need for a home-grown model that provides wealth-building opportunities for companies/microentrepreneurs interested in developing and operating delivery networks was emphasized by community partners engaged around this concept, such as Ride On! Bicycle Co-Operative in Leimert Park. Furthermore, a locally-led delivery network will be well positioned to offer a resilient response in the face of COVID-19 and other disasters.</p>

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>The program will provide low cost delivery mobility solutions (e-cargo bikes) to resident delivery workers and local businesses in need of delivery services. LACI will select business models with low-cost mobility and can scale to a sustainable model. Residents disproportionately affected by COVID-19 that cannot safely leave their homes will not be charged extra for delivery services due to low cost delivery models. Delivery solutions will be accessed by nearby transit lines and other deployed projects to, provide a reliable transportation system that enhances people and goods movement. Finally, residents will benefit from cleaner air due to the gas or diesel trucks displaced by the Zero Emission Delivery Solution.</p>

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>Technology procurements will consider different zero emission vehicle delivery solutions to meet the community's demands, however community residents have informed LACI, through the ongoing pilot project in Leimert Park, that there is a strong preference for e-courier bikes. LACI will continue to expand understanding of the community's needs and also work hand-in-hand with local CBOs and the Collaborative Stakeholder Structure subcommittee for technology selection to integrate community feedback into microentrepreneurship investment and technology deployment.</p>

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PROJECT 5 THRESHOLDS & CRITERIA tab

Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.

LACI has been engaged with community partner We Love Leimert which is running an electronic survey campaign to understand the community's zero emission transportation preferences. Modes under evaluation include but are not limited to neighborhood zero emission ride hailing shuttle, personal/courier e-bike rental and direct current fast charging (DCFC). This evaluation is underway as of August 2020 and will be leveraged for deployment of transportation projects in the region for both electric mobility and e-cargo. Engagement with this business community also shows receptivity to zero emission last mile delivery projects, as a site on the 3000 block on Stocker St is being offered for SouthLA Cafe employees to rent delivery vehicles and complete food orders for residents.

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For Zero Emission Delivery Solutions, the RAC and Collaborative Stakeholder Structure technology selection subcommittee will provide direct feedback on the issues facing the community and business sector, and then inform the design and procurement of preferred last mile delivery solutions to solve such issues. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, seniors and disabled people including people who are blind and low vision. Residents who are not physically able to use a standard form factor of delivery vehicles or micro-mobility are considered hard-to-reach because of the major barrier for adoption as are residents who are not located near high density restaurant and business areas that would utilize delivery technologies deployed in the proposed boundaries. Finally, residents without direct access to delivery orders requested by local businesses are considered hard-to-reach for the goals of this project threshold.</p>
<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>In vetting CBOs who will assist in business engagement, those that can prove a strong experience with reaching hard-to-reach residents will be scored higher. LACI also has provided a budget to Chewbox, a software company that can match local business with delivery workers, addressing the hard-to-reach residents without easy access to delivery work orders. The Resident Advisory Committee-led engagement activities are also leveraged to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. All</p>

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

	<p>outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community engagement activities will be evaluated for success and updated accordingly.</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design.</p> <p>Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>Expected end users of the project are divided into two categories: local businesses within the boundary that will adopt the delivery solutions and integrate them into their delivery business, and delivery workers who will utilize the delivery solutions deployed to fulfill last mile delivery orders. Delivery workers will either work directly for local businesses or contract through delivery service companies, such as Uber Eats or DoorDash. Based on community feedback, business models deployed by local entrepreneurs will encourage low cost rentals and allow wealth building for project end-users.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will</p>	<p>LACI will continue working closely with We Love Leimert (WLL) and Ride On! Bike Cooperative; both are currently engaged with LACI's pilot project in Leimert Park. WLL, the primary partner, is facilitating an afro-centric digital survey campaign to understand the community's zero emission transportation preferences. LACI partner Ride on! will provide connections to the South LA biking community and will recruit residents for the e-cargo bike maintenance training. Finally, LACI will identify three to five of the most appropriate community based organizations through an application process to engage local businesses using the delivery solutions. Additionally, CicLAvia will plan social distance-friendly CicLA</p>

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

<p>help them use new transportation services and actively participate in decision-making processes during grant implementation.</p>	<p>mini or CicLAvia (if conditions allow) event routes to highlight Zero Emission Delivery Solutions. Event programming will include demonstrations to show how to use e-bikes and the Zero Emission Delivery Solutions program.</p>
<p>Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.</p>	<p>LACI will utilize the Collaborative Stakeholder Structure and CBO partnerships to identify residents who would directly benefit from the project but would otherwise be hard to reach. CicLAvia's position in the community will also be leveraged. All CicLAvia activities aim to eliminate any barriers to entry. The CicLAvia open streets events are free to the public, information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents (churches, schools, libraries, Home Mailings, car postings, door to door). Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use Zero Emission Delivery Solutions, particularly for hard-to-reach community members.</p>
<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>When partnering with CBOs for business outreach, LACI will set Key Performance Indicators (KPIs) over time-based check-ins that CBOs will strive to reach in their outreach. Although stipends will be provided to CBOs, LACI will incent KPIs being reached through an agreed upon structure (e.g. early disbursement of funds when KPIs are on track). LACI will periodically evaluate project performance and identify measures that will increase adoption of the zero emission delivery solutions. Additionally, the direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and residents. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>

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PROJECT 5 THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all project
Describe the plan for tracking and collecting project-related data to report to CARB.	LACI and any contracted service providers will collect data to be shared with LADOT. LACI has template agreement language and a project performance evaluation team that works with all stakeholders to ensure data sharing requirements are acknowledged and incorporated into project evaluation. LACI will oversee development and evaluation of surveys, focus groups and resident interviews conducted before and after project deployments to measure the impact of the projects. LACI will monitor data collected, including number of deliveries and utilization, and if applicable and available, data on electric vehicle infrastructure usage, e-bike activity, rates charged for rides, business revenue impacts, and fuel consumption data. LADOT will collect data from dockless micro mobility services pursuant to the Mobility Data Specification (MDS) and report directly to CARB.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA *tab*

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Nearly the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>Zero Emission Delivery Solutions will align with the climate adaptation goals outlined in the Resilient Los Angeles plan. These goals include building social cohesion, reducing health and wellness disparities across neighborhoods, and modernizing Los Angeles’ infrastructure, and provide a guiding framework to increase community resilience to climate change. Zero Emission Delivery Solutions helps meet these goals by addressing a growing sustainability issue—the dramatic increase in package delivery, and the accompanying jump in emissions expended delivering goods. By providing a zero emissions alternative to standard delivery options, this project increases sustainability in vulnerable communities.</p>

STEP Implementation Grant Proposal Template

PROJECT 5 THRESHOLDS & CRITERIA tab

LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>To ensure successful and sustainable clean transportation project deployments, LACI will offer core incubation services to providers—specifically, our Founders Business Accelerator and Market Access programs. The programs will help startups to meet the South LA community's needs, de-risk innovative project deployments, and ensure early adoption. LACI will consider sustainability when selecting projects; companies that aim to use grant funding to establish adoption of a mobility service and then transition towards subsidy-free program sustainability will be favored, as will innovative business models or revenue structures that can accomplish long-term implementation. Electric mobility projects will be publicly owned, so residents and local businesses can benefit from CARB STEP-funded innovations beyond the grant term.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LACI formed the Transportation Electrification Partnership (TEP) in May 2018, an unprecedented multi-year partnership among local, regional, and state stakeholders is actively working to accelerate progress towards transportation electrification and zero emissions goods movement in the Greater LA region. Learnings from the e-cargo and electric mobility projects will be shared, when appropriate and in agreement with the all CARB STEP stakeholders, with TEP so CARB STEP project efforts will be amplified by the partnership. In addition, LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state.</p>

STEP Implementation Grant Proposal Template

PROJECT 6 THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Quick Build Active Streets
Lead Implementer	LADOT
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>Quick Build Active Streets encompasses engagement, community-based design exercises, pop-up demonstrations throughout the entire STEP project area, and implementation of a “Quick-Build Toolkit” for South Los Angeles. The project will collaboratively design, test, and implement low-stress street routes that support other STEP project components and key destinations, including the E-Bike Library, charging hubs, transit stations and the Rail to Rail Active Transportation Corridor. The key deliverables include safety education programming, community route rides, pop-up safety demonstrations in collaboration with CicLAvia and STEP Project Partners, micromobility infrastructure charrettes, and implementation of specific routes with quick-build traffic calming, wayfinding, and active mobility infrastructure.</p> <p>Focus streets and opportunity locations for infrastructure improvements have been identified through previous planning processes, but will be confirmed and vetted through STEP engagement.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<i>Readiness_CEQA Worksheet_Quick Build.pdf</i>

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PROJECT 6 THRESHOLDS & CRITERIA tab

<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>CEQA does not apply to Quick Build Active Street project.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>Through community engagement activities to develop and prioritize focus routes for bicycling and micromobility, the project will center community concerns and voices in designing treatments that can be implemented quickly. Implementing quick-build solutions through a community testing process will facilitate expedited project delivery to address critical safety issues in communities disproportionately impacted by traffic violence. This considers the needs of groups who are already using bicycles, people-powered modes, and micromobility to get around, but lack safe and comfortable infrastructure to do so, as well as to continue building a culture supportive of local travel by active modes among community members who may be curious but cautious about active transportation and micromobility options. Planned rides, charrettes & Toolkit development will incorporate micromobility infrastructure planning components to expand accessibility and safety of new mobility options, and integrate events and demonstrations with STEP strategies to grow connectivity of STEP-funded transportation choices.</p>

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PROJECT 6 THRESHOLDS & CRITERIA tab

<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>The project will plan, pilot, and implement safe, low-stress street connections using a community-approved Quick Build Toolkit developed for rapid implementation, iteration, and expansion. The Toolkit will include traffic calming strategies and measures for low-stress neighborhood streets such as neighborhood traffic circles, safer intersection crossings, wayfinding and community identity signage. Through robust engagement activities, the project will also provide direct and authentic feedback mechanisms for safer street implementation, and center around Pop-Up Activations that leverage open street event for community and culture building consistent with CicLAvia’s “live and love local” event framework. The project will integrate infrastructure benefits with micromobility programs to ensure infrastructure has direct relevance to travel of participants in E-Bike Library, Zero Emission Delivery, and Mobility Wallet programs.</p>

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PROJECT 6 THRESHOLDS & CRITERIA tab

COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>The project directly addresses the needs expressed by community members for safer, more comfortable streets and for alternative routes to high-speed arterials for active transportation and micromobility users. It also balances the community-identified transportation needs for community-based, collaborative planning and near-term tools for improved streets.</p>
<p>Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for</p>	<p>All STEP project components leverage years of community engagement in South LA focusing on transit and infrastructure improvements. Efforts by sub-applicant LA Metro and community partner South LA Climate Commons highlighted the need for improved transit access and infrastructure that led to the submission of a Transformative Climate Communities implementation grant in 2017. Over 4,500 South LA residents were involved in a year-long Transformative Climate Communities planning process aimed at the creation of a planning document that highlights resident-led sustainability strategies, convened by SLATE-Z. Quick Build Active Streets implements that vision by addressing spatial barriers and encouraging mode shift. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.</p>

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PROJECT 6 THRESHOLDS & CRITERIA tab

<p>confirming with community residents that the needs identified are still relevant.</p>	
<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For Quick Build Active Streets, the RAC, in collaboration with dedicated working group partners, will lead decision making on priority focus streets for traffic calming, Quick Build design elements and solutions, and preferred neighborhood bicycle and micromobility routes for implementation. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include those who speak languages other than English, undocumented individuals, transit-dependent low-income riders, families and women who may be more averse to active and micromobility, and those with limited technology access, and seniors and disabled people including people who are blind or low vision.</p>

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PROJECT 6 THRESHOLDS & CRITERIA tab

<p>Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.</p>	<p>Resident Advisory Committee-led engagement activities are well positioned to engage non-English speaking and undocumented households because of the activities’ wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility. Engagement activities will incorporate community resources and civic engagement components.</p>
<p>Describe how the planned community engagement activities will be evaluated for success and updated accordingly.</p>	<p>We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will also be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach. Interest forms that invite residents to “stay connected” will also be tracked to gauge how many residents continue to receive updates beyond engagement events.</p>
<p>Identify the expected end users.</p>	<p>Expected end users for Quick-Build Active Streets are all community members in the project area, especially people who are already traveling by bike or those who may be “interested but concerned” active mobility users-- those interested in sustainable options that would shift modes with safer, lower-stress local connections. A specific end user group with high potential to shift modes is women, who make up a smaller proportion of bicyclists and shared micromobility users but tend to make many local trips.</p>
<p>Describe the outreach and education</p>	<p>The Project centers community-based decision making and co-education. In follow-up to community rides and route charrettes, the planned pop- up demonstrations produced in partnership with CicLAvia</p>

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PROJECT 6 THRESHOLDS & CRITERIA tab

<p>activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.</p>	<p>will test collaboratively planned active mobility interventions and create celebratory community spaces to experience and access sustainable mobility projects, building knowledge among end users about the process of infrastructure design and benefits. Video and other collateral, circulated through CSS partners' social media and CicLAvia's 115,000 followers, will create a platform for education and facilitate input from end users. This iterative engagement process and focus on in-person and digital activation will allow community members to participate directly in the process of planning and prioritizing safety improvements.</p>
<p>Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.</p>	<p>Educational programming, Toolkit development, and incorporation of Quick-Build planning will be delivered in close collaboration with CicLAvia, CSS Partners, and RAC stakeholders. The integration of activities across STEP project stakeholders and events will support participation and inclusion of hard-to-reach community members and facilitate broader community awareness of active transportation options. Materials will be provided in multiple languages and in print and digital formats to address digital divide. CBO partners will be engaged to ensure activities are planned and marketed in ways that facilitate accessibility. Activations will align closely with outreach led by CicLAvia. CicLAvia open streets events are free to the public, emphasize inclusion by providing information translated into multiple languages, and are powered by outreach efforts that reach the natural community homes of residents. Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in outreach for activations, particularly for hard-to-reach community members. RAC members and CBOs as distribution points for community outreach and education into the community, and particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.</p>

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<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>Success of planned outreach and engagement activities will be evaluated based on attendance, qualitative and quantitative data gathered from engagement activities, and degree of collaboration among other partners as a metric of social cohesion and culture-building (for example, number of CBOs and other organizations participating). Surveys to collect community feedback on project deliverables will provide a mechanism to measure and evaluate inclusion of diverse stakeholders, including women, families, elders, and people with limited mobility. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>
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PROJECT 6 THRESHOLDS & CRITERIA tab

DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	LADOT will collect data to be reported, including participation in community engagement activities; pedestrian, bike and micromobility counts at pop-up demonstrations; similar count data prior and post Quick-Build implementation; and pre- and post-implementation community survey data. LADOT and SLATE-Z will oversee development of surveys to be distributed to subsidy recipients and participants in the various project components, focusing on user experience and impacts on mode shift. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts relative to STEP grant funds expended, a summary of outreach and community engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

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PROJECT 6 THRESHOLDS & CRITERIA tab

CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>Active Streets Quick Build has several components that address resiliency: through physical infrastructure that supports active transportation and sustainable micromodes such as e-bikes, thereby facilitating modeshift and VMT reduction; through connecting those improvements to other sustainable transportation systems and networks under the program to support accessibility and multimodal connectivity; and through investing in social resilience. This project helps to advance the climate adaptation goals outlined in the Resilient Los Angeles plan by providing safer bicycle and pedestrian infrastructure. Safe active transportation infrastructure incentivizes the use of sustainable modes and builds safer communities.</p>

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LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>Through the Toolkit and project development process, the project will establish a framework and critical proof of concept for LADOT to continue quick-build implementation of neighborhood slow streets, providing scalable benefits beyond the grant term.</p> <p>The grant scope and budget are shaped to support fiscal sustainability and high potential for future iteration with local transportation funds-- reflecting a project goal of establishing tools for LADOT to continue inexpensive and efficient implementation of infrastructure components.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council's Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

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PROJECT 7 THRESHOLDS & CRITERIA tab

INSTRUCTIONS

PROJECT SCOPE	
Project Name	Rail to Rail First Mile- Last Mile
Lead Implementer	LA Metro
Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	<p>Street enhancements that will facilitate pedestrian and bicycle connections between the future Rail to Rail Connection to Crenshaw/LAX Fairview Heights Station. Planned street enhancements include improved signage and wayfinding markers, striping, and street lighting that facilitate connections between the future Rail to Rail Active Transportation Corridor and Crenshaw/LAX Fairview Heights Station. Crenshaw/LAX Fairview Heights Metro Rail Station is the western terminus of the soon to be constructed Class I multi-use path of the Rail to Rail Active Transportation Corridor (ATC). Enhancements to the public right-of-way may include complete streets infrastructure, improved and accessible pedestrian crossings, lighting, signage and wayfinding markers, and striping for safer bicycling and walking.</p>
Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	<p><i>Readiness_CEQA Worksheet_Rail to Rail.pdf, Readiness_CEQA Clearance_Rail to Rail.pdf, Readiness_NEPA Clearance_Rail to Rail.pdf,</i></p>

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<p>If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.</p>	<p>Ready requirements met; CEQA and NEPA complete.</p>
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TRANSPORTATION EQUITY	
<p>Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility</p>	<p>The project proposes a much-needed connection for residents and commuters between the currently under-construction Crenshaw/LAX Fairview Heights Metro Station with the future Rail to Rail Active Transportation Corridor (ATC), expanding the reach of access to the rail corridor to residents and businesses near the Rail to Rail ATC. This connection will provide for new safe multi-modal transportation options including active transportation, and serve key destinations within and beyond the community. The connection will greatly improve the accessibility of the STEP community by zero emission transportation modes, and support the construction of a lasting amenity in the multi-modal ATC, which will be a multi-use Class I corridor spanning five miles and connecting its users to the Crenshaw/LAX line in the west, the Silver Line busway in the middle, and the Blue (A) line in the east. Providing safe pedestrian and bicycle infrastructure to access the new Crenshaw/LAX rail line will provide residents a fast connection to employment, education and recreation destinations in</p>

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<p>to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.</p>	<p>Inglewood, LAX, the South Bay and the West Side of Los Angeles and Santa Monica, and connections beyond throughout the Metro rail system.</p>
<p>Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.</p>	<p>This project affords the residents of the disadvantaged communities in this area an opportunity to connect to key destinations utilizing public transit and active transportation modes. By safely connecting the Rail to Rail ATC to the Crenshaw/LAX Metro rail line, the project will provide a new safe, affordable and healthy option for residents of the STEP community to reach important destinations throughout the west side of the region. The improvements in the project will also improve the safety of city streets in the area.</p>

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COMMUNITY INCLUSION	
<p>Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.</p>	<p>The community currently only has access to bus services provided in this area. By connecting to the Rail to Rail ATC Class 1 multi-use path, this project will provide much needed connectivity to the expansive Metro Rail system and therefore access to a larger region with public transportation. The project also addresses community desires for safer and more comfortable streets as the streets connecting to the Rail to Rail ATC will be improved for safer passage.</p>
<p>Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for</p>	<p>In 2016-2017 (design phase), Metro hosted over 35 meetings. In 2017-2018, Metro partnered with community organizations SLATE-Z, SCOPE, TRUST South Los Angeles, LA Neighborhood Land Trust, SAJE, and Brotherhood Crusade to submit an application to the TCC grant program. In 2018-2019, the City of Los Angeles partnered with the same community groups to successfully obtain a TCC Planning grant for the South Los Angeles Climate Commons Plan, which would address economic and environmental concerns in Corridor neighborhoods. In 2018, the City of LA started the Slauson Corridor Transit Neighborhood Plan and has gathered feedback from over 300 stakeholders to date. To further vet the vision of this STEP proposal, in July and August 2020, SLATE-Z convened over 40 community based organizations and other South LA stakeholder groups that each represent thousands of member residents in several virtual online meetings.</p>

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<p>confirming with community residents that the needs identified are still relevant.</p>	
<p>Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.</p>	<p>All STEP project components will be supported by online town-hall events, live focus groups, email campaigns, and survey collection led by the Resident Advisory Committee as part of the Collaborative Stakeholder Structure. For the Rail to Rail First-Last Mile project, the RAC will lead decision making on connections to the Crenshaw station more accessible and to all modes and members of the community. In this way, the Resident Advisory Committee streamline efficient communication channels for feedback on project implementation while building community power and leadership among grassroots community leaders. See Partnership Structure and Project 4 Thresholds & Criteria.</p>
<p>Identify any hard-to-reach residents.</p>	<p>Hard to reach residents include non-English speaking individuals, undocumented individuals, transit-dependent low-income riders, and seniors and disabled people, including people who are blind or low vision.</p>
<p>Describe how the planned community</p>	<p>We plan to engage hard to reach stakeholders by utilizing our networks and partners in the area to help us build a rapport and to help us convey messages. Resident Advisory Committee-led engagement</p>

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<p>engagement activities focus on the hard-to-reach residents identified above.</p>	<p>activities are well positioned to engage non-English speaking and undocumented households because of the activities' wide reach and grassroots community leadership. RAC community engagement activities are designed and implemented by residents from within the community. Leadership within the decision-making process allows for the unique challenges faced by hard-to-reach residents to be emphasized throughout the design and execution of the project. All outreach material will be designed to be delivered in multiple languages and various digital and analog methods to reduce barriers to accessibility.</p>
<p>Describe how the planned community engagement activities will be evaluated for success and updated accordingly.</p>	<p>Metro, working with STEP partners, will continue to monitor feedback given to us via email, phone calls and meetings to gauge if our outreach is successful. We will track online (and if conditions allow, in-person) attendance and survey response rates at town-halls, focus groups, and events. Responses will be analyzed in order to determine quality of the event as well as growing familiarity with specific project-types. Closed and open responses will be aggregated and summarized for reporting at Steering Committee meetings to guide engagement event design. Feedback on engagement event quality and overall program effectiveness will be solicited on a regular basis throughout the project timeline. Additional metrics include overall social media impressions, website visits, and video views of uploaded materials to gauge the effectiveness of digital outreach.</p>
<p>Identify the expected end users.</p>	<p>Local residents, students, commuters, and visitors to the region who are looking for multimodal options of walking, bicycling and other micromobility modes and riding Metro rail. The project will be attractive to residents and visitors to the community who desire faster and safer non-automobile mobility and fast comfortable connections to the wider region.</p>
<p>Describe the outreach and education activities planned to ensure that identified end users in the community have</p>	<p>Metro will continue to utilize our Community Relations team, and any departments within it, to ensure we're providing the most relevant and timely information to stakeholders about the overall Rail to Rail project corridor. We will plan social distance-friendly CicLA mini or CicLAvia (if conditions allow) event routes to highlight the future planned Rail to Rail connections. Online and (if possible) in person education and outreach will be supplemented by a marketing campaign including instructional flyers,</p>

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<p>knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.</p>	<p>pamphlets, and posters distributed by sub-applicants, community partners, and directly by RAC members.</p>
<p>Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.</p>	<p>We will continue to utilize our networks and partners in the area to help us build a rapport and to help us convey messaging to stakeholders. Furthermore, RAC members serving as community ambassadors and CBOs will play a central role in building familiarity with and willingness to use Rail to Rail connections, particularly for hard-to-reach community members. RAC members and CBOs as distribution points for community outreach and education into the community, and particularly for hard-to-reach community members. RAC members and CBOs will receive training to emphasize the availability of this information and also collect feedback to be reported at the Steering Committee meetings.</p>
<p>Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.</p>	<p>Information and feedback are collected to further refine outreach gaps and opportunities and identify any necessary CicLAvia route mitigation measures to address concerns. Additionally, all direct outreach efforts are documented into a database to ensure proper and timely follow-up with affected businesses and households along the route. The database is maintained and updated regularly. Evaluations will also be conducted through engagement with the Governing/Steering Committee (CSS).</p>

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DATA TRACKING AND REPORTING	
Identify the Applicant(s) who will lead data tracking and reporting.	LADOT will lead data tracking and reporting to CARB across all projects.
Describe the plan for tracking and collecting project-related data to report to CARB.	Metro will collect data to be shared with LADOT, including transit access/usage within the project area, and bike and pedestrian activity data and survey results. LADOT and SLATE-Z will oversee development of community surveys/focus groups on user experience, impacts on mode shift, and origin and destination information. LADOT will submit quarterly reports to include a summary of key metrics and progress on deliverables, evaluation of impacts relative to STEP grant funds expended, a summary of outreach and community engagement activities, and data sets detailing user survey responses and trip/usage data for each project component.
Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	<i>LADOT STEP Benefits Calculator.zip</i>

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CLIMATE ADAPTATION AND RESILIENCY	
<p>Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.</p>	<p>Almost the entire project area ranks among the 25th percentile or higher using CalEnviroScreen, indicating sensitive populations, socioeconomic factors, and pollution burden. 29% of census tracts within the project area fall within the top 95th percentile or higher of CalEnviroScreen scores, and half rank between the 85th and 95th percentiles. 48% of the project area population live in study areas that rank among the top 5% in Southern California in terms of risk of the population developing carcinogenic cancer due to environmental factors (a risk factor of over 1,200 cancer cases per million residents).</p>
<p>Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.</p>	<p>This project will align with the climate adaptation goals outlined in the Resilient Los Angeles plan. These goals include restoring, rebuilding, and modernizing Los Angeles’ infrastructure, strengthening regional systems and fortifying critical infrastructure, and growing public, private, and philanthropic partnerships that will increase resources dedicated to building resilience. Rail to Rail First-Last Mile Project helps meet this need by providing safer active transportation infrastructure, providing improved access to sustainable transit services, and incentivizing the use of sustainable modes and builds safer communities.</p>

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LONGEVITY AND LESSONS LEARNED	
<p>Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.</p>	<p>The project will provide lasting fixed assets to the community, which will continue to provide benefit long after the grant term. Roles and responsibilities for long-term operations and maintenance for any infrastructure that is improved or installed as a result of this project are determined prior to beginning the work and continuously monitored for effectiveness.</p>
<p>Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.</p>	<p>LADOT will convene a Community of Practice to share lessons from the South LA UBM Pilot with partners in similar communities throughout the state. The Community of Practice will initially target communities supported by Strategic Growth Council’s Transformative Climate Communities program. STEP community partner South LA Climate Commons is already working with fellow TCC planning grant recipients in Southeast LA to share lessons and best practices. The Community of Practice will streamline and expand this by convening other Los Angeles-area TCC recipients in Watts and Pacoima. The Community of Practice will expand to include TCC recipients throughout the State, as well as other similarly organized partnerships.</p>

Governance Narrative Supplemental

What

The collaborative stakeholder structure (CSS) is the governance structure for the LADOT STEP proposal. Adapted from a similar structure for the South LA Climate Commons' Transformative Climate Communities Planning Grant, it is a multi-tiered organizing approach that folds in community voice and representation at the decision-making level. The Steering Committee is meant to provide oversight throughout the implementation of the grant and beyond, as well as transparency in decision-making.

The CSS is also meant to demonstrate how decisions made at the Steering Committee flow into the project work groups, and how residents and CBOs who participate within the project work groups can serve as ambassadors to the community, through informal engagements and planned events. Substantial community presence on the Steering Committee and incorporation into outreach events adds to transparency by open communication.

Through support of STEP funds, residents and CBOs who participate on the Steering Committee would receive additional professional and skills development, and opportunities to represent their communities at events and stakeholder meetings. This includes capacity building for civic engagement and civic procedure, professionalism, and issue-specific education.

Who

The Steering Committee will be made up of approximately 28 members, 27 of whom will be voting members. The number of seats for residents and community members outnumbers seats for government agencies and implementation partners, ensuring community voice in decision making. SLATE-Z will convene both the Climate Commons and UBM, coordinating between the two groups:

1. SLATE-Z will be a non-voting member and convener. SLATE-Z will convene both the Climate Commons and UBM stakeholder groups, coordinating across both groups
2. LADOT
3. Metro
4. LACI
5. Ciclavia
6. LA Trade Tech
7. Mayor's Office
8. LA Department of City Planning
9. LA Bureau of Street Services
- 10, 11, 12. LA City Council Districts 8, 9, and 10
- 13, 14. LA County Supervisorial Districts 1 and 2
- 15 -22. Eight Resident Advisory Committee (RAC) representatives, at least one of which represents the youth community and one of which represents the disability community. These

RAC members will be selected by a vote of the RAC, who will serve a one-year term with possibility of two renewals for a maximum of three years
23 - 28. Six Community Based Organization representatives, at least one of which represents the youth community and one of which represents the disability community. These CBOs will serve a one year term with possibility of two renewals for a maximum of three years. These members will be experts on implementing community engagement and programmatic components of the project. Rotating representation on the Steering Committee aims at maximizing representation of the diverse nature of South LA.

How

The CSS establishes a space for collaboration and communication between residents, CBOs, and public agency representatives. Informing residents and CBOs of updates and critical developments creates a layer of accountability and transparency on project progress. Specifically delegated decision-making authority via voting empowers community representatives on how project types will impact their neighborhoods.

This consistent mechanism for communication and updates, as well as training and mentoring opportunities, supports effective development of residents and CBOs as ambassadors into their neighborhoods and communities. This development opportunity equips participants with the necessary knowledge and skills to inform community stakeholders with information about implementation and utilization of the various project types. RAC members and CBOs will be able to leverage their long-standing relationships with residents to inform the community about the project much more broadly.

Additionally, RAC members and CBOs will be able to aggregate feedback about project types and live and virtual events, communicating these items to the project work groups and the Steering Committee. Deployment of the RAC and CBOs at outreach events will help to solicit meaningful feedback, as well as leveraging informal channels for assessing community reactions to project implementation. Mentoring opportunities would create opportunities for RAC members to utilize knowledge, skills, and abilities gained through training, as well as practical experience serving as ambassadors at planned events and informal communications with their neighbors and community.

Two Working Groups will be established: Community Working Group (CWG) and Government Working Group (GWG). A Resident Advisory Committee (RAC) will be established and must be comprised of residents from the STEP Project Area.

As the convener, SLATE-Z will mediate disputes and facilitate the process to change, add, or remove partners. If the Lead Applicant or any of the Co-Applicants fail to meet their responsibilities as outlined in the MOU to be executed, then they shall be in Default. MOU Parties in Default must submit a Recovery Plan to cure Default within 15 calendar days of notice of Default. If any of the MOU Parties fails to cure Default within 30 calendar days of Notice of Default, then the Lead Applicant may: (1) terminate the MOU, (2) make a determination to

make no further disbursements of the funding amount to the Parties, (3) may recover from the Parties any funds paid to the Parties under the MOU after the default, and/or (4) any remedies the DOC may have under the TCC Grant. SLATE-Z will use its existing governance structure and decision-making processes to determine whether a sub-grantee implementing partner is failing to perform and must withdraw from the Collaborative Stakeholder Structure, as well as which organization will replace it.

Why

The CSS creates equity by intentionally including substantial representation for residents and community based organizations. The South LA community has long been disinvested and disenfranchised, and this commitment from LADOT and the project team to incorporate deep levels of community representation is critical to project success. Broad, inclusive representation allows for much more robust information on project implementation, which will lead to substantially more community-driven projects and course-corrections.

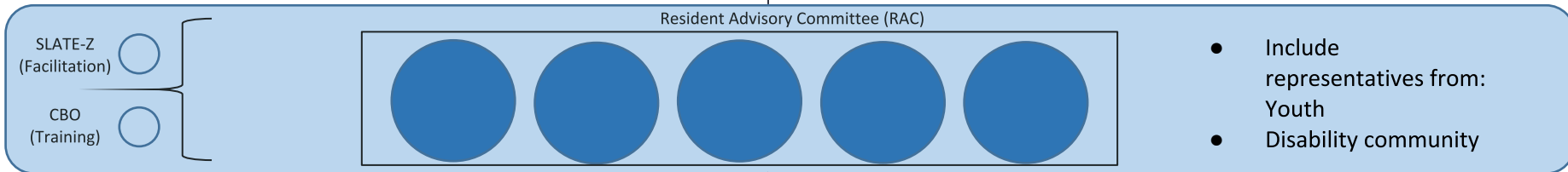
Support on this project for broad community inclusion also establishes a framework that can be mobilized into additional projects beyond this opportunity. In addition to the collaborative framework, the resources committed to this project for CBO and resident development supports the expansion of grassroots capacity for leadership and advocacy long into the future.

Collaborative Stakeholder Structure Diagram

Steering Committee



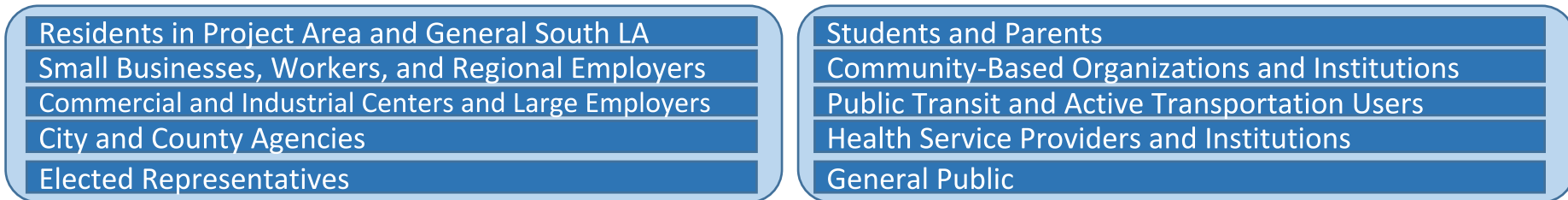
Resident Leaders



Work Groups



Stakeholders



CARB STEP Workforce Development Supplemental Narrative

As part of the CARB STEP Grant, and building off of continued work to invest in workforce opportunities to benefit local communities, the Los Angeles Department of Transportation has convened a subgroup of experienced workforce development partners including The Los Angeles Cleantech Incubator (LACI) and Los Angeles Trade Technical Community College (LATTTC) to collaborate on a set of proposed workforce development programs to provide career pathways for local community residents to high quality jobs in clean transportation.

Building off the groups experience and existing programs, the project team will provide educational resources in the form of existing and new curricula, training materials, virtual training as well as hands-on training. In addition, the team will work to provide support with internships and job placement opportunities leveraging partnerships with Metro, the Los Angeles Community College District, trade unions, such as International Brotherhood of Electrical Workers Local 11, and the City of Los Angeles' WorkSource Centers Network.

The proposed career pathways also align with LACI's forthcoming Green Jobs Report in partnership with HR&A Advisors (to be released in Fall 2020), which highlight several opportunity sectors with strong potential to grow accessible Green Jobs in Los Angeles, including Zero-Emissions Transportation. *"The state's major transportation and logistics industry is open to investing in fleets of zero emissions vehicles, but needs confidence that the public sector will implement the chargers and utility upgrades to make it work. EV production is also strong and growing in California, with companies like Tesla, BYD and Proterra operating highly active production facilities. Future Green Jobs in this sector include EV charging technicians, software application developers, vehicle assemblers, and automotive mechanics."*

This workforce development work stream is categorized as a community development supportive strategy under CARB's guidelines and will help to mitigate displacement by providing workforce training opportunities to complement the proposed projects, including:

- E-Cargo Bike Maintenance + Mechanic Training
- EV Technician Training
- EV Network Technician Training
- eMobility Youth Ambassador Program

E-Cargo Bike Maintenance + Mechanic Training

LACI in collaboration with LATTTC will deliver an E-Cargo Bike Training Program that will offer 60 ECargo bikes to local residents to provide transportation for food delivery service. The E-Cargo Bike Program will provide a multi-level approach to workforce development training. E-Cargo Bike Maintenance and Safety will include a two-day Bike Safety training and Basic to Advanced level mechanic training. The skills gained will prepare an individual for entry-level employment as an E-Cargo Bike Maintenance Technician as well as other Career Pathways as an EV Maintenance Technician, and E-Cargo Bike Manufacturer and Designer.

EV Technician Training

LATTC will conduct two cohorts of EV Technician training covering basic, intermediate, and advanced level training of electric vehicles including different configurations used in the automotive, transit and trucking industries. This program prepares individuals for entry-level employment or career advancement in the maintenance and repair of zero-emission vehicles in all sectors of the transportation industry. Additionally, LATTC will partner with LACI, SLATE Z, and WIN-LA to build career pathways out of poverty by utilizing these organizations' outreach and recruitment networks and by establishing articulation agreements to move individuals completing short-term training at LACI into and through LATTC's EV and Advanced Transportation certificate and degree programs. On average 70% of the students participating in LATTC's EV Technician training reside in STEP's targeted zip codes. We anticipate with these collaborative efforts, this rate will be even higher.

EV Network Technician Training

LACI's EV Network Technician program, in partnership with ChargerHelp! and KIGT, Inc. provides an in-depth three-week training that covers EVSE maintenance, troubleshooting and commissioning of EV Charging Infrastructure. In addition to understanding EVSE Infrastructure common maintenance issues, participants gain OCPP language to communicate with a networked charging station. The skills gained will prepare an individual for entry-level employment or career advancement in companies specializing in EVSE Infrastructure as Field Technicians, Fleet Coordinators, Electric Apprenticeships with IBEW-11, and EVITP Certified EVSE Infrastructure Installers. ChargerHelp! has developed an app which eliminates the high cost of station downtime by enabling on-demand repair of EV Charging Stations. By utilizing ChargerHelp! technology, EV Network Technician graduates will be able to provide on-demand support to EV Charging Infrastructure to bring ease and exhibit empathy to our electric vehicle drivers and microtransit operators and passengers.

Internships

For students participating in the EV Technician Training, LATTC will coordinate paid internships for 18 individuals to build applied competencies and relevant work experience. Grant funding will be used to support internship coordination, provide a 50% match to cover intern wages, and provide \$1,000 stipend to students to purchase tools, equipment, supplies needed for participating in an internship.

For the EV Network Technician Training, a subset of participants will continue to be placed in internships (paid by LACI) with LACI startups and partner organizations for on-the-job training, providing subsidized support and additional capacity for these companies amidst the COVID-19 crisis. LACI will also provide one-on-one virtual career coaching to ensure our participants find long-term gainful employment with the proper career support.

eMobility Youth Ambassador Program

LATTC will develop curriculum, pilot, and implement an innovative eMobility Youth Ambassador program to build the next generation of electric mobility consumers and workforce. The curriculum and program will be developed in a modular and digital format to allow for the greatest flexibility of program delivery including face-to-face, online, and tailored to meet specific

student and community needs. Grant funding will be used to support the development and piloting of the program, coordinating with area high schools to recruit students, and offering two additional cohorts of training subsequent to the pilot.

Long-term, employment opportunities in the eCargo industry have a bright outlook and expected to grow 29% faster than average. Based on LACI's forthcoming Green Jobs Report with HR&A, over 600,000 high-potential green jobs are expected to be added by 2050. *“Overall, Green Jobs pay approximately \$27.50 per hour, which is 12 percent more than the Los Angeles County average (\$24.50).”*

We project that the LACI and LATTC workforce development training programs will prepare local residents for the following green jobs:

- **E-Cargo Bike Maintenance and Repair Technicians**
Providing quarterly and/or semi-annual tune ups of Electric Bikes, E-Cargo Bikes and other micro mobility modes of transportation
- **EV Technicians**
Providing troubleshooting, preventive and corrective maintenance of electric vehicles
- **EV Network Technicians**
Providing light repair, troubleshooting of network errors and commissioning of EV Charging Infrastructure
- **EV Fleet Coordinators**
Facilitate the distribution and dispatch of vehicles to ensure electric vehicles charging levels are at capacity
- **Micro Mobility Shuttle/Vehicle Drivers**
Operate microtransit shuttles and vehicles between locations and provide customer service to passengers.
- **eMobility Student Ambassadors**
Serve as ambassadors and conduct public education activities in their communities.

Furthermore, activating Community Benefits and Project Labor Agreements will ensure that participants from disadvantaged communities have pathways to high-quality zero-emissions jobs, resulting in economic mobility and community wealth building as well as continued access to cleaner, healthier air.

Mobility Wallet Supplemental Narrative

As part of the South Los Angeles Universal Basic Mobility Pilot Program, Metro will test a Mobility Wallet equipped with various tools, powered by Metro TAPforce and including a subsidized bulk TAP pass (Universal Student Pass (U-Pass) and a new Residential Pass (R-Pass)) and certain subsidies and/or shortcuts to on-demand shared new mobility services. The new-mobility services offered will include Metro on-demand services, Metro Bike Share, and potentially other private car share, ride-hail, and scooter share options.

The grant funding requested will pay a subsidy for up to 5,000 participants to have a free (or deeply discounted) Mobility Wallet, to pay for software integration of our existing bulk TAP pass programs into TAPforce and to build the sockets for other on-demand shared mobility providers to plug into. Internally at Metro, this project component will be led by the TAP department and Communications and supported by the Office of Extraordinary Innovation (OEI) and the Planning Department.

We plan to study the travel behavior of pilot participants prior to, during and after the introduction of the Mobility Wallet and new accessibility features to determine the return on investment (ROI) of various interventions. Learning from this pilot can inform future fare policy and structure in LA County.

Mobility Wallet Supplemental Narrative

The Mobility Wallet will leverage these recent developments to TAPforce and discount pass programs:

LA Metro TAPforce

As TAP staff reported to the Metro Board Report in April 2018 (2018-0059), a path of future integration of other modes with TAP, alongside a fare subsidy program (see attached). That future path included the development of an Account-Based System. Metro continues to enhance and expand payment options for our customers. One of the biggest changes in TAP included building the architecture for a hybrid, account-based system with Salesforce. This account-based solution is layered on top of TAP's existing smart card system, used by 26 regional agencies including LADOT. This base architecture of the TAPforce and fare reader infrastructure has been built out and implemented over the last 6 years of an overall investment of several millions of dollars.

While the TAP card was designed for fare payment on the transit system, account-based architecture is necessary for much-needed integration with outside entities such as Bike Share, LIFE, Electric Vehicle Car Charging, Microtransit, Ride-Hailing and more. In the last few years Metro has worked to deeply integrate Metro Bike Share into the TAP architecture making it one of the programs that can be added to an account and linked to a physical TAP card. Currently customers can purchase a transit pass and bike share pass at the same time on the same account in one customer transaction on TAPtogo.net. Soon customers will be able to do this on the TAP app.



Mobility Wallet Supplemental Narrative

TAP Digital Access for the Unbanked

Multiple modern account loading choices will interface with all programs and provide a unified customer service. Both the TAP website and the TAP app will provide the ability to load cash into a customer's TAP account. This process enables the unbanked to participate in programs in which they were unable to participate in the past, due to the lack of a credit card. This will enable all the customizable rewards, incentives, event-ticketing capabilities and discounts that credit card customers enjoy. Programs such as PayNearMe and Paypal Cash will be available as payment options.

U-Pass and E-Pass Pilots

The Universal Student Transit Pass (**U-Pass**) provides students of participating colleges, trade schools, and K-12 schools with greater fare discounts and an expedited activation process that is administered directly on campus. It is good for unlimited rides on all Metro services in L.A. County, including Metro Rail, Metro Rapid and Express buses, and local buses, as well as services on 10 additional local transit agencies. The school pays a discounted fare per ride and only pays for the rides the students take at the end of the academic term. The Metro Employer Pass Program (E-Pass) works similarly but the administrator of the passes is a large employer who purchases passes on behalf of the employee and usually pays for the entire cost or partially subsidizes it. These programs could be expanded under the TAPforce integration to include multi-modals programs.

NEW To Be Developed Residential Pass (R-Pass)

Currently about 30-40K people participate in the LA Metro Low-Income Fare is Easy (LIFE) program however we estimate that based on CalFresh (EBT) enrolment in LA County there may be over 300K households that are eligible for low-income discounts. A bulk pass program that functions like a U-pass or E-pass but at a residential level (R-Pass) non-profit or residential housing development level could potentially be deployed to many more individuals and be more cost effective for the user, the subsidizing entity, and Metro since only the rides taken would be need to be paid for. This R-pass could also be bundled with access to other modes.

Mobility Wallet Supplemental Narrative

NEW TAP App (Coming 2020)

A new TAP mobile app as well as the existing taptogo.net website will feature seamless connectivity and convenient registration for new multi-modal programs, all in one centralized place. The app and the website will enable cash participation by customers without credit cards as well as numerous other fare payment options, including Apple Pay and Google Pay. Plans include rewards to incentivize behaviors and discounts that can be personalized for any program. Customers can also take advantage of other tools such as geo-located trip planning, transit arrival times and TAP partner information. The TAP app will enable customers will be able to actually use the phone itself as a TAP card potentially making it possible for local community ambassadors to help people purchase TAP cards at a community center, library or in their own home on a phone



Mobility Wallet Supplemental Narrative

About TAP

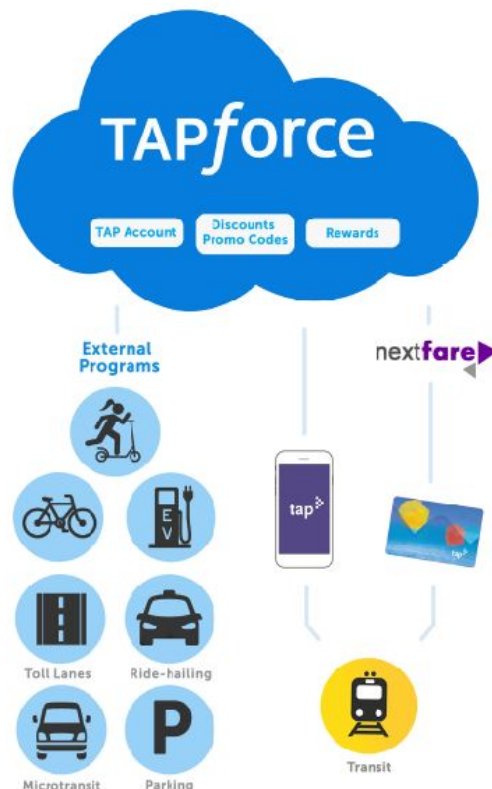
TAP is an electronic fare-payment system for multi-modal travel across LA County.

TAPforce is a cloud-based account system built on the Salesforce platform.

TAP Account A TAP Account allows patrons to store their personal information, preferences and flexible payment options such as credit/debit cards, PayPal, PayNearMe and other digital methods. Patrons can use these options to pay for transit and/or multi-modal programs such as bike share, electric vehicle charging, scooters, parking, ride hailing, and microtransit. A TAP Account protects any transit stored value or passes on a Patron's registered TAP Cards.

TAP partners with 25 transit agencies across LA County, including: LA Metro, Foothill Transit, Santa Clarita Transit, Long Beach Transit, Santa Monica Big Blue Bus and more.

Architecture



Program Benefits

Custom Configuration

- Create program membership levels
- Establish business rules
- Provide equity for the unbanked customer
- Opt-in to notifications, marketing opportunities, special deals and flash sales
- Support SMS and email notifications

Incentivize Behavior

- Participate in TAP rewards
- Access rewards data to identify and retain loyal customers
- Provide promo codes and discount pricing for partner programs at checkout
- Access TAP's existing customer groups to provide discounts: Seniors, Low-Income, Disabled, Students



EXHIBIT D

GRANT SOLICITATION PACKAGE

The grant solicitation package is included in this section.

Sustainable Transportation Equity Project

Implementation Grant Solicitation

Low Carbon Transportation Investments Fiscal Year 2019-20
California Climate Investments



June 4, 2020

If you need this document in an alternate format or language, please contact Bree Swenson at (916) 440-8284 or step@arb.ca.gov. TTY/TDD/Speech to Speech users may dial 711 for California Relay Service.

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STEP Implementation Grant Solicitation

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OVERVIEW

I. SUMMARY

A. Background

The California Air Resources Board (CARB) is issuing two competitive solicitations for multiple grantees across the state under the Sustainable Transportation Equity Project (STEP). STEP's overarching purpose is to increase transportation equity in **disadvantaged¹ and low-income communities¹** throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants. Within these two grant types, CARB currently has up to \$22 million of available funding for planning, clean transportation, and supporting projects. This funding amount is subject to change and not guaranteed.

This solicitation is for STEP Implementation Grants. For the Planning and Capacity Building Grant Solicitation, see: <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

STEP is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas (GHG) emissions, strengthening the economy, and improving public health and the environment—particularly in disadvantaged communities.

STEP aims to address community residents' transportation needs, increase residents' access to key destinations (e.g., schools, grocery stores, workplaces, daycare facilities, community centers, medical facilities), and reduce GHG emissions. Based on environmental justice principles, STEP funds projects that are priorities for historically under-served and over-burdened residents by requiring that projects center the knowledge and expertise of residents through all phases of project design, implementation, and evaluation. STEP has the flexibility to fund many different types of projects to ensure that STEP funds can help meet the needs of each community within that community's context.

STEP proposals require a significant amount of up-front work. The effort and expertise that Applicants invest in their proposals enables CARB to ensure that selected and funded projects are those that are most likely to address each community's vision, help meet the State's objectives, and achieve objectives that intersect across the climate, transportation, equity, and housing sectors.

B. Implementation Grant Solicitation

Through the Implementation Grant Solicitation, STEP currently has up to \$20 million available from Fiscal Year (FY) 2019-2020 Low Carbon Transportation Investments to fund clean transportation and supporting projects in disadvantaged communities.

¹ See definitions in Appendix A.

Funded projects will work together to increase community residents' ability to access key destinations without a personal vehicle. Lead Applicants may include community-based organizations, federally recognized tribes, and local governments.

If you are unsure whether you are ready to apply for an Implementation Grant or should apply for a Planning and Capacity Building Grant, see:
https://ww3.arb.ca.gov/msprog/step/step_flowchart.pdf

CARB hosted four public work group meetings between October 2019 and January 2020 to gather public feedback on the design of STEP's criteria and requirements. CARB used input from these meetings and the dozens of written comments received after these meetings to develop a Draft Requirements and Criteria document.² The Draft Requirements and Criteria went through a public comment period in March 2020, and stakeholder comments³ from that period were considered when finalizing this solicitation.

Technical assistance may be available to Implementation Grant Applicants and award recipients through a technical assistance contract between the Strategic Growth Council (SGC) and Estolano Advisors (see [Technical Assistance](#)).

Funding recipients will be selected via an open competitive solicitation process. Proposals are due to CARB by email, mail, or in-person delivery no later than **5:00 pm (Pacific Time), August 31, 2020**.

II. AVAILABLE FUNDING

This solicitation is estimated to provide up to \$20 million in FY 2019-2020 funds for STEP Implementation Grants. CARB anticipates awards will be made to between one and three disadvantaged communities. Please note that \$20 million is the maximum amount of funding that may be available for STEP Implementation Grants and is subject to change. The final funding amount will be determined through a public work group meeting during the solicitation period and the resulting determination will be posted on CARB's website. For future information about the public work group meeting, see: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-0>

Applicants will be required to provide a minimum **resource contribution**¹ of 20 percent of the total proposal budget. Resource contributions may include cash match, in-kind services, and leveraged funding from other public or private sources including other California Climate Investments programs. See [Resource Contribution](#) for details.

² <https://ww3.arb.ca.gov/msprog/step/feb28-2020-step-requirements-and-criteria.pdf>

³

https://ww3.arb.ca.gov/msprog/step/step_public_comment_summary.pdf?_ga=2.108291522.1982260741.1587662624-1405068476.1585775700

A. Option for Future Grant Agreements

This solicitation includes the option for CARB to award new grant agreements or grant agreement amendments from FY 2019-2020 and FY 2020-2021, depending on the availability of funding and upon CARB’s sole discretion. The Applicant understands and agrees that there is no guarantee that additional funds will be awarded, and that CARB cannot provide assurance of future program funding.

STEP may receive additional funds from Low Carbon Transportation Investments in FY 2020-2021.⁴ These funds may be dedicated to a new solicitation for Implementation Grants that focuses on funding an additional one to two proposals that may complement the proposals awarded in the current solicitation by piloting STEP’s approach to transportation equity in different types of communities.

That being said, if additional funds become available and eligible proposals submitted in response to this solicitation remain unfunded, those proposals may be funded without reissuing a solicitation. If additional funding becomes available, the expenditure timeline of those new funds may extend the grant term end date beyond that listed in this solicitation.

III. TIMELINE

During the solicitation period, CARB will host multiple public teleconferences to answer questions about the solicitation (see [Applicant Teleconferences](#)). All proposals must be received by CARB by **5:00 pm (Pacific Time), August 31, 2020**.

All draft grant agreements for STEP funds must be submitted to CARB by December 23, 2020. All final grant agreements for STEP funds must be finalized and submitted to CARB by March 15, 2021. Grant agreements must be executed by May 14, 2021. All STEP funds must be expended within the **grant term**.¹

All projects must plan to be completed (including a Final Report) and all final disbursement requests for reimbursement must be received by CARB no later than March 31, 2025 to ensure adequate time for processing prior to the end of the fiscal year.

Table 1: Solicitation Timeline

Key Action	Date	Time (Pacific Time)
Public Release of Solicitation	June 4, 2020	
Preliminary Applicant Question Deadline	June 25, 2020	12:00 pm
Preliminary Applicant Teleconference	June 30, 2020	3:00 pm
Deadline for Technical Assistance Survey	July 15, 2020	5:00 pm

⁴ <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>

STEP Implementation Grant Solicitation

Key Action	Date	Time (Pacific Time)
Responses		
Mid-Solicitation Applicant Question Deadline	July 17, 2020	5:00 pm
Mid-Solicitation Teleconference	July 22, 2020	2:00 pm
Final Applicant Question Deadline	August 10, 2020	5:00 pm
Final Applicant Teleconference	August 13, 2020	3:00 pm
Proposal Submittal Deadline	August 31, 2020	5:00 pm
Review and Scoring of Proposals	September 1-30, 2020	
Preliminary Grantee Selection	October 15, 2020	5:00 pm
Complete Grant Agreement for CARB Review	December 23, 2020	5:00 pm
Final Grant Agreement to CARB	March 15, 2021	5:00 pm
Execute Grant Agreement and Return Signed Grant Agreement to CARB ⁵	May 14, 2021	5:00 pm
Draft Final Report to CARB	January 31, 2025	5:00 pm
Grant Term and Final Disbursement Request Deadline	March 31, 2025	11:59 pm

Timelines are subject to change at CARB’s sole discretion.

IV. PROPOSAL INSTRUCTIONS

The **proposal**¹ includes the projects and supporting activities that make up the full STEP investment in a single community.

A proposal must be submitted for either a Planning and Capacity Building Grant or an Implementation Grant. One proposal may not be used to apply for both grant types, though an Applicant may submit separate proposals to apply for both grant types. This solicitation is for the Implementation Grant. For the Planning and Capacity Building Grant Solicitation, see: <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

Applicants must submit a proposal using the Proposal Template in **Appendix B**. The template outlines all of the components that must be included in a STEP proposal. **Proposal components**¹ are organized into five categories.

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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⁵ Includes governing board resolution

This solicitation document includes instructions on how to complete and submit each proposal component, listed below by category.

Table 2: Proposal Components

Proposal Component	Submission Format
Cover page (Appendix C)	Attachment
Grant Framework (page 6)	
Vision statement	Proposal Template
Strategies identified	Proposal Template
Projects identified	Proposal Template
Project summary for public posting	Proposal Template
Applicants and Partnership Structure (page 12)	
Lead Applicant and Sub-applicant identification, qualifications, and letters of support	Proposal Template and Attachments
Conflict of interest declaration	Attachments
Community Partner identification and letters of support	Proposal Template and Attachments
Partnership Structure	Proposal Template
Proposal Thresholds and Criteria (page 20)	
STEP Community map	Attachments
STEP Community description	Proposal Template
Consistency with existing plans letter(s) of support	Attachments
Connections to existing projects component	Proposal Template
Workforce development component	Proposal Template
Displacement avoidance component	Proposal Template
Affordable housing and land use component	Proposal Template
Project-specific Thresholds and Criteria (page 25)	
Project scope	Proposal Template
Readiness documentation (Appendix E)	Proposal Template and Attachments
Transportation equity component	Proposal Template
Community-identified transportation needs component	Proposal Template
Community engagement component	Proposal Template
Outreach and education component	Proposal Template
Data tracking and reporting component	Proposal Template
Benefits Calculator and supporting documentation (Appendix I)	Attachments
Climate adaptation and resiliency component	Proposal Template
Longevity and lessons learned component	Proposal Template
Proposal Implementation Plan (page 33)	
Proposal budget	Proposal Template
Resource contribution documentation	Attachments
Proposal timeline	Proposal Template

A checklist of all proposal components is also included in Appendix C, Section II.

Some proposal components will be used to screen all proposals to ensure they meet all **eligibility thresholds**,¹ including general completeness. These components are identified in Instructions boxes throughout this document with (*Eligibility Threshold*). If a proposal does not meet all eligibility thresholds, the Lead Applicant will be notified by CARB within four business days after the solicitation deadline and will have two business days to submit proof that missing eligibility thresholds have been met. Updates to eligibility thresholds during this time should not result in substantial changes to proposals. Eligibility thresholds will be evaluated at CARB’s sole discretion. After that deadline, proposals that do not meet all eligibility thresholds will not be scored. See Appendix C, Section III for a full list of eligibility thresholds organized by proposal component.

INSTRUCTIONS (<i>Proposal Template INSTRUCTIONS tab</i>)	
1	AFTER THE PROPOSAL IS COMPLETE Complete, sign, and date the cover page of the proposal (see Appendix C, Section I). (<i>Eligibility Threshold</i>)
2	AFTER THE PROPOSAL IS COMPLETE Complete the Proposal Components and Eligibility Thresholds checklists (see Appendix C, Sections II and III) to ensure that all proposal components (sections of the proposal template and attachments) have been included and all eligibility thresholds have been met before submitting to CARB. If you answer "No" to any of the items in the checklist, go back and complete those items before submitting the proposal to CARB. Submit the final completed checklist to CARB with the rest of the proposal. (<i>Eligibility Threshold</i>)

Some proposal components will be scored during the proposal review process. These components are identified in Instructions boxes throughout this document with (*Scoring Criterion*). CARB will select funding recipients based upon the **scoring criteria**¹ identified in Appendix D.

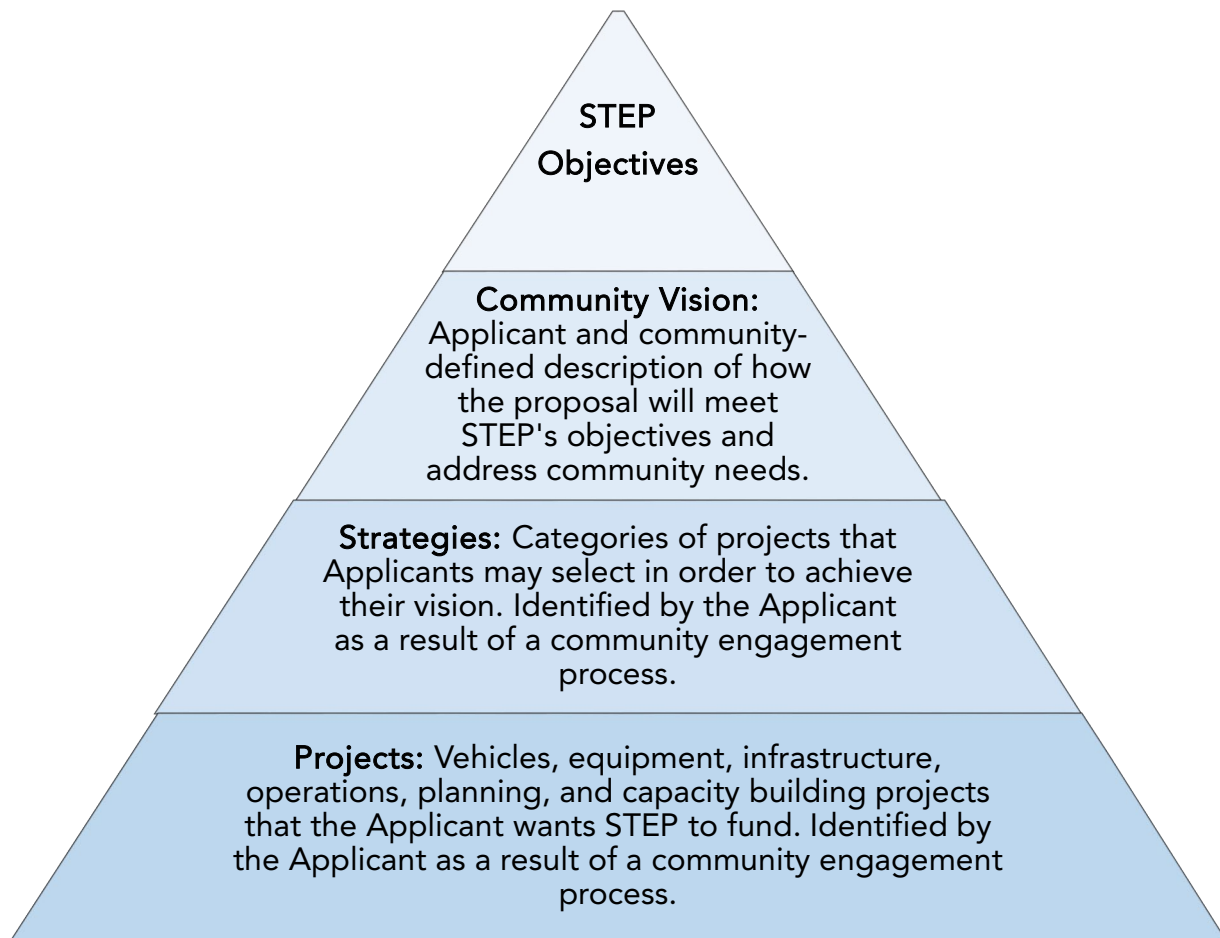
Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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GRANT FRAMEWORK

This section describes the proposal components in the Grant Framework category. Some components will be used to ensure eligibility thresholds identified in Appendix C, Section III are met. Some components will be scored during the proposal review process based on the quality of the component using the scoring criteria in Appendix D. Applicants must complete these proposal components using the Proposal Template in Appendix B.

The grant framework establishes the structure that all STEP proposals must follow. The framework consists of four related parts—objectives, vision, strategies, and projects.

Figure 1: Grant Framework



All aspects of the proposal, including identification of the vision, strategies, and projects, must be developed through community engagement. Community engagement may be undertaken specifically to apply for STEP funds or may have been previously completed as part of another relevant local planning process undertaken in

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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and with the STEP Community (see [STEP Community](#)) (e.g., community engagement for active transportation plan, General Plan, specific plan, neighborhood plan, unmet transit needs assessment). These community engagement activities must have been conducted within at least 4 years of the proposal submittal date.

I. STEP OBJECTIVES

STEP’s overarching purpose is to increase transportation equity in a way that reduces GHG emissions and benefits residents of disadvantaged and low-income communities.

Transportation Equity: When a community’s transportation system provides accessible, affordable, environmentally sustainable, reliable, and safe transportation options to all residents, in particular those that have been disproportionately impacted by pollution or lack access to services. Transportation equity is intrinsically linked to access to economic opportunities and occurs when community residents have the power to make decisions about their transportation systems.

STEP Implementation Grants fund community-based projects that have been designed and implemented in collaboration with community residents to address transportation needs and inequities. Some examples of solutions to transportation inequities that may be addressed through a STEP proposal include:

- Well-lit transit stations or stops where people regardless of gender or racial identity feel safe
- Pedestrian infrastructure that is accessible to people in wheelchairs or with strollers and that reduces the chance of traffic collisions
- Transportation options that enable trip-chaining and non-commute trips as well as commute trips
- Transportation options that overcome physical barriers that hinder access to key destinations such as schools, grocery stores, workplaces, daycare facilities, community centers, or medical facilities
- Increased transportation options in historically disinvested communities

STEP Planning and Capacity Building Grants provide funding to facilitate collaboration and community engagement during project development. For the Planning and Capacity Building Grant Solicitation, see: <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>

STEP Implementation Grants provide funding to facilitate collaboration and community engagement during project implementation, especially with **hard-to-reach residents**.¹

STEP’s objectives reflect the priorities of both California Climate Investments and the Low Carbon Transportation Investment’s clean transportation equity projects.

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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Objectives for the Implementation Grants are to facilitate transportation equity via the following:

- Address disadvantaged community residents’ transportation needs through resident-led decision-making processes
- Increase access to key destinations to benefit residents of disadvantaged communities
- Increase clean transportation options that reduce GHG emissions and passenger vehicle miles traveled in disadvantaged communities

II. COMMUNITY VISION

The proposal must include a vision statement that articulates how the proposed projects will help address the transportation needs of the community and achieve STEP’s objectives stated above. For example, Applicants may describe the specific transportation and accessibility needs in the community and how, with STEP funding, those may be addressed through shared, zero-emission modes rather than through single-occupancy and combustion-fueled modes of transportation. Residents and other key stakeholders (e.g., community groups, local small businesses) must be involved in the development of the vision statement.

INSTRUCTIONS <i>(Proposal Template GRANT FRAMEWORK tab)</i>	
1	Describe the vision for the STEP Community. <i>(Scoring Criterion)</i>
2	Describe how residents and other key stakeholders were involved in the development of the vision statement identified above. <i>(Scoring Criterion)</i>

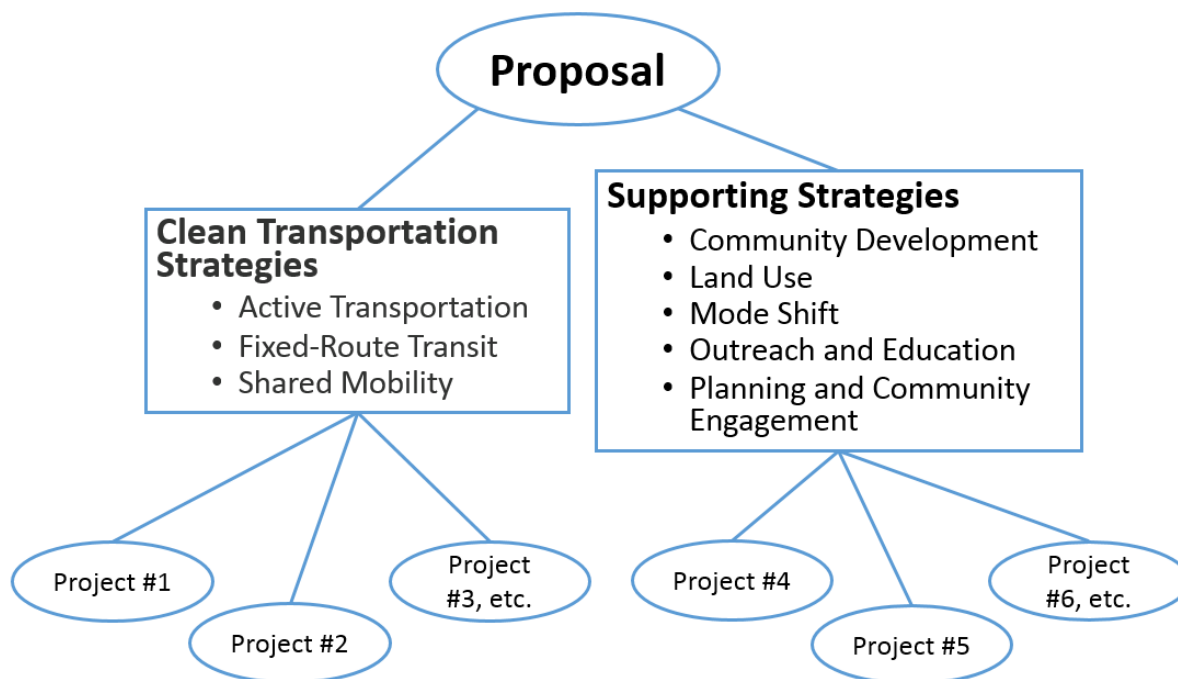
III. ELIGIBLE STRATEGIES

Strategies are categories of projects that are eligible for funding and that are selected by Applicants as a result of a community engagement process. Applicants are encouraged to address community-identified transportation needs by connecting and integrating projects from different strategies into the community’s transportation system.

The STEP Implementation Grant includes two types of strategies: Clean Transportation Strategies and Supporting Strategies. The proposal must maximize the use of both Clean Transportation Strategies and Supporting Strategies that work with each other to achieve the community’s vision. See the figure and information below for more details on the strategies.

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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Figure 2: Implementation Grant Strategies



Residents and other key stakeholders (e.g., community groups, local small businesses) must be involved in the identification of the proposed strategies. See **Appendix E** for examples of the types of eligible projects included in each strategy.

A. Clean Transportation Strategies

Clean Transportation Strategies¹ expand the clean transportation options available to residents, encourage mode shift away from single-occupancy vehicles to clean transportation options, fill transportation gaps, and connect transportation modes (e.g., through first/last mile⁶ connections). The proposal must identify at least one Clean Transportation Strategy from the list below, but Applicants are strongly encouraged to combine multiple strategies in order to achieve multiple of the goals listed above. Clean Transportation Strategies include:

- **Active Transportation**¹
- **Fixed-route Transit**¹
- **Shared Mobility**¹ (e.g., carshare, bikeshare, microtransit, shuttles, pooling)

At least 50 percent of the total proposal budget must fund projects that are counted toward the proposal’s Clean Transportation Strategies. Projects under Clean Transportation Strategies must have quantifiable GHG emission reductions using CARB’s Quantification Methodologies (see [Data Tracking and Reporting](#)).

⁶ The first and last portion of a trip, typically between the starting point or destination and a transit service that makes up the core of the trip

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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B. Supporting Strategies

Supporting Strategies¹ support and enhance clean transportation projects that already exist in the STEP Community, prioritize clean transportation options over single-occupancy combustion vehicles, or lay the groundwork for successful implementation of STEP-funded transportation projects. The proposal must identify at least one Supporting Strategy from the list below, but Applicants are strongly encouraged to combine multiple strategies in order to achieve multiple of the goals listed above. Supporting Strategies include:

- **Community Development**¹ (e.g., electric vehicle charging readiness to support charging stations for future planned shared mobility services, partnership with workforce training programs)
- **Land Use**¹ (e.g., land use plans to curb urban or suburban sprawl)
- **Mode Shift**¹ (e.g., broadband network infrastructure for access to transportation services, parking pricing, telecommuting programs)
- **Outreach and Education**¹ (e.g., behavior change campaigns, pop-up and demonstration projects)
- **Planning and Community Engagement**¹ (for new or existing transportation and mode shift strategies)

IV. ELIGIBLE PROJECTS

See **Appendix E** for a list of eligible and ineligible projects and related **elements**,¹ eligible and ineligible costs, and specific project requirements. Projects that are not on the eligible or ineligible lists may be determined to be eligible at CARB’s sole discretion.

The proposal must identify at least one eligible project for each strategy that the Applicants would like STEP to fund,. Identified projects should work together to achieve the community’s vision. However, Applicants are encouraged to demonstrate how projects and project elements may be prioritized for funding in case the full proposal cannot be funded.

Residents and other key stakeholders (e.g., community groups, local small businesses) must be involved in the identification of proposed projects.

While proposed projects should be as certain as possible, project design specifics may be determined or updated based on community engagement after the community is selected. CARB will work with the selected funding recipients to determine where flexibility is possible within the grant agreement to allow for community engagement to continue informing project design throughout grant implementation. For example, Applicants may work with community residents to identify the need for a new carshare service, but may wait to identify the exact locations of the carsharing stations or the functionality of the mobile app that will be used to reserve vehicles until after the

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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grant agreement is executed.

All projects must be completed within the grant term. All projects must be compliant with all relevant laws, regulations, policies, and procedures.

Projects may contain multiple project elements. Each project element must meet all eligible cost and readiness requirements as defined in Appendix E.

	INSTRUCTIONS (<i>Proposal Template GRANT FRAMEWORK tab</i>)
3	In order of priority for funding, identify each project that Applicants plan to implement within the overall proposal. (<i>Eligibility Threshold and Scoring Criterion</i>)
4	Identify the associated strategy that each project will count towards. (<i>Eligibility Threshold and Scoring Criterion</i>)
5	Describe how residents and other key stakeholders were involved in the identification of each strategy and project. (<i>Scoring Criterion</i>)
6	Provide a summary of the proposal that includes a brief description of all proposed STEP-funded projects. Summaries from all Applicants will be posted publicly on CARB's website. (<i>Eligibility Threshold</i>)

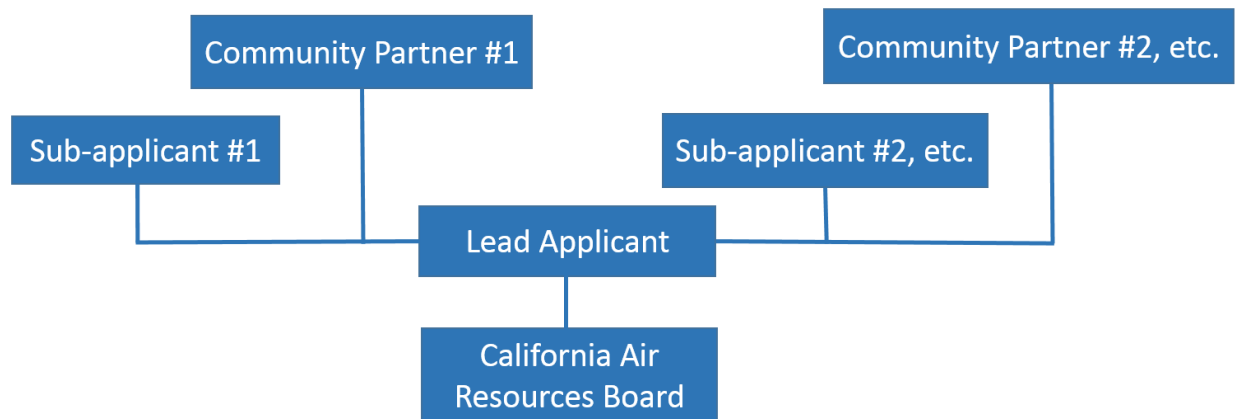
Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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APPLICANTS AND PARTNERSHIP STRUCTURE

This section describes the proposal components in the Applicants and Partnership Structure category. Some components will be used to ensure eligibility thresholds identified in Appendix C, Section III are met. Some components will be scored during the proposal review process based on the quality of the component using the scoring criteria in Appendix D. Applicants must complete these proposal components using the Proposal Template in Appendix B.

Each proposal must include partnerships between a Lead Applicant, Sub-applicants, and Community Partners. These entities, representing different interests and priorities in the STEP Community and possessing different skillsets and expertise, should work together to collectively develop and implement a proposal that serves both community residents and local implementers.

Figure 3: Partnership Structure



Applicants must meet all applicable requirements of the AQIP Guidelines,⁷ Low Carbon Transportation Funding Plan⁸ and this solicitation and comply with all relevant laws, regulations, policies, and procedures. Where applicable, Applicants must be compliant with CARB regulations such as those that regulate trucks, buses, off-road equipment, and engine inspection requirements prior to grant agreement execution. When preliminarily selected as a funding recipient, where applicable, Applicants may be required to verify compliance with CARB regulations if applicable, including:

- Truck and Bus regulation⁹

⁷ <https://ww3.arb.ca.gov/regact/2009/aqip09/aqip09.htm>

⁸ <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>

⁹ <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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- Periodic Smoke Inspections of Heavy-duty Diesel-Fueled Vehicles¹⁰
- Diesel Particulate Matter Control Measure for Municipality or Utility On-road Heavy-Duty Diesel-Fueled Vehicles¹¹
- Regulation for In-Use Off-Road Diesel-Fueled Fleets¹²
- Large Spark-Ignition Engine Fleet Requirements Regulation¹³

I. ELIGIBLE APPLICANTS

Applicants¹ include both the Lead Applicant and all Sub-applicants. If the Lead Applicant is a local government, at least one of the Sub-applicants must be a community-based organization. If the Lead Applicant is a community-based organization, at least one of the Sub-applicants must be a local government. If the Lead Applicant is a federally recognized tribe, no specific partnerships are required, though partnerships are still encouraged.

A. Lead Applicants

The **Lead Applicant**¹ is the entity that is responsible for leading the development of the proposal and the implementation of the projects funded through STEP. In most cases, the Lead Applicant should be the organization most focused on and connected to the STEP Community (see [STEP Community](#)). The Lead Applicant will enter into a partnership with other entities for the purpose of applying for a STEP grant.

There must only be one Lead Applicant per proposal. Should their proposal be selected for funding, the Lead Applicant will enter into a grant agreement with CARB and assume responsibility and accountability for the use and expenditure of received STEP funds as the Grantee. The Lead Applicant is responsible for contracting and working with all Sub-applicants and Community Partners to implement the proposed project.

Types of entities that may be Lead Applicants:

- **Community-based organizations**¹
- **Federally recognized tribes**¹
- **Local governments**¹

If an entity that would be the Lead Applicant does not have the administrative capacity to assume this role, they may be a Sub-applicant and partner with another entity applying as the Lead Applicant. In this scenario, all Lead Applicant requirements would still apply. The Lead Applicant would still enter into a grant agreement with CARB and

¹⁰ <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program>

¹¹ <https://ww3.arb.ca.gov/msprog/publicfleets/regdocs.htm>

¹² <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>

¹³ <https://ww2.arb.ca.gov/our-work/programs/large-spark-ignition-lsi-engine-fleet-requirements-regulation>

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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assume responsibility and accountability for the use and expenditure of received STEP funds, but the partnership could be set up so that the Lead Applicant supports the grant administratively and the Sub-applicant leads project implementation.

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
1	Identify the Lead Applicant by name and type of entity (community-based organization, federally recognized tribe, or local government). (<i>Eligibility Threshold</i>)
2	Describe the roles and responsibilities of the Lead Applicant in implementing the projects identified in the proposal. (<i>Scoring Criterion</i>)

INSTRUCTIONS (<i>Attachments</i>)	
3	<p>Include a letter of support from the Lead Applicant that:</p> <ul style="list-style-type: none"> • Defines their contribution to the proposal • Identifies their role in developing the Partnership Structure (see Partnership Structure) • Expresses a commitment to implementing the proposal if funded • Highlights any strategies they are currently implementing or plan to implement that will support the proposed STEP-funded project • Identifies any resource contributions they are committed to providing (see Resource Contribution) <p>(<i>Eligibility Threshold and Scoring Criterion</i>)</p>

The proposal must demonstrate the ability of the Lead Applicant to oversee and manage the grant on time and within the budget. A statement of qualifications must be included for the Lead Applicant that demonstrates that they have successfully implemented projects similar in scope or size in California within the last seven years.

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
4	Describe the experience the Lead Applicant has working on projects similar in scope or size in California within the last seven years. (<i>Scoring Criterion</i>)

B. Sub-applicants

Sub-applicants¹ are the Applicants that enter into a Partnership Structure with the Lead Applicant and that are responsible for implementing projects or project elements funded through STEP. There is no limit to the number of Sub-applicants included in a single proposal. Should the Lead Applicant’s proposal be selected for funding, the Sub-applicants will be Subgrantees in the grant agreement with CARB.

Sub-applicants may include public, private, or nonprofit organizations, including but not limited to:

- Community-based organizations

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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- Community groups (including community-based organizations that are not registered as nonprofits)
- Joint powers authorities
- Local governments
- Nonprofit organizations
- Philanthropic organizations and foundations
- Private companies (e.g., private mobility providers)
- **Public school**¹
- Transit agencies
- **Tribal governments**¹
- Utilities
- Other public agencies

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
5	Identify each Sub-applicant by name and type of entity (e.g., community-based organization, local government, private company, transit agency, tribal government). (<i>Eligibility Threshold</i>)
6	Describe the roles and responsibilities of each Sub-applicant in implementing the project identified in the proposal. (<i>Scoring Criterion</i>)

INSTRUCTIONS (<i>Attachments</i>)	
7	<p>Include a letter of support from each Sub-applicant that:</p> <ul style="list-style-type: none"> • Defines their contribution to the proposal • Identifies their role in developing the Partnership Structure (see Partnership Structure) • Expresses a commitment to implementing the proposal if funded • Highlights any strategies they are currently implementing or plan to implement that will support the proposed STEP-funded project • Identifies any resource contributions they are committed to providing (see Resource Contribution) <p>(<i>Eligibility Threshold and Scoring Criterion</i>)</p>

The proposal must demonstrate the ability of each Sub-applicant to support the Lead Applicant and fulfill their roles on specific projects or project elements on time and within the budget. A statement of qualifications must be included for each Sub-applicant that demonstrates that they have successfully implemented projects or project elements similar in scope or size in California within the last seven years.

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
8	Describe the experience each Sub-applicant has working on projects or project elements similar in scope or size in California within the last seven years. (<i>Scoring Criterion</i>)

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II. APPLICANT QUALIFICATIONS

A. Organizational Readiness to Conduct Equity Work

The proposal should demonstrate that Applicants have the organizational readiness to conduct equity work. The proposal should identify how the Applicants' management and leadership support or plan to support equity work and their staff's understanding of equity work. This may include staff's understanding of institutional racism, power dynamics, and systems of change and how their own community residents have been impacted by historical inequities. The proposal should also summarize the existing relationships Applicants have with community groups and residents, including any past successes and challenges.

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
9	Describe how each Applicant has prepared or plans to prepare staff to conduct equity work. If this preparation has not been provided or there are no plans to provide this preparation, explain why. (<i>Scoring Criterion</i>)

B. Financial Qualifications

Applicants are not required to provide financial information to apply to STEP. However, if selected, CARB will provide an STD. 204 Payee Data Record form that selected funding recipients must complete and submit to CARB.

Community-based organizations that are Lead Applicants must at all times be non-profit organizations registered with and in active/good standing with the California Secretary of State, have tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501, be tax exempt under California State law, have at least one year of incorporation prior to proposal submittal, and be based in California or have at least one full-time staff person based in California.

C. Conflict of Interest Declaration

All Applicants must disclose any conflict of interest that has the potential to impact their ability to fulfill the duties of a STEP Grantee or Subgrantee. Conflicts of interest may include but are not limited to financial arrangements with or interest in zero-emission vehicle manufacturers, dealers, fleets, or related organizations. CARB may consider the nature and extent of any potential or apparent conflicts of interest in evaluating, considering, or scoring the proposal and may disqualify Applicants at CARB's sole discretion.

INSTRUCTIONS (<i>Attachments</i>)	
10	Summarize each Applicant's current, ongoing, or pending direct or indirect interests that pose an actual, apparent, or potential conflict of interest with their ability to fulfill the duties of the STEP Grantee or Subgrantee.

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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III. COMMUNITY PARTNERS

Community Partners¹ are community groups, community residents, health-based organizations, small businesses, or others in the community that, while not responsible for implementing projects funded through STEP like Lead Applicants and Sub-applicants are, serve as key stakeholders and representatives of the STEP Community residents. Community Partners should have contributed to the development of the STEP proposal and should continue to participate in decision-making on all aspects of the STEP proposal throughout implementation.

The proposal should identify the formal process by which Community Partners will participate in decision-making during grant implementation in a way that increases Community Partners’ impacts on decisions (see the Spectrum of Public Participation¹⁴) and serves community residents and local implementers.

During implementation of STEP-funded projects, community engagement participants who are not already being paid for their participation (including Community Partners) should receive appropriate incentives for their time and expertise (see the Community Inclusion Guidance linked in Appendix F for more details).

INSTRUCTIONS (<i>Proposal Template APPLICANTS tab</i>)	
11	Identify each Community Partner by name and type of entity (e.g., community group, community resident, small business). (<i>Eligibility Threshold</i>)
12	Describe the roles and responsibilities of each Community Partner in contributing to the development of the proposal and decision-making throughout grant implementation. (<i>Scoring Criterion</i>)

INSTRUCTIONS (<i>Attachments</i>)	
13	<p>Include a letter of support from each Community Partner that:</p> <ul style="list-style-type: none"> • Defines their contribution to the proposal and Partnership Structure (see Partnership Structure) • Describes their role in the community • Expresses a commitment to support the proposal if funded • Identifies how the proposed project will meet the transportation needs of the community residents they represent <p>(<i>Eligibility Threshold and Scoring Criterion</i>)</p>

IV. PARTNERSHIP STRUCTURE

Each proposal must outline a **Partnership Structure**¹ that clearly defines the relationships and decision-making framework between the Lead Applicant, Sub-applicants, and Community Partners that are a part of the STEP proposal. The

¹⁴ https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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Partnership Structure will guide implementation of the entire STEP grant.

The Partnership Structure must describe the partners' governance, legal, and financial relationships. The structure must also incorporate a transparent decision-making process that centers the voices of Community Partners and other community residents and includes public meetings and a process to report back to the STEP Community on how community input is being incorporated into project development and implementation.

Applicant and subcontractor relationships must be disclosed in the proposal. If subcontractors are subject to a public process for approval, that process must be fully disclosed in the proposal, including who must approve contracts, the process for approval, and the anticipated timeline for approvals.

In any partnership structure, differences in capacity and power that lead to inequity between partners is probable, but should be minimized where possible. Applicants should consider how their Partnership Structure may be created in a way that addresses these potential inequities; for example, by creating a transparent communication structure between the partners and CARB.

	INSTRUCTIONS <i>(Proposal Template PARTNERSHIP STRUCTURE tab)</i>
14	Describe how the Lead Applicant's and Sub-applicants' roles and responsibilities (identified in the APPLICANTS tab) complement each other. <i>(Eligibility Threshold and Scoring Criterion)</i>
15	Describe the governance and decision-making structure of the partnership. Include the process for handling disputes and the process for changing, adding, or removing partners. <i>(Eligibility Threshold and Scoring Criterion)</i>
16	Describe how the governance and decision-making structure centers the voices of Community Partners and other community residents and key stakeholders. <i>(Eligibility Threshold and Scoring Criterion)</i>
17	Describe the role of online or in-person public meetings in the governance and decision-making structure. Include the frequency of meetings, the minimum number of public meetings that will be held, and how meeting agendas and notes will be posted for public access. <i>(Eligibility Threshold and Scoring Criterion)</i>
18	Describe how Applicants will report back to and seek feedback from the community about how input is being incorporated into project development and implementation. <i>(Eligibility Threshold and Scoring Criterion)</i>
19	Describe the legal structure of the partnership. Include who is contracting with whom and confirmation that the Lead Applicant will assume liability for the proposed projects if selected. <i>(Eligibility Threshold and Scoring Criterion)</i>
20	Describe the financial structure of the partnership. Include the process the Lead Applicant will use to pay Sub-applicants and Community Partners and the subcontractor procurement process, if applicable. <i>(Eligibility Threshold and</i>

Grant Framework	Applicants and Partnership Structure	Proposal Thresholds and Criteria	Project-specific Thresholds and Criteria	Proposal Implementation Plan
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	INSTRUCTIONS (<i>Proposal Template PARTNERSHIP STRUCTURE tab</i>)
	<i>Scoring Criterion</i>
21	Describe how the partnership structure addresses potential inequities between partners. (<i>Scoring Criterion</i>)

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PROPOSAL THRESHOLDS AND CRITERIA

This section describes the proposal components in the Proposal Thresholds and Criteria category. These components will help CARB understand the STEP Community, the overall proposal, and how the proposal aims to achieve objectives that intersect across the climate, transportation, equity, and housing sectors. Some components will be used to ensure eligibility thresholds identified in Appendix C, Section III are met. Some components will be scored during the proposal review process based on the quality of the component using the scoring criteria in Appendix D. Applicants must complete these proposal components using the Proposal Template in Appendix B.

I. STEP COMMUNITY

The **STEP Community**¹ boundary should be defined by the Applicants and community residents during proposal development. The community must be represented by a contiguous¹⁵ geographic boundary and contain residents that all use the same community-defined transportation system. The proposal must include a map and a narrative description that identifies and describes the STEP community and its residents.

At least 50 percent of the geographic area of the STEP Community must be disadvantaged community census tracts. SGC’s technical assistance contractor may help Applicants map their STEP Community boundary to ensure that the community is eligible for funding.

At least 50 percent of the total proposal budget must fund projects located at least partially within the boundaries of the disadvantaged community census tracts that are located within the STEP Community. In any future solicitations, CARB will consider including low-income communities that are not also disadvantaged communities as eligible to receive STEP Implementation Grant funds.

Some proposed projects may be located entirely or partially outside of the STEP Community. In some cases, this may be because of the nature of the project (e.g., a city-wide parking policy update). For projects located entirely or partially outside of the STEP Community boundary, the proposal must explain how the project provides a clear benefit to residents of the STEP Community.

INSTRUCTIONS <i>(Attachments)</i>	
1	Submit a map shapefile that identifies: <ul style="list-style-type: none"> • the STEP Community boundary • tentative project locations

¹⁵ Next to or touching

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INSTRUCTIONS <i>(Attachments)</i>	
	<ul style="list-style-type: none"> benefiting disadvantaged community census tracts <i>(Eligibility Threshold)</i>

INSTRUCTIONS <i>(Proposal Template PROPOSAL THRESHOLDS & CRITERIA tab)</i>	
2	Describe the residents of the STEP Community, including demographics such as gender, race/ethnicity, age, income level, languages spoken, vehicle ownership, travel patterns to key destinations, and transportation mode share. Focus on demographics that are relevant to the community vision and identified projects.
3	Describe the clean transportation options that are currently available or soon to be available to community residents, in particular those in disadvantaged community census tracts. Describe the quality (e.g., frequency, affordability, reliability) of available clean transportation options. <i>(Scoring Criterion)</i>
4	For any project that is not located in the STEP Community, explain how the project is related to and serves the STEP Community. <i>(Eligibility Threshold)</i>

II. EXISTING PROJECTS AND PLANS

A. Consistency with Existing Plans

Where possible, the proposal must be consistent with strategies and priorities identified in existing local and regional plans (e.g., General Plans, Specific Plans, Transportation Plans, Climate Action Plans, Sustainable Communities Strategies, Regional Transportation Plans, Housing Elements) in order to ensure that STEP-funded projects will align with other existing efforts and State laws, as well as help meet existing local and regional climate and transportation goals.

INSTRUCTIONS <i>(Attachments)</i>	
5	Submit at least one letter from the city, county, or tribal government’s Planning Department, Community Development Department, Environmental Director, or other similar department or body that has land use and housing authority. The letter must demonstrate how the proposed projects are aligned with the strategies, policies, and priorities identified in existing local and regional plans or that explains why the proposed strategies, policies, and plans in existing local and regional plans do not reflect the community’s needs or priorities. If no local or regional plans exist, explain why. <i>(Eligibility Threshold)</i>

B. Connections to Existing Projects

Where possible, the proposal should demonstrate how the proposed STEP-funded projects connect to existing transportation and land use projects. In particular, the proposal should identify how the proposed projects support and are supported by existing projects that are the types of projects that are eligible for STEP funding and the types of projects that, while ineligible for STEP funding, are encouraged because

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they contribute to the vision for and benefit the STEP Community (see lists in Appendix E).

STEP has no restrictions on the eligibility of a community for STEP funding based on what other funding the community has received in the past. However, if the community has received funding from other relevant State grant programs, Applicants should explain how these funds will work together to address the community’s transportation needs.

	INSTRUCTIONS (<i>Proposal Template PROPOSAL THRESHOLDS & CRITERIA tab</i>)
6	Describe how proposed projects support and are supported by existing projects that are the types of projects that are eligible for STEP funding and the types of projects that are ineligible for STEP funding but are encouraged (lists in Appendix E). If the proposed STEP-funded projects do not connect to any existing transportation or land use projects, explain why. (<i>Scoring Criterion</i>)

III. WORKFORCE DEVELOPMENT

Where possible, the proposal should contribute to workforce development in the climate and clean transportation sectors by providing economic opportunities through high-quality jobs¹⁶ or partnering with workforce development and training programs with career pathways for residents of the STEP Community. To the extent feasible, jobs and job training should be targeted to residents of disadvantaged and low-income communities and residents that face barriers to employment. Community engagement activities should engage residents on workforce development activities undertaken within the community. STEP’s **Workforce Development Guidance** (linked in Appendix G) includes detailed information about how to address this component, including example activities and other resources.

	INSTRUCTIONS (<i>Proposal Template PROPOSAL THRESHOLDS & CRITERIA tab</i>)
7	Describe how the proposed projects will contribute to workforce development in the climate and clean transportation sectors, including how the projects will partner with workforce development and training programs with career pathways or provide economic opportunities through high-quality jobs for residents of the STEP Community. If not applicable, explain why. (<i>Scoring Criterion</i>)

IV. DISPLACEMENT AND HOUSING

A. Displacement Avoidance

Where possible, the proposal should identify and avoid substantial economic, environmental, and public health burdens that may occur due to the STEP-funded

¹⁶ Offer local living wages, benefits, predictable scheduling, opportunities for advancement, geographic accessibility, good working conditions, and job retention.

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project and that may lead to the physical or economic displacement of **low-income households**¹ and **small businesses**.¹ Community engagement activities should engage residents on the potential impacts of the proposal on the community. STEP’s **Displacement Avoidance Guidance** (linked in Appendix F) includes detailed information about how to address this component, including example activities and other resources.

	INSTRUCTIONS (<i>Proposal Template PROPOSAL THRESHOLDS & CRITERIA tab</i>)
8	Describe the displacement vulnerabilities that currently exist in low-income households and small businesses within the STEP Community. (<i>Scoring Criterion</i>)
9	Describe the existing policies and plans that address displacement avoidance. If no relevant policies or plans exist, explain why. (<i>Scoring Criterion</i>)
10	Describe any policies, programs, or coordination with existing policies or programs that are proposed to be funded through STEP to avoid the displacement of existing low-income households and small businesses within the STEP Community to counter displacement that may occur due to STEP-funded projects. If not applicable, explain why. (<i>Scoring Criterion</i>)

B. Affordable Housing and Land Use

Increasing the supply of affordable housing near transportation options facilitates GHG emission reductions and economic opportunities for residents. Where possible, the proposal should align with and complement policies, plans, or processes that have been locally adopted or are in active development to be locally adopted by a specific date, that support **affordable housing**,¹ and that have land use implications for transportation. STEP’s **Affordable Housing and Land Use Guidance** (linked in Appendix F) includes detailed information about how to address this component, including examples, resources, and best practices.

	INSTRUCTIONS (<i>Proposal Template PROPOSAL THRESHOLDS & CRITERIA tab</i>)
11	Describe how the proposed projects will advance local land use and housing goals as identified in the applicable Regional Transportation Plan, Sustainable Communities Strategy (where applicable), Regional Housing Needs Allocation (RHNA), local Housing Element implementation, or other local plans such as general plans or specific plans. If not applicable, explain why. (<i>Scoring Criterion</i>)
12	Describe how local land use policies, plans, or processes will support the use and benefits of the proposed projects over their lifetime. Describe how the policy, plan, or process promotes the development of affordable housing within a half-mile of a transit station, transit stop, or access to an active transportation facility that will be improved by the proposed projects. If not applicable, explain why. (<i>Scoring Criterion</i>)

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PROJECT-SPECIFIC THRESHOLDS AND CRITERIA

This section describes the proposal components in the Project-specific Thresholds and Criteria category. These components will help CARB understand the STEP Community, the overall proposal, and how the proposal aims to achieve objectives that intersect across the climate, transportation, equity, and housing sectors. Some components will be used to ensure eligibility thresholds identified in Appendix C, Section III are met. Some components will be scored during the proposal review process based on the quality of the component using the scoring criteria in Appendix D. Applicants must complete these proposal components using the Proposal Template in Appendix B.

I. PROJECT SCOPE

The proposal must include specific information about each project within the proposal.

	INSTRUCTIONS <i>(Proposal Template PROJECT THRESHOLDS & CRITERIA tab)</i>
1	Identify the Lead Implementer (may be either the Lead Applicant or a Sub-applicant) for each project. <i>(Eligibility Threshold)</i>
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process. <i>(Eligibility Threshold and Scoring Criterion)</i>

A. Readiness

If applicable, at the time of grant execution, Applicants must have all California Environmental Quality Act (CEQA) documentation completed. Applicants must include CEQA documentation in the proposal that demonstrates that CEQA has been or will have been met at the time of grant execution. See detailed instructions on the CEQA readiness requirement in Appendix E.

Within six months after grant execution, Applicants must have all other necessary preparations completed (e.g., site control, permits) and all necessary partners on board in order to implement the proposed projects. Applicants must include documentation in the proposal that demonstrates that these other readiness requirements have been met or will have been met within six months after grant execution.

If any readiness requirements have not been met by the time the proposal is submitted, Applicants must identify the process and anticipated timeline for completing these actions. Applicants are encouraged to complete as many readiness

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requirements as possible prior to submitting their proposals; proposals will be scored on level of readiness.

	INSTRUCTIONS (<i>Attachments</i>)
3	Include any applicable readiness documentation such as CEQA documentation (see Appendix E for details). (<i>Eligibility Threshold</i>)

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution. (<i>Scoring Criterion</i>)

II. TRANSPORTATION EQUITY

The proposal should consider how each project will further transportation equity in the STEP Community. Considerations relevant to transportation equity may be specific to the STEP Community and may include, but not be limited to, the following:

- Access to key destinations (e.g., schools, grocery stores, workplaces, daycare facilities, community centers, medical facilities)
- Accessibility of transportation options (e.g., can people with different ability levels, people who don't have credit cards or smartphones, or people who do not speak English use the transportation services)
- Affordability of transportation options
- Environmental sustainability (e.g., air quality)
- Reliability of services
- Safety of end users (e.g., traffic collision avoidance, impacts to diverse populations from the presence of law enforcement)

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents. (<i>Scoring Criterion</i>)

The proposal should identify projects that help address community residents' transportation needs and maximize direct, meaningful, and assured benefits to residents of disadvantaged communities.

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CARB uses Benefit Criteria Tables¹⁷ (criteria tables) to determine if a project provides direct, meaningful, and assured benefits to residents of disadvantaged communities. While Applicants are not required to submit criteria tables as part of their STEP proposal, Applicants may use the criteria tables to better understand how CARB will track and report project benefits. However, Applicants are encouraged to include more details than the criteria tables identify about the specific benefits provided by the projects to disadvantaged community residents in the STEP Community.

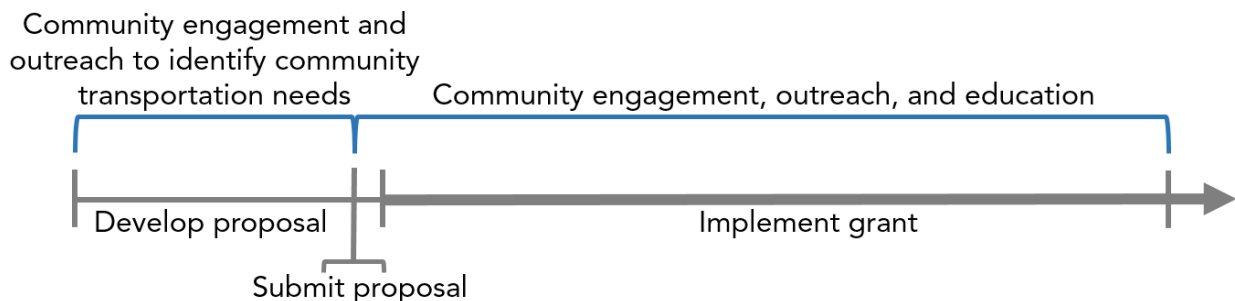
For complex projects, there may be more than one applicable criteria table. Criteria tables that may be applicable to STEP proposals include, but are not limited to, Sustainable Transportation, Planning, and Job Training and Workforce Development.

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
6	Describe the direct, meaningful, and assured benefit(s) provided by each project to residents of disadvantaged communities in the STEP Community. (<i>Scoring Criterion</i>)

III. COMMUNITY INCLUSION

Applicants must directly engage community residents and other key stakeholders (e.g., community groups, local small businesses), including but not limited to Community Partners, in all phases of the proposal’s development and implementation to ensure funded projects provide direct, meaningful, and assured benefits to STEP Community residents, particularly those in disadvantaged communities. The figure below displays the timeline of the three components that are a part of community inclusion for the Implementation Grant: community-identified transportation needs, community engagement, and outreach and education.

Figure 4: Community Inclusion Timeline



All aspects of community inclusion should be implemented with participation from a diverse group of community residents that represent the demographics of the STEP Community. Focus should be on engaging hard-to-reach residents, whose interests, due to social, economic, and institutional barriers, have historically been under-

¹⁷ <https://www.arb.ca.gov/cc-resources>

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represented.

A. Community-identified Transportation Needs for Proposal Development

Applicants must identify community residents' transportation needs *prior to submitting the proposal* through a documented community engagement process using recommended methods of community engagement identified in the **Community Inclusion Guidance** (linked in Appendix F). Community engagement activities may include, but are not limited to, online or in person community meetings and focus groups, surveys, and one-on-one discussions with residents. Applicants must then design proposed projects in collaboration with the community according to the community's identified transportation needs and wants.

This community engagement process may be undertaken specifically to apply for STEP funds, or may have been previously completed as part of another relevant formal or informal local planning process undertaken in and with the STEP Community (e.g., community engagement for active transportation plan, General Plan, specific plan, neighborhood plan, unmet transit needs assessment). These community engagement activities must have been conducted within at least four years of the proposal submittal date.

INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)	
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want. (<i>Eligibility Threshold and Scoring Criterion</i>)
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant. (<i>Scoring Criterion</i>)

B. Community Engagement during Grant Implementation

For each proposed project, Applicants must use recommended **community engagement**¹ methods identified in STEP's **Community Inclusion Guidance** (linked in Appendix F) to ensure that community residents have the opportunities and resources they need to actively participate in the decision-making process *during grant implementation* to inform project design and implementation. Applicants should follow community engagement best practices such as ensuring translation of meetings and materials, scheduling meetings at times and locations that are convenient to community residents, and including a process to report back to community residents on the information received during community engagement activities and how this information is being incorporated into project development and implementation.

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Focus should be on engaging hard-to-reach residents.

	INSTRUCTIONS <i>(Proposal Template PROJECT THRESHOLDS & CRITERIA tab)</i>
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation. <i>(Scoring Criterion)</i>
10	Identify any hard-to-reach residents. <i>(Scoring Criterion)</i>
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above. <i>(Scoring Criterion)</i>
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly. <i>(Scoring Criterion)</i>

During implementation of STEP-funded projects, community engagement participants who are not already being paid for their participation (including Community Partners and other community residents, members of community groups and community-based organizations, community leaders, and members of environmental justice organizations) should receive appropriate incentives for their time and expertise. See the Community Inclusion Guidance for more details on participant incentives.

C. Outreach and Education during Grant Implementation

For each proposed project, Applicants must use recommended **outreach**¹ and education methods identified in STEP’s **Community Inclusion Guidance** (linked in Appendix F) to ensure that identified **end users**¹ in the community can successfully use new transportation services and actively participate in decision-making processes *during grant implementation*. Focus should be on engaging hard-to-reach residents.

	INSTRUCTIONS <i>(Proposal Template PROJECT THRESHOLDS & CRITERIA tab)</i>
13	Identify the expected end users. <i>(Scoring Criterion)</i>
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation. <i>(Scoring Criterion)</i>
15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above. <i>(Scoring Criterion)</i>
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly. <i>(Scoring Criterion)</i>

The proposal should also include plans to educate community residents and local businesses about other applicable CARB funding opportunities, including One Stop Shop and the clean vehicle ownership programs (e.g., Clean Vehicle Rebate Project,¹⁸

¹⁸ <https://cleanvehiclerebate.org/eng>

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Clean Cars 4 All,¹⁹ Clean Vehicle Assistance Program²⁰) and supporting California Energy Commission funding opportunities (e.g., the California Electric Vehicle Infrastructure Project²¹).

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities. (<i>Scoring Criterion</i>)

IV. DATA TRACKING AND REPORTING

CARB requires reporting on the benefits that result from funded projects such as GHG and air pollutant emission reductions, passenger vehicle miles traveled reductions, travel cost savings, energy and fuel cost savings, and jobs supported.

Appendix H includes a list of the metrics that funding recipients will be required to report to CARB. The complete set of metrics that funding recipients will be required to track and report will depend on the types of projects funded in each proposal and will be finalized in consultation with the selected funding recipients during the grant agreement process.

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
18	Identify the Applicant(s) who will lead data tracking and reporting for each project. (<i>Scoring Criterion</i>)
19	Describe the plan for tracking and collecting project-related data to report to CARB. (<i>Scoring Criterion</i>)

CARB has partnered with the Climate Smart Communities Consortium (led by the University of California, Berkeley – Transportation Sustainability Research Center) to develop indicators and metrics to track the overall impact of CARB’s clean mobility projects and to conduct baseline evaluations of the communities selected to receive STEP Implementation Grants. The researchers will work with the selected communities to develop indicators and metrics that will be tracked over the grant term, including transportation equity indicators such as affordability, reliability, accessibility of transportation options for different demographics, and access to key destinations. Grantees will be required to work with the researchers to develop and track these metrics and should factor these efforts into their plan for tracking and collecting project-related data.

¹⁹ <https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all>

²⁰ <https://cleanvehiclegrants.org/>

²¹ <https://calevip.org/>

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A. Benefits Quantification

Applicants are required to quantify the benefits of proposed projects as part of their STEP proposal. CARB has developed quantification methods to estimate GHG emission reductions associated with all project types eligible under the Clean Transportation Strategies (see Appendix E for a full list of eligible projects; see the Quantification Methodology linked in Appendix F for descriptions of the quantification methods). The proposal must include quantification via the STEP Benefits Calculator for all projects that will be counted toward Clean Transportation Strategies.

Overall, each proposal must result in a quantifiable net GHG emission reduction. SGC’s technical assistance contractor may help Applicants quantify GHG emission reductions and selected co-benefits from each quantifiable proposed project using the STEP Benefits Calculator (see Appendix I).

INSTRUCTIONS <i>(Attachments)</i>	
20	Submit a completed STEP Benefits Calculator (see Appendix I) that includes information about each project that is eligible under a Clean Transportation Strategy. <i>(Eligibility Threshold and Scoring Criterion)</i>

V. CLIMATE ADAPTATION AND RESILIENCY

The proposal should identify the specific direct and indirect impacts of climate change that the STEP Community will experience over the **project life**.¹ Where possible, the proposed projects should help the community **adapt**¹ to identified direct and indirect climate impacts and build **community resilience**¹ in preparation for those impacts. Community engagement activities should engage residents on the impacts of climate change on the proposed projects and the potential climate benefits from the proposed projects. STEP’s **Climate Adaptation and Resiliency Guidance** (linked in Appendix F) includes detailed information about how to address this component.

INSTRUCTIONS <i>(Proposal Template PROJECT THRESHOLDS & CRITERIA tab)</i>	
21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why. <i>(Scoring Criterion)</i>
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why. <i>(Scoring Criterion)</i>

VI. LONGEVITY AND LESSONS LEARNED

STEP-funded projects are intended to catalyze clean transportation solutions that can continue to address communities’ transportation needs beyond the grant term. The proposal should consider how projects (especially projects under Clean Transportation

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Strategies) will remain fiscally sustainable and continue to provide benefits to STEP Community residents beyond the grant term. For all capital projects (e.g., vehicles, equipment, charging infrastructure, facilities), the proposal should include a contingency plan for ensuring those projects continue to serve the community if operation of service discontinues after STEP funding is spent.

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
23	Describe if and how each project will remain fiscally sustainable and continue to provide benefits to STEP Community residents beyond the grant term. If applicable, describe the contingency plan for ensuring each capital project continues to serve the community if operation of service is discontinued after STEP funding is spent. (<i>Scoring Criterion</i>)

The proposal should also consider how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects. Where applicable, this may include participating in collaboration events and networks managed by CARB or a CARB-funded project administrator.

	INSTRUCTIONS (<i>Proposal Template PROJECT THRESHOLDS & CRITERIA tab</i>)
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects. (<i>Scoring Criterion</i>)

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PROPOSAL IMPLEMENTATION PLAN

This section describes the budget and timeline that will be used to implement the proposal described in the sections above. Some components will be used to ensure eligibility thresholds identified in Appendix C, Section III are met. Some components will be scored during the proposal review process based on the quality of the component using the scoring criteria in Appendix D. Applicants must complete these proposal components using the Proposal Template in Appendix B.

I. PROPOSAL BUDGET

The proposal must include a budget that identifies all estimated labor, material, equipment, construction, installation, and administration costs associated with the proposal, including but not limited to:

- Project Costs: Requested funds and resource contributions for direct costs for all applicable elements of the identified projects (see [Project Costs](#) below for more details).
- Grant Implementation Costs: Direct and indirect costs for administrative activities related to implementation of the proposal (STEP contribution must account for no more than 5 percent of the value of requested funds, see [Grant Implementation Costs](#) below for more details).

Through any combination of STEP funds and resource contributions, the proposal budget must meet the following requirements:

- At least 50 percent of the total proposal budget must fund projects that are counted toward the proposal’s Clean Transportation Strategies.
- At least 50 percent of the total proposal budget must fund projects located within the boundaries of the disadvantaged community census tracts that are located within the STEP Community.
- Separate from identified grant implementation costs, at least 2 percent of the total proposal budget must fund data tracking and reporting (see [Data Tracking and Reporting](#)).

The proposal budget must follow the format of the BUDGET tab in the Proposal Template (see Appendix B). Applicants should provide additional detail, as necessary, to show cost breakdown by task, subtask, and associated labor.

	INSTRUCTIONS (<i>Proposal Template BUDGET tab</i>)
1	Input all cost information and associated notes in the budget spreadsheet. (<i>Eligibility Threshold</i>)

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INSTRUCTIONS <i>(Proposal Template PROPOSAL IMPLEMENTATION PLAN tab)</i>	
2	Confirm the total cost of the proposal (calculated based on inputs in the BUDGET tab). <i>(Eligibility Threshold)</i>
3	Confirm the total funds requested from STEP (calculated based on inputs in the BUDGET tab). <i>(Eligibility Threshold)</i>
4	Identify the total cost of the Clean Transportation Strategies (must be at least 50 percent of the total proposal budget). <i>(Eligibility Threshold)</i>
5	Identify the total cost of the projects located within the boundaries of the disadvantaged community census tracts in the STEP Community (must be at least 50 percent of the total proposal budget). <i>(Eligibility Threshold)</i>
6	Identify the total cost of data tracking and reporting (must be at least 2 percent of the total proposal budget). <i>(Eligibility Threshold)</i>

Labor rates are hourly rates that include direct labor and overhead and fringe benefits. Adjustments to labor rates that may occur over the grant term must be accounted for in the budget and explained in the Notes section of the BUDGET tab. Labor rates may not be increased at any time from those identified in the proposal.

Similarly, any expectation of cost of living increases or increases in grant implementation costs due to inflation or other reasons needs to be included in the budget and explained in the Notes section of the BUDGET tab. Regardless of any proposed increase in costs due to cost of living, inflation, or other reasons, the total amount of funding for the proposal will not be changed once the grant agreement is executed unless, under CARB's sole discretion, a grant amendment updates the grant agreement with additional funds and/or additional work.

If parts of the proposal have been or will be funded in whole or in part by other public incentive programs (e.g., other California Climate Investments programs, SB 1 programs) that are still under contractual obligations, their incentive program status must be clearly identified in the Notes section of the BUDGET tab. Applicants must also disclose information about other State grant programs (e.g., Clean Mobility Options Voucher Pilot, Active Transportation Program) they are currently applying for to fund the same project or project elements in the Notes section of the BUDGET tab.

A. Project Costs

Project costs include funds to directly implement any proposed STEP-eligible project, including but not limited to costs for labor, vehicles, equipment, infrastructure, operations, community engagement, outreach, planning, and capacity building.

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B. Grant Implementation Costs

Grant implementation costs include labor expenses and other costs for administrative activities related to implementation of the proposal after the grant agreement has been executed. Grant implementation costs may be direct or indirect. The combination of direct and indirect grant implementation costs requested from STEP may not exceed 5 percent of the total requested funds. CARB has the sole discretion to modify this maximum percent during grant agreement development.

INSTRUCTIONS <i>(Proposal Template PROPOSAL IMPLEMENTATION PLAN tab)</i>	
7	Confirm the total grant implementation funds requested (must be no more than 5 percent of the total requested funds, calculated based on inputs in the BUDGET tab). <i>(Eligibility Threshold)</i>

The final disbursement will be 1 percent of the total grant implementation costs covered by STEP or \$50,000 (whichever amount is greater) and will be withheld until the Grantee has delivered the Final Report. One percent of the total grant implementation costs covered by STEP will be withheld after 90 percent of the grant has been liquidated.

Direct Grant Implementation Costs

The proposal may include a request for funds to cover direct costs associated with administrative activities related to implementation of the grant. **Direct grant implementation costs**¹ covered by the Applicants are also eligible resource contributions.

Examples of direct grant implementation activities include, but are not limited to:

- Submitting invoices and supporting documents
- Participating in meetings with CARB and other project partners
- Collecting, organizing, and reviewing of data
- Drafting regular reports for CARB to track implementation of proposal
- Participating in CARB events and networks to share information about grant implementation with other jurisdictions

Indirect Grant Implementation Costs

The proposal may include a request for funds to cover indirect costs associated with administrative activities related to implementation of the grant. **Indirect grant implementation costs**¹ may not exceed 1 percent of the total requested funds. Indirect grant implementation costs covered by the Applicants are not eligible resource contributions.

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Examples of indirect grant implementation costs include, but are not limited to:

- General administrative expenses
- Rent and office space
- Phones and telephone services
- Printing

	INSTRUCTIONS (<i>Proposal Template PROPOSAL IMPLEMENTATION PLAN tab</i>)
8	Confirm the total funds requested to cover indirect grant implementation costs (must be no more than 1 percent of the total requested funds, calculated based on inputs in the BUDGET tab). (<i>Eligibility Threshold</i>)

C. Resource Contribution

The proposal must include a resource contribution of at least 20 percent of the total amount of funds requested from STEP in the proposal. Resource contributions may be used to cover project costs or direct grant implementation costs. Resource contributions may include cash, in-kind services, or leveraged funding from other public or private sources including other California Climate Investments programs.

Resource contributions must be identified and documented in as much detail as possible. The minimum dollar value and source of each resource contribution must be both identified in the proposed budget and documented in attachments. If applicable, this documentation may be included in the letters of support from Lead Applicants and Sub-applicants (see [Eligible Applicants](#)). CARB may choose not to consider resource contributions with documentation that does not include specific dollar amounts. Documentation must show that each resource contribution has already been committed to the project(s) or that each resource contribution will be available by the time it is needed during grant implementation.

If a third party proposes to provide a resource contribution that will be used to meet the 20 percent resource contribution requirement, the proposal must include a letter from that third party stating the source of the resource contribution and that they are committed to providing the specific dollar value identified.

Resource contributions identified and documented in the proposal will be included in the grant agreement for selected funding recipients. Grantees will be required to fulfill these identified resource contribution commitments.

Appendix G includes a list of eligible resource contributions and examples of eligible documentation for each resource contribution.

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	INSTRUCTIONS <i>(Proposal Template PROPOSAL IMPLEMENTATION PLAN tab)</i>
9	Confirm the total value of all resource contributions committed (must be at least 20 percent of the total amount of funds requested from STEP, calculated based on inputs in the BUDGET tab). <i>(Eligibility Threshold)</i>

	INSTRUCTIONS <i>(Attachments)</i>
10	Provide documentation to verify each resource contribution identified and that each resource contribution will be available by the time it is needed. <i>(Eligibility Threshold)</i>

II. PROPOSAL TIMELINE

The proposal timeline must follow the format of the TIMELINE tab in the Proposal Template (see Appendix B). Tasks must be linked to specific deliverables detailed in the project scopes.

All Applicants must participate in the development of the disbursement request timeline and agree to be bound by it for the duration of the grant term.

	INSTRUCTIONS <i>(TIMELINE tab)</i>
11	At a high level, outline all of the tasks needed to complete each project in chronological order, organized by disbursement schedule, including: <ul style="list-style-type: none"> • A description of each task (tasks and task numbers should match the tasks and task numbers identified in the <i>BUDGET tab</i>) • The start date and completion date of each task • The roles of each relevant Applicant in completing each task • Any deliverables associated with each task <i>(Eligibility Threshold and Scoring Criterion)</i>

PROPOSAL DEVELOPMENT, SUBMISSION, REVIEW, AND SELECTION

I. TECHNICAL ASSISTANCE FOR APPLICANTS AND RECIPIENTS

Should SGC's technical assistance contract with Estolano Advisors be approved by the State Department of General Services, technical assistance will be available to support all STEP Applicants and recipients. Estolano Advisors is the contractor that may provide technical assistance to all STEP Applicants and recipients.

INSTRUCTIONS
<p>Provide your information in the following survey by 5:00 pm (Pacific Time) on July 15, 2020 to access technical assistance services should they become available: https://docs.google.com/forms/d/e/1FAIpQLSeZn9n-7gGU7ScAkaBjllPwReXRpkH6ohWUKut8DG4BzUN2tw/viewform</p>

The technical assistance contractor will work with each interested Applicant to determine what support is needed for each Applicant. The technical assistance contractor may provide Applicants with support on the following:

- Determining whether to apply for a Planning and Capacity Building Grant or an Implementation Grant
- Understanding the grant's eligibility thresholds, scoring criteria, and other requirements and answering any questions that come up during proposal development
- Quantifying benefits
- Mapping the STEP Community
- Managing proposal development (e.g., tracking and meeting deadlines)
- Engaging community residents during proposal development
- Developing partnerships
- Reading through a final version of the proposal to ensure all required components are included and all eligibility thresholds are met

The technical assistance contractor will also provide all Implementation Grant recipients support with the following:

- Data tracking and reporting
- Managing the projects (e.g., tracking and meeting deadlines, identifying and addressing challenges during project implementation)
- Working with community groups on inclusive and equitable community engagement and decision-making during the iterative design and implementation of the projects
- Developing and implementing the technical aspects of the projects

II. APPLICANT TELECONFERENCES

CARB will hold three Applicant Teleconferences for the STEP Implementation Grant, at which time CARB staff will be available to answer potential Applicants' questions regarding eligibility thresholds, proposal components, solicitation processes, and anything else related to the current STEP solicitation. The first and last teleconferences will be open to Applicants of both the STEP Planning and Capacity Building Grant and the STEP Implementation Grant. The Applicant Teleconferences will take place on the following dates and times:²²

First STEP Applicant Teleconference

Date: June 30, 2020

Time: 3:00 pm

Call-in Number: +1 (415) 655-0060

Passcode: 859-765-307

Webinar registration:

<https://attendee.gotowebinar.com/register/3438438249644849933>

STEP Implementation Grant Applicant Teleconference

Date: July 22, 2020

Time: 2:00 pm

Call-in Number: +1 (562) 247-8422

Passcode: 292-436-999

Webinar registration:

<https://attendee.gotowebinar.com/register/5244172793011062285>

Final STEP Applicant Teleconference

Date: August 13, 2020

Time: 3:00 pm

Call-in Number: +1 (562) 247-8422

Passcode: 256-596-403

Webinar registration:

<https://attendee.gotowebinar.com/register/1793756870980326669>

The Applicant Teleconferences will be open to all interested entities. Written questions submitted before each Applicant Teleconference will be given priority. Questions may be emailed to Bree Swenson at step@arb.ca.gov up to four business days prior to each Applicant Teleconference. Staff will only respond to questions regarding the STEP solicitation during the Applicant Teleconferences.

The questions and answers from the Applicant Teleconferences and any questions received via email will be posted on the CARB website no later than 5:00 pm (Pacific

²² Call-in numbers and passcodes may change. Should a change occur, the new call-in number and passcode will be listed on the CARB website at: <http://www.arb.ca.gov/msprog/aqip/solicitations.htm>. Potential Applicants are encouraged to confirm the call-in number and passcode by visiting the listed website prior to each teleconference.

Time) three business days after the teleconference. This date may be extended at CARB's sole discretion.

CARB will not answer questions regarding this solicitation before, between, or after the Applicant Teleconferences. Any verbal communication with a CARB employee concerning this solicitation is not binding on the State and shall in no way alter a specification, term, or condition of the solicitation.

III. PROPOSAL SUBMISSION

All information and data submitted as a response to this solicitation are property of CARB and will become public record. If no qualified proposal is submitted, CARB will not award a grant and will consider other options for using STEP funds at CARB's sole discretion.

Proposals may be submitted electronically via email, by mail via postal service, or via in-person delivery.

A. Electronic Submission

If submitting electronically, CARB must receive a zipped and signed proposal, including all of the required components, no later than **5:00 pm (Pacific Time) on August 31, 2020** to step@arb.ca.gov. If the proposal is too large to send in one email, Applicants may submit different parts of the proposal in multiple emails. Please include information in the body of the email about the number of emails that contain parts of the proposal that CARB should receive, so staff can confirm that CARB has received all parts of the proposal.

Proposals submitted via email must be sent to:

Bree Swenson
California Air Resources Board
Sustainable Transportation and Communities Division
step@arb.ca.gov

CARB will send a confirmation email to the Applicant within 24 hours of receiving the electronic version of the proposal. Proposals received after 5:00 pm (Pacific Time) on August 31, 2020 may be rejected and not scored.

B. Mail or In-person Submission

If submitting by mail or in person, CARB must receive one signed original of, four copies of, and one flash drive with the proposal, including all of the required components, no later than **5:00 pm (Pacific Time) on August 31, 2020** at the California Air Resources Board headquarters at 1001 I Street, Sacramento, California 95814. Proposals submitted via U.S. Postal Service, United Parcel Service (UPS), Express Mail, Federal Express, or another delivery service provider must be dispatched with enough time so that CARB receives them no later than **5:00 pm (Pacific Time) on August 31, 2020** (delivery service provider's tracking number may be used to verify

date of receipt).

Proposals submitted via the U.S. Postal Service must be mailed to the following address:

Bree Swenson
California Air Resources Board
Sustainable Transportation and Communities Division – Mailstop 6B
P.O. Box 2815
Sacramento, California 95812-2815

Proposals submitted via another delivery service or in person must be delivered to the following address:

Bree Swenson
California Air Resources Board
Sustainable Transportation and Communities Division – Mailstop 6B
1001 I Street
Sacramento, California 95814

Once the proposal has been mailed or delivered in person, send an email to step@arb.ca.gov indicating that you have submitted a proposal. CARB will send a confirmation email to the Applicant within 24 hours of receiving the hard-copy of the proposal. Proposals received after 5:00 pm (Pacific Time) on August 31, 2020 may be rejected and not scored.

IV. PROPOSAL REVIEW AND SELECTION

A. Review Process

The submitted proposal must include all proposal components.

See **Appendix C, Section II** for a checklist that includes all proposal components. Applicants must use this checklist to ensure that all proposal components are included prior to submitting the proposal and submit a completed and signed checklist as part of the proposal cover page (see [Proposal Instructions](#) section).

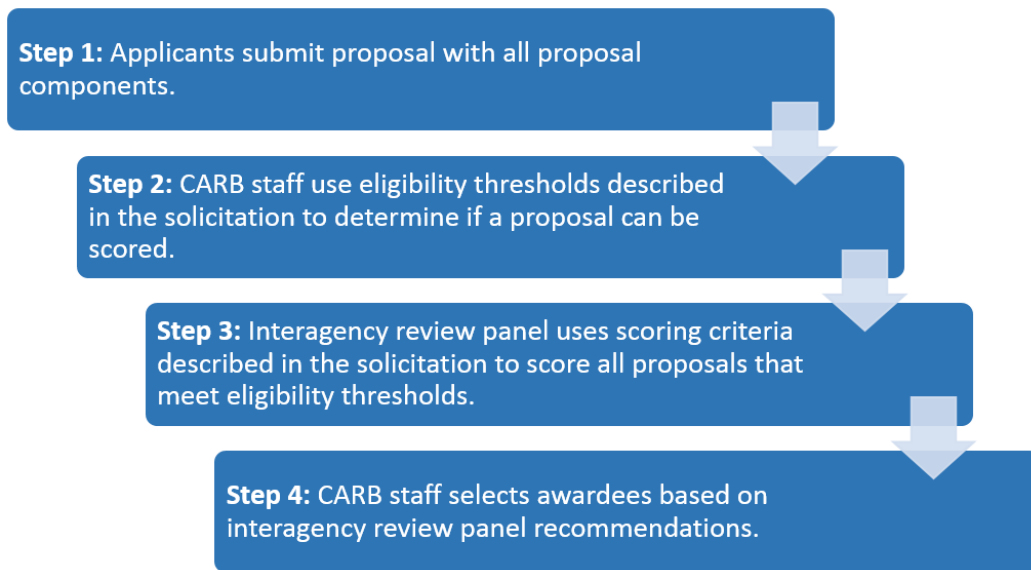
CARB staff will evaluate all proposals submitted on time using the eligibility thresholds in Appendix C to ensure proposals meet basic eligibility requirements. If a proposal does not meet all eligibility thresholds, the Lead Applicant will be notified by CARB within four business days after the solicitation deadline and will have two business days to submit proof that missing eligibility thresholds have been met. Updates to eligibility thresholds during this time should not result in substantial changes to proposals. Eligibility thresholds will be evaluated at CARB's sole discretion. After that deadline, proposals that do not meet all eligibility thresholds will not proceed to the next step of the review process.

See **Appendix C, Section III** for a checklist that includes all eligibility thresholds that CARB staff will use to determine if a proposal will be scored. Applicants must use this checklist to ensure that all eligibility thresholds are met prior to submitting the proposal.

If a proposal meets all eligibility thresholds, an interagency review panel made up of CARB staff and other State agency staff will evaluate the proposal using the Scoring Criteria in Appendix D. Each proposal that is scored will receive a single score out of 100 points.

See **Appendix D** for a list of scoring criteria organized by proposal component.

Figure 5: Proposal Review Process



CARB may request clarification regarding proposal responses during the proposal review process. Clarifying questions will not be considered changes to the proposal for scoring purposes, but will be considered part of the proposal and will be included in the grant agreement if the proposal is selected for funding.

Applicants may be eligible to receive extra points for their proposal during the scoring process for meeting or addressing certain criteria. These extra points are intended to enable Applicants and communities with less capacity or experience with State grant programs to compete in the scoring process. Extra points will be assigned to:

- Proposals in which the Lead Applicant is a community-based organization or a federally recognized tribe
- Proposals for projects in rural²³ communities

²³ For the purposes of STEP, rural communities are communities that are not in urbanized areas, as defined by the 2010 census (<https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html>) OR communities that are not served by a metropolitan planning organization.

- Proposals for projects in communities that lack clean transportation options available to residents. Scored based on Applicants' answers in the [STEP Community](#) section.

B. Selection Process

The Lead Applicant that submits the proposal with the highest overall score will be preliminarily selected as the Grantee. The preliminary selection of a proposal does not in any way commit CARB to approving or finalizing the grant. The selected funding recipient will be required to sign a grant agreement with CARB to fulfill the duties of the Grantee (see Appendix J).

CARB, in its sole discretion, may cancel the preliminary selection and select the next highest scoring project, and so on, until an agreement is reached, or exercise its right, in its sole discretion, through this process to not award a grant. CARB reserves the right, in its sole discretion, to cancel this solicitation, re-solicit for a Grantee, or direct funding to another project in the Funding Plan.

In the event funding has been awarded to the highest scoring proposal and there are remaining funds available, CARB may preliminarily select the Lead Applicant from the proposal with the second highest overall score as another Grantee, and so on. In the event funding has been awarded to the highest scoring proposals and the remaining available funds are less than the amount requested in the next highest scoring proposal, CARB, in its sole discretion, may offer to fund a portion of the next highest scoring proposal, carry the remaining funds forward to the next fiscal year, or direct funding to another project in the Funding Plan.

CARB retains the right to remove discrete elements of proposals selected for funding that CARB determines to be ineligible or to reduce the scope of a proposal to use any remaining funds.

If, in CARB's sole discretion, no submitted proposal meets the goals of this solicitation, the Funding Plan, or AQIP Guidelines, no selection of a Grantee is required to be made and funding can be directed to another project identified in the Funding Plan as needed.

V. SOLICITATION DEBRIEF

Once Applicants have been selected for funding and CARB announces the awards, the Applicants that were not selected for funding have thirty days to submit a written request to step@arb.ca.gov for a debrief meeting with CARB. The debrief will include a review of the strong and weak aspects of the proposal and recommendations for how to improve the proposal for potential use in future solicitations. The debrief opportunity will be offered to Lead Applicants, Sub-applicants, and any other project partners interested in participating.

IMPLEMENTATION PROCESS

After funding recipients are preliminarily selected, each selected funding recipient must work with CARB to develop a grant agreement.

I. SCOPE OF WORK

The draft scope of work, which outlines the selected Grantee's duties and requirements, is in the Draft Sample Grant Agreement (Appendix J). Applicants must consider these duties and requirements when developing their proposal, especially the proposal timeline and budget. This scope of work will be modified in coordination with the selected funding recipient during grant agreement development and included in the grant agreement that must be executed by May 14, 2021.

II. REQUIREMENTS PRIOR TO EXECUTION OF GRANT AGREEMENT

Once selected, and prior to execution of the grant agreement, the selected funding recipient will be required to submit a resolution of its governing board that commits the entity to:

- Comply with the requirements of the grant agreement
- Accept grant funds from CARB
- Allocate and authorize any resource contributions that the entity has committed as part of the proposal

CARB recommends the resolution allow for grant amendments without governing board approval.

In addition to the resolution, both CARB and the selected funding recipient must sign the grant agreement to execute it. The selected funding recipient will be required to sign the grant agreement with CARB to fulfill the administrative and technical duties associated with the project (see Appendix J, Draft Sample Grant Agreement). An executed grant agreement must be in place before work on the selected projects may begin.

Signed grant agreements and approved governing board resolutions must be returned to CARB no later than May 14, 2021. If grant agreements and approved governing board resolutions are not returned by the deadline, CARB, in its sole discretion, may deny the proposal and redirect funds to another submitted proposal to this solicitation or to another project in the Funding Plan, as needed.

CARB, in its sole discretion, may make changes to the proposed project milestones, work plan, or disbursement schedules in consultation with the Applicant, for inclusion in the grant agreement.

III. GRANT AND BUDGET REVISIONS

Changes in the project budget, deliverables, or extension of the project schedule should be avoided where possible. CARB will work with the Grantee to determine where flexibility is possible within the grant agreement to allow for community engagement to continue informing project design throughout grant implementation and will assist the Grantee with formal amendments where needed.

In cases where changes may be allowed, they must be approved in advance and in writing by CARB and may require a grant amendment. Once a grant agreement is in place, changes to the work to be done or other project scope changes may be considered by CARB, if necessary, in consultation with the Grantee.

IV. ADVANCE PAY

Consistent with the Legislature's direction to expeditiously disburse grants, CARB, in its sole discretion, may provide advance payments of grant awards to support project initiation and implementation, with a focus on mitigating the constraints of modest reserves and potential cash flow problems. Additional information on advance pay is in the Draft Sample Grant Agreement (Appendix J).

ADMINISTRATION

I. COST OF DEVELOPING PROPOSAL

The Applicant is responsible for the cost of developing a proposal, and this cost cannot be charged to the State. In addition, CARB is not liable for any costs incurred during environmental review or as a result of withdrawing a proposed award or of canceling the solicitation.

II. ERRORS

If an Applicant discovers any ambiguity, conflict, discrepancy, omission, or other error in the solicitation, the Applicant shall immediately notify CARB of such error in writing and request modification or clarification of the document before the Proposal Submittal Deadline. CARB shall not be responsible for failure to correct errors.

III. IMMATERIAL DEFECT

CARB may waive any immaterial defect or deviation contained in an Applicant's proposal. CARB's waiver shall in no way modify the proposal or excuse the successful Applicant from full compliance.

IV. DISPOSITION OF APPLICANT'S DOCUMENTS

On the date that the grant agreement is signed, all proposals and related material submitted in response to this solicitation become a part of the property of the State and public record.

V. APPLICANT'S ADMONISHMENT

This solicitation contains the instructions governing the requirements for funding proposals to be submitted by interested Applicants, including the format in which the information is to be submitted, the material to be included, the requirements that must be met to be eligible for consideration, and Applicant responsibilities. Applicants must carefully read the entire solicitation, ask appropriate questions in a timely manner, submit all required responses in a complete manner by the required date and time, and make sure that all procedures and requirements of the solicitation are followed and appropriately addressed.

VI. AGREEMENT REQUIREMENTS

The content of this solicitation and each grant recipient's proposal shall be incorporated by reference into the final grant agreement. See the Draft Sample Grant Agreement (Appendix J) terms and conditions included in this solicitation.

VII. CARB RESERVES THE RIGHT TO NEGOTIATE WITH APPLICANTS

CARB reserves the right to negotiate with Applicants to modify the project scope, the level of funding, or both. If CARB is unable to successfully negotiate and execute a

grant agreement with an Applicant, CARB, at its sole discretion, reserves the right to withdraw the pending award and fund the next highest ranked eligible project. This does not limit CARB's ability to withdraw a proposed award for other reasons, including for no cause.

VIII. NO AGREEMENT UNTIL SIGNED

No agreement between CARB and the successful Applicant is in effect until the agreement is signed by the grant recipient and by the authorized CARB representative. Costs are only subject to reimbursement by CARB after execution. No costs incurred prior to execution of the agreement are reimbursable using CARB funds.

IX. NO MODIFICATIONS TO THE GENERAL PROVISIONS

Because time is of the essence, if an Applicant at any time, including after preliminary selection, attempts to negotiate or otherwise seek modification for the General Conditions (attached as Appendix J, Draft Sample Grant Agreement), CARB may reject a proposal or withdraw a proposed award. This does not alter or limit CARB's ability to withdraw a proposed award for other reasons, including failure of a third party agency to complete CEQA review, or for no cause.

X. PAYMENT OF PREVAILING WAGES

All Applicants must read and pay particular attention to Appendix J, Draft Sample Grant Agreement Section 10.17 entitled "Prevailing wages and labor compliance." Prevailing wage rates can be significantly higher than non-prevailing wage rates.

Failure to pay legally-required prevailing wage rates can result in substantial damages and financial penalties, disruption of projects, and other complications including termination of the grant agreement.

XI. SOLICITATION CANCELLATION AND AMENDMENTS

CARB reserves the right to do any of the following:

- Cancel this solicitation
- Revise the amount of funds available under this solicitation
- Amend this solicitation as needed
- Reject any or all proposals received in response to this solicitation

Appendix A: Acronyms and Definitions

I. ACRONYMS

Acronym	Term
AB	Assembly Bill
CALeVIP	California Electric Vehicle Infrastructure Project
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CVC	California Vehicle Code
CVRP	Clean Vehicle Rebate Project
EVSE	Electric Vehicle Supply Equipment
FY	Fiscal Year
GHG	Greenhouse Gas
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
MOU	Memorandum of Understanding
SB	Senate Bill
STEP	Sustainable Transportation Equity Project

II. DEFINITIONS

The terms below are defined for the purposes of the STEP solicitation.

Active Transportation Strategy: Includes projects such as bicycle, pedestrian, and complete streets infrastructure (e.g., crosswalks, sidewalks, bikeways).

Adaptation: The adjustment in natural or human systems to a new or changing environment. Adaptation to climate change refers to adjustment in natural or human systems in response to actual or expected changes in climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.¹

Affordable Housing: Housing with costs of not more than 30 percent of the gross income of low-income households.²

Applicants: Includes both the Lead Applicant and Sub-applicants. Applicants include all of the entities responsible for implementing the projects within the proposal.

¹ <https://resources.ca.gov/CNRALegacyFiles/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf>

² <https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/Income-Limits-2020.pdf>

Clean Transportation Strategies: Categories of projects that expand the clean transportation options available to residents, encourage mode shift away from single-occupancy vehicles toward clean transportation options, fill transportation gaps, or connect transportation modes (e.g., through first/last mile³ connections). Clean Transportation Strategies include Active Transportation, Fixed-route Transit, and Shared Mobility.

Community-based Organizations: A nonprofit organization that is place-based, with an explicit geographic focus area that includes the STEP Community. The organization's staff members, volunteers, or board members should reside in the community where the project is located. The organization must have a demonstrated record of at least one full year providing transportation- or equity-related services in the STEP Community. To qualify as a Lead Applicant, a community-based organization must have tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501, be tax exempt under California State law, have at least one year of incorporation prior to proposal submittal, and be based in California or have at least one full-time staff person based in California.

Community Development Strategy: Includes infrastructure and policy projects that ready communities for adoption of clean vehicle technology and shared, zero-emission transportation modes while avoiding substantial burdens.

Community Engagement: The process of working collaboratively with a diverse group of stakeholders to address issues that affect their well-being. Community engagement involves multi-directional information sharing; building relationships, partnerships, and trust; and involving stakeholders in planning and decision-making with the goal of improving the outcomes of policies and programs. Community engagement starts in the project identification and design phase and continues throughout project implementation and operation. Community engagement should be iterative, consistently engaging residents on their use of the projects and services offered and adapting these projects and services based on community feedback.

Community Partner: A community group, community resident, health-based organization, small business, or other entity in the community that, while not responsible for implementing projects funded through STEP like Lead Applicants and Sub-applicants are, serves as a key stakeholder and representative of the STEP Community. Community Partners should have contributed to the development of the STEP proposal and should continue to participate in decision-making on all aspects of the STEP proposal throughout grant implementation.

Community Resilience: The ability of a community to mitigate harm and maintain an acceptable quality of life in the face of climate-induced stresses, which take different

³ The first and last portion of a trip, typically between the starting point or destination and a transit service that makes up the core of the trip

forms depending on that community's circumstances and location. Climate-induced stresses include direct and indirect impacts of climate change. An example of a direct impact of climate change is a higher number of extreme heat days. An example of an indirect impact is the increased cost of fire insurance for homes built in high-wildfire risk areas. Community resilience can include but is not limited to the physical and psychological health of the population, social and economic equity and well-being of the community, effective risk communication, integration of organizations (governmental and nongovernmental) in planning, response, and recovery, and social connectedness for resource exchange, cohesion, response, and recovery.¹

Disadvantaged Communities: Areas that are disproportionately affected by multiple types of pollution and areas with vulnerable populations, identified as disadvantaged by the California Environmental Protection Agency per SB 535. These census tracts include the top 25 percent in CalEnviroScreen 3.0⁴ along with other areas with high amounts of pollution and low populations.⁵

Direct Grant Implementation Costs: Direct costs associated with administrative activities related to implementation of the grant. Direct grant implementation costs may be covered by STEP funds or resource contributions.

Elements: Parts of each project that Applicants want STEP to fund. Identified by Applicants as a result of a community engagement process.

End Users: The STEP community residents who will ultimately be using and benefiting from funded clean transportation projects and services.

Eligibility Thresholds: The basic eligibility requirements that must be met for a proposal to be scored.

Federally Recognized Tribes: Federal recognition refers to acknowledgement by the federal government that a tribal government and tribal members constitute a tribe with a government-to-government relationship with the United States and acknowledgement of eligibility for the programs, services, and other relationships established for the United States for Indians, because of their status as Indians. Federally recognized tribes have the power to make and enforce laws on their lands and create governmental entities such as tribal courts. (25 U.S.C., § 83.2)⁶

Fixed-route Transit Strategy: Includes projects such as transit station improvements, transit right-of-way improvements (e.g., bus rapid transit lanes), transit operations improvements, transit passes, and improvements to increase accessibility of transit (e.g., network/fare integration, wayfinding, and signage).

⁴ <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

⁵ <https://oehha.ca.gov/calenviroscreen/sb535>

⁶ <https://www.ncsl.org/research/state-tribal-institute/list-of-federal-and-state-recognized-tribes.aspx>

Grant Term: The time period defined by the Applicant in which all STEP funds must be expended and all project activities must be completed. The grant term may differ based on the grant or project type.

Hard-to-reach Residents: Residents whose interests, due to social, economic, and institutional barriers, have historically been under-represented.

Indirect Grant Implementation Costs: Costs associated with administrative activities that are not tied directly or solely to the project (must account for no more than 1 percent of the value of the funds requested from STEP). Identified indirect grant implementation costs are not eligible resource contributions.

Land Use Strategy: Includes policies, plans, and processes that encourage infill development, curb urban or suburban sprawl, and incentivize denser development in areas with high quality transportation options.

Lead Applicant: The entity that is responsible for leading the development of the proposal and implementation of the projects funded through STEP. The Lead Applicant should be the organization most focused on and connected to the STEP Community and will enter into a partnership with other entities for the purpose of applying for a STEP grant. The Lead Applicant will be the Grantee in the grant agreement with CARB.

Local Governments: Any non-State public agency, including but not limited to cities, counties, councils of governments, air districts, transit agencies, school districts, and joint powers authorities.

Low-income Communities: Census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by the Department of Housing and Community Development's list of State income limits adopted pursuant to Section 50093 of the California Health and Safety Code. Identified as low-income per AB 1550.⁷

Low-income Household: Households identified as low-income per AB 1550.⁷

Micromobility Vehicles: Includes, but is not limited to, standard bicycles, electric bicycles (Class 1 or Class 2 per California Assembly Bill 1096), electric scooters, electric mopeds, and recumbent and adaptive bicycles.

⁷ <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

Mode Shift Strategy: Includes incentives and dis-incentives that encourage mode shift away from single-occupancy, combustion vehicles and toward shared, zero-emission modes of transportation.

Outreach: Occurs during project identification and design to ensure that community residents have knowledge that will help them actively participate in decision-making processes. Also occurs during project implementation and operation to help educate end users on the new technology and services offered and to encourage the increased use of clean transportation options.

Outreach and Education Strategy: Includes projects that encourage residents to use shared, zero-emission modes of transportation. Also includes education of anyone who will be interacting with funded clean transportation and supporting projects as users or as staff.

Partnership Structure: A framework between the Lead Applicant, Sub-applicants, and Community Partners that outlines the relationships and decision-making structure between each of the entities contributing to the proposal. The Partnership Structure will guide implementation of the entire STEP grant.

Planning and Community Engagement Strategy: Includes co-developing plans and co-designing projects with community residents for the community's land use and transportation systems.

Projects: Vehicle, equipment, infrastructure, operations, planning, and capacity building projects that Applicants want STEP to fund. Identified by Applicants as a result of a community engagement process.

Project Life: Defined by the Applicant for each project based on project type. CARB provides default project life values for quantifiable project types in CARB Quantification Methodologies.⁸

Proposal: The collection of projects and supporting activities that make up the full STEP investment in a single community. A proposal must be submitted for either a Planning and Capacity Building Grant or an Implementation Grant. One proposal may not be used to apply for both grant types, though an Applicant may submit separate proposals to apply for both grant types.

Proposal Components: All items that must be submitted to CARB as part of the proposal in order for the proposal to be scored.

Public Schools: California Department of Education's definition of a public school⁹

⁸ www.arb.ca.gov/cci-resources

⁹ <https://www.cde.ca.gov/ds/si/ds/dos.asp>

Resiliency: The capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.¹

Resource Contributions: Assets contributed to funded projects to support their quality, breadth, and longevity throughout their lifetimes. Resource contributions may include cash, in-kind services, and leveraged funding from other public or private sources including other California Climate Investments programs. While resource contributions do not need to be monetary (i.e. cash match), Applicants are required to estimate the monetary value of all resource contributions. For resource contribution eligibility requirements, see Appendix G.

Scoring Criteria: The criteria used by the interagency review panel to score STEP proposals after determining that they meet all eligibility thresholds.

Shared Mobility Strategy: Includes projects such as zero-emission carshare, rideshare, vanpooling, carpooling, bikeshare, scooter share, ride-hailing, shuttles, and microtransit (on-demand transit) services. Shared mobility projects should be complementary to existing public transit service. Shared mobility projects could include new service, operations, or promotion of ridership or pooling through subsidies.

Small Business: Defined by the Department of General Services as a for-profit business that is independently owned, is not dominant in its field of operation, and meets specific employee size and/or revenue requirements.¹⁰

STEP Community: The community (defined by the Applicants and community residents during proposal development) that is the focus of and will benefit from the proposed projects. The STEP Community must be represented by a contiguous¹¹ geographic boundary and contain residents that all use the same community-defined transportation system.

Strategies: Categories of projects that Applicants may select in order to achieve their vision. Identified by Applicants as a result of a community engagement process.

Sub-applicant: An entity that enters into a Partnership Structure with the Lead Applicant for the purpose of applying for a STEP grant and that is responsible for implementing project or project elements funded through STEP. Should the Lead Applicant's proposal be selected for funding, the Sub-applicants will be Subgrantees in the grant agreement with CARB.

¹⁰ <https://www.dgs.ca.gov/PD/Services/Page-Content/Procurement-Division-Services-List-Folder/Certify-or-Re-apply-as-Small-Business-Disabled-Veteran-Business-Enterprise>

¹¹ Next to or touching

Supporting Strategies: Categories of projects that support and enhance clean transportation projects that already exist in the STEP Community, prioritize clean transportation options over single-occupancy combustion vehicles, or lay the groundwork for successful implementation of STEP-funded transportation projects. Supporting Strategies include Community Development, Incentives, Land Use, Outreach and Education, and Planning and Community Engagement.

Transportation Equity: When a community's transportation system provides accessible, affordable, environmentally sustainable, reliable, and safe transportation options to all residents, in particular those that have been disproportionately impacted by pollution or lack access to services. Transportation equity is intrinsically linked to access to economic opportunities and occurs when community residents have the power to make decisions about their transportation systems.

Tribal Governments: All California Native American Tribes. Either a federally recognized California tribal government listed on the most recent notice of the Federal Register or a non-federally recognized California tribal government, including those listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission.¹²

Vehicles: Includes micromobility (see definition above) vehicles and automobiles (e.g., sedans, SUVs, vans, shuttles, transit buses). Vehicles that are eligible for STEP funding include zero-emission micromobility vehicles and zero-emission vehicles on the CVRP and HVIP eligible vehicle and vehicle conversion lists, including vehicle models that were removed due to CVRP policy changes effective December 3, 2019.

Vision: The Applicant and community-defined description of how the STEP proposal will meet STEP's objectives and address the community's needs.

¹² <http://nahc.ca.gov/>

STEP Implementation Grant Proposal Template

INSTRUCTIONS tab

INSTRUCTIONS:	This proposal template should be used in conjunction with the STEP Implementation Grant Solicitation. The solicitation document outlines in detail the requirements and criteria for a STEP Implementation Grant proposal and the instructions that Applicants should follow to fill out each tab of this proposal template. The solicitation document can be found here: http://www.arb.ca.gov/msprog/aqip/solicitations.htm
TECHNICAL ASSISTANCE:	If you need help while developing your proposal, fill out the survey in the link below by 5:00 pm (Pacific Time) July 1, 2020. https://docs.google.com/forms/d/e/1FAIpQLSeZn9n-7gGU7ScAkaBjllPwReXRpkH6ohWUKut8DG4BzUN2tw/viewform
TIPS:	When developing your answers to the questions in this template, type them into a Word document first. Copy + paste them into this Excel spreadsheet when they are final and ready to submit to CARB. Fill out all applicable white boxes. Blue boxes contain instructions. Gray boxes populate automatically based on your inputs in the white boxes. You may include attachments in response to any of the questions in this template. While CARB appreciates succinct responses, there may be situations where your responses need to be longer than the template allows or where your responses require formatting that is not supported by this template. Please include the file

INSTRUCTIONS		
1	AFTER THE PROPOSAL IS COMPLETE Complete, sign, and date the cover page of the proposal (see Appendix C, Section I). Write the file name in the box to the right.	<i>[File name]</i>
2	AFTER THE PROPOSAL IS COMPLETE Complete the Proposal Components and Eligibility Thresholds checklists (see Appendix C, Sections II and III) to ensure that all proposal components (sections of the proposal template and attachments) have been included and all eligibility thresholds have been met before submitting to CARB. If you answer "No" to any of the items in the checklist, go back and complete those items before submitting the proposal to CARB. Submit the final completed checklist to CARB with the rest of the proposal. Write the file name in the box to the right.	<i>[File name]</i>

STEP Implementation Grant Proposal Template

GRANT FRAMEWORK tab

Proposal name	<i>[Enter the name of your proposal]</i>
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INSTRUCTIONS	RESPONSES
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VISION		
1	Describe the vision for the STEP Community	
2	Describe how residents and other key stakeholders were involved in the development of the vision statement identified above.	

PROJECTS AND STRATEGIES				
		Project name (in order of priority for funding)	Associated strategy	Describe how residents and other key stakeholders were involved in the identification of each strategy and project.
3, 4, 5	Project #1			
	Project #2			
	Project #3			
	Project #4			
	Project #5			
	Project #6			
	Project #7			
	Project #8			
	Project #9			
	Project #10			
6	Provide a summary of the proposal that includes a brief description of all proposed STEP-funded projects. Summaries from all Applicants will be posted publicly on CARB's website.			

STEP Implementation Grant Proposal Template
APPLICANTS tab

APPLICANTS	1	1	2	3	4	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Lead Applicant				[File name]			
	5	5	6	7	8	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Sub-applicant #1				[File name]			
Sub-applicant #2				[File name]			
Sub-applicant #3				[File name]			
Sub-applicant #4				[File name]			
Sub-applicant #5				[File name]			
Sub-applicant #6				[File name]			
Sub-applicant #7				[File name]			
Sub-applicant #8				[File name]			
Sub-applicant #9				[File name]			
Sub-applicant #10				[File name]			

COMMUNITY PARTNERS	11	11	12	13
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)
Community Partner #1				[File name]
Community Partner #2				[File name]
Community Partner #3				[File name]
Community Partner #4				[File name]
Community Partner #5				[File name]
Community Partner #6				[File name]
Community Partner #7				[File name]
Community Partner #8				[File name]
Community Partner #9				[File name]
Community Partner #10				[File name]

STEP Implementation Grant Proposal Template
PARTNERSHIP STRUCTURE tab

INSTRUCTIONS		RESPONSES
ROLES AND RESPONSIBILITIES		
14	Describe how the Lead Applicant's and Sub-applicants' roles and responsibilities (identified in the APPLICANTS tab) complement each other.	
GOVERNANCE AND DECISION-MAKING		
15	Describe the governance and decision-making structure of the partnership. Include the process for handling disputes and the process for changing, adding, or removing partners.	
16	Describe how the governance and decision-making structure centers the voices of Community Partners and other community residents and key stakeholders.	
17	Describe the role of online or in-person public meetings in the governance and decision-making structure. Include the frequency of meetings, the minimum number of public meetings that will be held, and how meeting agendas and notes will be posted for public access.	
18	Describe how Applicants will report back to and seek feedback from the community about how input is being incorporated into project development and implementation.	
LEGAL STRUCTURE		
19	Describe the legal structure of the partnership. Include who is contracting with whom and confirmation that the Lead Applicant will assume liability for the proposed projects if selected.	
FINANCIAL STRUCTURE		
20	Describe the financial structure of the partnership. Include the process the Lead Applicant will use to pay Sub-applicants and Community Partners and the subcontractor procurement process, if applicable.	
EQUITY		
21	Describe how the partnership structure accounts for potential inequities between partners.	

STEP Implementation Grant Proposal Template
PROPOSAL THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
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STEP COMMUNITY		
1 (attachment)	Submit a map shapefile that identifies the STEP Community boundary, tentative project locations, and benefiting disadvantaged community census tracts. Write the file name in the box to the right.	<i>[File name]</i>
2	Describe the residents of the STEP Community, including demographics such as gender, race/ethnicity, age, income level, languages spoken, vehicle ownership, travel patterns to key destinations, and transportation mode share. Focus on demographics that are relevant to the community vision and identified projects.	
3	Describe the clean transportation options that are currently available or soon to be available to community residents, in particular those in disadvantaged community census tracts. Describe the quality (e.g., frequency, affordability, reliability) of these clean transportation options.	
4	For any project that is not located in the STEP Community, explain how the project is connected to and serves the STEP Community.	

EXISTING PROJECTS AND PLANS		
5 (attachment)	Submit at least one letter from the city, county, or tribal government's Planning Department, Community Development Department, Environmental Director, or other similar department or body that has land use and housing authority. The letter must demonstrate how the proposed projects are aligned with the strategies, policies, and priorities identified in existing local and regional plans or that explains why the proposed strategies, policies, and plans in existing local and regional plans do not reflect the community's needs or priorities. If no local or regional plans exist, explain why. Write the file name in the box to the right.	<i>[File name]</i>
6	Describe how proposed projects support and are supported by existing projects that are the types of projects that are eligible for STEP funding and the types of projects that are ineligible for STEP funding but are encouraged (lists in Appendix E). If the proposed STEP-funded projects do not connect to any existing transportation or land use projects, explain why.	

WORKFORCE DEVELOPMENT		
7	Describe how the proposed projects will contribute to workforce development in the climate and clean transportation sectors, including how the projects will partner with workforce development and training programs with career pathways or provide economic opportunities through high-quality jobs for residents of the STEP Community. If not applicable, explain why.	

DISPLACEMENT AND HOUSING		
8	Describe the displacement vulnerabilities that currently exist in low-income households and small businesses within the STEP Community.	
9	Describe the existing policies and plans that address displacement avoidance. If not applicable, explain why.	

10	Describe any policies, programs, or coordination with existing policies or programs that are proposed to be funded through STEP to avoid the displacement of existing low-income households and small businesses within the STEP Community to counter displacement that may occur due to STEP-funded projects. If not applicable, explain why.	
11	Describe how the proposed projects will advance local land use and housing goals as identified in the applicable Regional Transportation Plan, Sustainable Communities Strategy (where applicable), Regional Housing Needs Allocation (RHNA), local Housing Element implementation, or other local plans such as general plans or specific plans. If not applicable, explain why.	
12	Describe how local land use policies, plans, or processes will support the use and benefits of the proposed projects over their lifetime. Describe how the policy, plan, or process promotes the development of affordable housing within a half-mile of a transit station, transit stop, or access to an active transportation facility that will be improved by the proposed projects. If not applicable, explain why.	

STEP Implementation Grant Proposal Template
PROJECT #1 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	
10	Identify any hard-to-reach residents.	
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	
13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <small>[File name]</small>	

CLIMATE ADAPTATION AND RESILIENCY

21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #2 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	[File name]
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	
10	Identify any hard-to-reach residents.	
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	
13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <small>[File name]</small>	

CLIMATE ADAPTATION AND RESILIENCY

21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #3 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	
10	Identify any hard-to-reach residents.	
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	
13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <i>[File name]</i>	

CLIMATE ADAPTATION AND RESILIENCY

21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #4 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
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9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	
10	Identify any hard-to-reach residents.	
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13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <i>[File name]</i>	

CLIMATE ADAPTATION AND RESILIENCY

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22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #5 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
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COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
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11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
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13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

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16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

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19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <i>[File name]</i>	

CLIMATE ADAPTATION AND RESILIENCY

21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #6 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	
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10	Identify any hard-to-reach residents.	
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	
13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <small>[File name]</small>	

CLIMATE ADAPTATION AND RESILIENCY

21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	

LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #7 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	
TRANSPORTATION EQUITY		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	
COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	
10	Identify any hard-to-reach residents.	
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	
13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	

DATA TRACKING AND REPORTING

18	Identify the Applicant(s) who will lead data tracking and reporting.	
19	Describe the plan for tracking and collecting project-related data to report to CARB.	
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right. <i>[File name]</i>	

CLIMATE ADAPTATION AND RESILIENCY

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LONGEVITY AND LESSONS LEARNED

23	Describe if and how the project will remain fiscally sustainable and continue to provide benefits beyond the grant term. If applicable, describe the contingency plan for ensuring capital projects continue to serve the community if operation of service is discontinued after STEP funding is spent.	
24	Describe how Applicants will collect and share lessons learned with similar communities throughout the state that may be interested in implementing similar projects.	

STEP Implementation Grant Proposal Template
PROJECT #8 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
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11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	
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13	Identify the expected end users.	
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	

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STEP Implementation Grant Proposal Template
PROJECT #9 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right. <i>[File name]</i>	
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TRANSPORTATION EQUITY		
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STEP Implementation Grant Proposal Template
PROJECT #10 THRESHOLDS & CRITERIA tab

INSTRUCTIONS		RESPONSES
PROJECT SCOPE		
	Project Name	0
1	Lead Implementer	
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	
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STEP Implementation Grant Proposal Template
PROPOSAL IMPLEMENTATION PLAN tab

INSTRUCTIONS

RESPONSES

CALCULATIONS

PROPOSAL BUDGET			
1	Input cost information and associated notes in the BUDGET tab.		
2	Total proposal budget	\$ -	
3	Total funds requested from STEP	\$ -	
4	Total cost of the Clean Transportation Strategies (must be at least 50 percent of the total proposal budget)	\$ -	#DIV/0!
5	Total cost of the projects located within the boundaries of the disadvantaged community census tracts in the STEP Community (must be at least 50 percent of the total proposal budget)	\$ -	#DIV/0!
6	Funds for data tracking and reporting (must be at least 2 percent of the total proposal budget)	\$ -	#DIV/0!
7	Grant implementation funds requested (must be no more than 5 percent of the funds requested from STEP)	\$ -	#DIV/0!
8	Indirect grant implementation funds requested (must be no more than 1 percent of the funds requested from STEP)	\$ -	#DIV/0!
9	Total resource contribution (must be at least 20 percent of the value of the funds requested from STEP)	\$ -	#DIV/0!
10 (attachment)	Write the file names of all resource contribution documentation in the box to the right.	<i>[File name]</i>	

PROPOSAL TIMELINE	
11	Fill out the TIMELINE tab.

STEP Implementation Grant Proposal Template
BUDGET tab

		Hourly rate	Hours	Request for STEP funds	Resource contribution	Total	Notes
GRANT IMPLEMENTATION							
Direct Labor plus Expenses							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs (non-labor)							
	Travel costs	N/A	N/A	\$ -	\$ -	\$ -	
	Equipment and supplies	N/A	N/A	\$ -	\$ -	\$ -	
	Other direct costs	N/A	N/A	\$ -	\$ -	\$ -	
Indirect Costs (non-labor)							
	Indirect costs	N/A	N/A	\$ -	N/A	\$ -	
Grant Implementation Costs							
				\$ -	\$ -	\$ -	
PROJECT #1							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
	Task 1.1 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 1.2 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 1.3 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 1.4 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	[Etc.] [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #1 Costs							
				\$ -	\$ -	\$ -	
PROJECT #2							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
	Task 2.1 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 2.2 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 2.3 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 2.4 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	[Etc.] [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #2 Costs							
				\$ -	\$ -	\$ -	
PROJECT #3							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
	Task 3.1 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 3.2 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 3.3 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 3.4 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	[Etc.] [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #3 Costs							
				\$ -	\$ -	\$ -	
PROJECT #4							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
	Task 4.1 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 4.2 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 4.3 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 4.4 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	[Etc.] [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #4 Costs							
				\$ -	\$ -	\$ -	
PROJECT #5							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
	Task 5.1 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 5.2 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 5.3 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	Task 5.4 [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
	[Etc.] [Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #5 Costs							
				\$ -	\$ -	\$ -	
PROJECT #6							
		0					
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	

	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 6.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #6 Costs				\$ -	\$ -	\$ -	
PROJECT #7	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 7.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #7 Costs				\$ -	\$ -	\$ -	
PROJECT #8	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 8.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #8 Costs				\$ -	\$ -	\$ -	
PROJECT #9	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 9.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #9 Costs				\$ -	\$ -	\$ -	
PROJECT #10	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 10.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #10 Costs				\$ -	\$ -	\$ -	
Total Costs	[Enter the name of your proposal]			Total Request for STEP Funds	Total Resource Contribution	Total Proposal Budget	
				\$ -	\$ -	\$ -	

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

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STEP Implementation Grant Solicitation

APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

Submit this completed appendix to CARB alongside the proposal template in Appendix B and other requested attachments.

Please print clearly or type all information in this proposal.

I. PROPOSAL COVER PAGE

Project:	
Lead Applicant Entity Name:	
Business Type:	
Contact Name and Title:	
Person with Contract Signing Authority/Air Pollution Control Officer (APCO):	
Mailing Address:	
City:	State:
Zip Code:	Telephone Number:
Email Address:	Fax Number:
<input type="checkbox"/> I have read and understood the terms and conditions of the Sample Grant Agreement.	
<input type="checkbox"/> I have read and understood the draft Grantee scope of work in the Sample Grant Agreement (Section F. Duties and Requirements).	
<input type="checkbox"/> I have read, understood, and submitted all proposal components listed in Table C-1 of this appendix.	
<input type="checkbox"/> I have read, understood, and complied with all eligibility thresholds listed in Table C-2 of this appendix.	

I hereby certify under penalty of perjury that all information provided in this proposal and any attachments are true and correct.

Printed Name of Responsible Party or APCO	Title:
Signature of Responsible Party or APCO:	Date:

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

THIRD PARTY CERTIFICATION (if applicable)

I have completed the proposal, in whole or in part, on behalf of the Applicant.

Printed Name of Third Party:	Title:
Signature of Third Party:	Date:
Amount Being Paid for Application Completion:	Source of Funding to Third Party:

II. PROPOSAL COMPONENTS

Proposal components are all the parts of the proposal that must be submitted to CARB in order for the proposal to be scored. Applicants must submit a proposal using the Proposal Template in Appendix B.

Applicants must use this checklist to ensure that all proposal components are included prior to submitting the proposal and submit a completed and signed checklist as part of the proposal cover page (see above).

Table C-1: Proposal Components Checklist

Proposal Component	Submission Format	Yes/No
Cover page (this appendix)	Proposal Template	
<i>Grant Framework</i>	<i>Instructions</i>	<i>Yes/No</i>
Vision statement	Proposal Template	
Strategies identified	Proposal Template	
Projects identified	Proposal Template	
Project summary for public posting	Proposal Template	
<i>Applicants and Partnership Structure</i>	<i>Submission Format</i>	<i>Yes/No</i>
Lead Applicant and Sub-applicant identification, qualifications, and letters of support	Proposal Template and Attachments	
Conflict of interest declaration	Attachments	
Community Partner identification and letters of support	Proposal Template and Attachments	
Partnership Structure	Proposal Template	

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

<i>Proposal Thresholds and Criteria</i>	<i>Instructions</i>	<i>Yes/No</i>
STEP Community map	Attachments	
STEP Community description	Proposal Template	
Consistency with existing plans letter(s) of support	Attachments	
Connections to existing projects component	Proposal Template	
Workforce development component	Proposal Template	
Displacement avoidance component	Proposal Template	
Affordable housing and land use component	Proposal Template	
<i>Project-specific Thresholds and Criteria</i>	<i>Instructions</i>	<i>Yes/No</i>
Project scope	Proposal Template	
Readiness documentation (Appendix E)	Proposal Template and Attachments	
Transportation equity component	Proposal Template	
Community-identified transportation needs component	Proposal Template	
Community engagement component	Proposal Template	
Outreach and education component	Proposal Template	
Data tracking and reporting component	Proposal Template	
Benefits Calculator and supporting documentation (Appendix I)	Attachment	
Climate adaptation and resiliency component	Proposal Template	
Longevity and lessons learned component	Proposal Template	
<i>Proposal Implementation Plan</i>	<i>Instructions</i>	<i>Yes/No</i>
Proposal budget	Proposal Template	
Resource contribution documentation (if applicable)	Attachments	

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

Proposal timeline	Proposal Template	
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III. ELIGIBILITY THRESHOLDS

Eligibility thresholds are the basic eligibility requirements that must be met for the proposal to be scored.

CARB staff will use the checklist below to determine if a proposal meets STEP’s eligibility thresholds. If a proposal does not meet all eligibility thresholds, the Lead Applicant will be notified by CARB within four business days after the solicitation deadline and will have two business days to submit proof that missing eligibility thresholds have been met. Updates to eligibility thresholds during this time should not result in substantial changes to proposals. Eligibility thresholds will be evaluated at CARB’s sole discretion. After that deadline, proposals that do not meet all eligibility thresholds will not proceed to the next step of the review process.

Applicants must use this checklist to ensure that all eligibility thresholds are met prior to submitting the proposal.

Table C-2: Eligibility Thresholds Checklist

General Completeness	Yes/No
Proposal includes all proposal components.	
Proposal does not extend beyond the maximum grant term.	

Grant Framework	Yes/No
<i>Strategies Identified</i>	
At least one Clean Transportation Strategy and at least one Supporting Strategy are selected, with at least one distinct project under each strategy.	
<i>Projects Identified</i>	
Projects identified are eligible (on the list of eligible projects or are eligible based on CARB’s discretion, not on the list of ineligible projects)	

Applicants And Partnership Structure	Yes/No
<i>Lead Applicant and Sub-Applicant Identification, Qualifications, and Letters of Support</i>	
Lead Applicant is an eligible organization.	
If the Lead Applicant is not a federally recognized tribe, at least one of the Applicants is a local government.	
If the Lead Applicant is not a federally recognized tribe, at least one of the Applicants is a community-based organization.	

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

Applicants And Partnership Structure	Yes/No
All Applicants have submitted letters of support.	
<i>Community Partner Identification and Letters of Support</i>	
All Community Partners have submitted letters of support.	
<i>Partnership Structure</i>	
Partnership Structure includes information about the governance, legal, and financial considerations of the partnership structure.	
Partnership Structure includes a process for transparent decision-making that involves Community Partners and other residents.	

Proposal Thresholds and Criteria	Yes/No
<i>STEP Community Map</i>	
Map identifies the STEP Community boundary, the tentative location of each project, and the disadvantaged community or low-income community census tracts within the STEP Community.	
At least 50 percent of the geographic area of the STEP Community is disadvantaged or low-income community census tracts.	
<i>STEP Community Description</i>	
Any project not located in the STEP Community is connected to and serves the STEP Community.	
<i>Consistency with Existing Plans Letter(s) of Support</i>	
Letter from the city, county, or tribal government’s Planning Department, Community Development Department, Environmental Director, or other similar entity that has land use authority describes how the proposed project is aligned with the strategies, policies, and priorities identified in existing local and regional plans or that explains why the proposed strategies, policies, and plans in existing local and regional plans do not reflect the community’s needs and priorities. If no local or regional plans exist, the letter explains why.	

Project-specific Thresholds and Criteria	Yes/No
<i>Project Scopes</i>	
Proposal identifies a Lead Implementer for each proposed project.	
<i>Readiness Documentation</i>	

STEP IMPLEMENTATION GRANT SOLICITATION-APPENDIX C: PROPOSAL COMPONENTS AND ELIBILITY THRESHOLDS

Project-specific Thresholds and Criteria	Yes/No
Readiness documentation demonstrates that CEQA has or will have been met at the time of grant execution.	
Readiness documentation shows that non-CEQA readiness requirements (e.g., site control, permits) have or will have been met within six months after grant execution.	
<i>Community-identified Transportation Needs Component</i>	
Each project is tied to a community-identified transportation need.	
<i>Benefits Calculator and Supporting Documentation</i>	
Sum of estimated GHG emission reductions from quantifiable projects is positive (i.e., shows a net emission reduction).	

Proposal Implementation Plan	Yes/No
<i>Proposal Budget</i>	
At least 50 percent of the total proposal budget funds projects that are counted toward the proposal's Clean Transportation Strategies.	
At least 50 percent of the total proposal budget funds projects located within the boundaries of the disadvantaged community census tracts that are located within the STEP Community.	
At least 2 percent of the total proposal budget funds data tracking and reporting.	
The total grant implementation funds requested account for no more than 5 percent of the total funds requested from STEP.	
Indirect grant implementation costs account for no more than 1 percent of the total proposal budget.	
Resource contribution is valued at minimum at 20 percent of the value of the funds requested from STEP in the proposal.	
<i>Resource Contribution Documentation</i>	
Proposal includes supporting documentation for all identified resource contributions.	

APPENDIX D: SCORING CRITERIA

Scoring criteria are the criteria used by the evaluation panel to score STEP proposals after determining that they meet the eligibility thresholds.

If a proposal meets all **eligibility thresholds**,¹ CARB staff and an evaluation panel will evaluate the proposal. Each proposal that is scored will receive a single score out of 100 points.

Table D-1: General Scoring Criteria

Category	Maximum Points
Grant Framework	19
Applicants and Partnership Structure	17
Proposal Thresholds and Criteria	16
Project-specific Thresholds and Criteria	44
Proposal Implementation Plan	4
Total Proposal	100
Extra points	4

A review panel will evaluate each scoring criterion using the scoring scale below for all criteria except Number of strategies selected, Total GHG emission reductions, and GHG emission reduction cost-effectiveness. These criteria will be evaluated on a sliding scale compared across all scored proposals. For these criteria, all scored proposals will be compared to one another. The proposals with the highest values will receive the highest number of points for each criterion and the proposals with the lowest values will receive the lowest number of points for each criterion.

Table D-2: Scoring Scale

Possible Percent of Maximum Points	Interpretation	Explanation for Percentage of Points
0%	Not Responsive	Response does not include or fails to address the criterion.
1-24%	Minimally Responsive	Response minimally addresses the criterion. Any omissions, flaws, or defects are significant and unacceptable.
25-49%	Inadequate	Response addresses the criterion, but there are one or more omissions, flaws, or defects OR the criterion is addressed in such a limited way that the reviewer has a low degree of confidence in the proposal.
50-69%	Adequate	Response adequately addresses the criterion. Any omissions, flaws, or defects are minimally

¹ See definition in Appendix A.

Possible Percent of Maximum Points	Interpretation	Explanation for Percentage of Points
		consequential.
70-89%	Good	Response fully addresses the criterion in a way that gives the reviewer a good degree of confidence in the proposal. Any omissions, flaws, or defects are minimal and inconsequential.
90-100%	Excellent	Response fully addresses the criterion in a way that gives the reviewer a high degree of confidence in the proposal. The response exceeds expectations by providing one or more creative or innovative approaches or solutions.

CARB staff and the interagency review panel will evaluate each proposal that meets all eligibility thresholds using the specific scoring criteria below.

Table D-3: Scoring Criteria Breakdown

Grant Framework	Maximum Points (19)
<i>Vision statement</i>	
Vision for the community aligns with STEP objectives and articulates how the proposed projects will help address the transportation needs of the community.	3
Residents and other key stakeholders were involved in the development of the vision statement using recommended, context-specific methods of community engagement from the Community Inclusion Guidance.	1
<i>Strategies identified</i>	
Number of strategies selected. Sliding scale based on all proposals scored.	3
<i>Projects identified</i>	
Proposed projects are integrated and connected with each other in a manner that maximizes the ability to address community residents' transportation needs.	3
Proposed projects prioritize increasing accessibility to key destinations for community residents with diverse transportation needs.	3
Proposed projects employ innovative solutions or work together in innovative ways to address community residents' transportation needs.	3
Residents and other key stakeholders were involved in the identification of the proposed projects using recommended, context-specific methods of community engagement from the Community Inclusion Guidance.	3

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Applicants and Partnership Structure	Maximum Points (17)
<i>Lead Applicant and Sub-applicant identification, qualifications, and letters of support</i>	
Lead Applicant has the organizational capacity and ability to implement the STEP proposal through relevant expertise, experience, and skill sets (e.g., has experience managing pilot projects, implementing grants, working with community residents).	3
Sub-applicants have the organizational capacity and ability to support the Lead Applicant to implement the STEP proposal for their identified role through relevant expertise, experience, and skill sets.	4
Applicants have the organizational readiness to conduct equity work.	2
<i>Partnership Structure</i>	
Lead Applicant and Sub-applicants have the capacity to equitably work together to implement a complex grant. This may include past work history, a commitment to regular communication, etc.	2
Partnership Structure includes a diverse group of other key stakeholders that represent the community (e.g., community-based organizations, local governments, transit agencies, nonprofits, regional agencies, health-based organizations, small businesses)	2
Partnership Structure includes a meaningful process to involve Community Partners and other residents in the decision-making process for each proposed project. In this way, community engagement is tied to a governance structure that will help community ideas and concerns shape project design and implementation.	4

Proposal Thresholds and Criteria	Maximum Points (16)
<i>Connections to existing projects component</i>	
Proposed projects complement existing clean transportation services and modes available. Proposed projects complement other existing, encouraged transportation, housing, and clean energy projects.	2
<i>Workforce development component</i>	
Proposed projects will contribute to workforce development in the climate and clean transportation sectors (e.g., partnering with workforce development and training programs with career pathways, providing economic opportunities through high-quality jobs) with a focus on STEP Community residents that live in disadvantaged and low-income community residents and that face barriers to employment.	6

Proposal Thresholds and Criteria	Maximum Points (16)
<i>Displacement avoidance component</i>	
Displacement vulnerability among low-income households and small businesses and existing policies and plans that address displacement avoidance within the STEP Community are identified.	1
Proposal will implement new policies and programs or coordinate with existing policies and programs to avoid the displacement of low-income households and small businesses within the STEP Community to counter any displacement that may occur due to STEP-funded projects.	4
<i>Affordable housing and land use component</i>	
Proposed projects complement the local jurisdiction's transportation, land use, and housing goals in a manner that supports affordable and transit-oriented housing. The local jurisdiction's land use policies, plans, and processes support the use and benefits of the proposed projects.	3

Project-specific Thresholds and Criteria	Maximum Points (44)
<i>Project scopes</i>	
Project scopes are feasible and identify all deliverables needed to achieve objectives.	2
Applicants have all necessary preparations completed (e.g., site control, permits) and all necessary partners on board in order to implement the proposed projects.	2
<i>Transportation equity component</i>	
Proposed projects consider the needs of the different groups of residents within the STEP Community. Projects address the different facets of transportation equity (including accessibility, affordability, safety, reliability, and environmental sustainability) as they are defined by community residents.	4
Proposed projects maximize benefits to the disadvantaged community census tracts within the STEP Community.	2
<i>Community-identified transportation needs component</i>	
Residents and other key stakeholders were involved in the identification of the community's transportation needs using recommended, context-specific methods of community engagement from the Community Inclusion Guidance.	2
Each project addresses at least one community-identified transportation need. Projects have been designed to meet the identified transportation needs. This includes, but is not limited to, appropriate scope, scale, elements, etc.	3
<i>Community engagement component</i>	
Proposal incorporates diverse, context-specific, and	3

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Project-specific Thresholds and Criteria	Maximum Points (44)
recommended community engagement activities from the Community Inclusion Guidance for the duration of each project’s implementation to involve residents in decision-making processes.	
Proposal is feasible (including timelines, tasks, deliverables, and budgets).	1
<i>Outreach and education component</i>	
Projects help educate end users on new technology and services offered and encourage the use of new transportation options using recommended, context-specific outreach and education activities from the Community Inclusion Guidance. Proposal also includes a plan to educate residents and local businesses about other applicable State funding opportunities.	2
Projects help educate residents about the proposed projects to better participate in decision-making processes using recommended, context-specific outreach and education activities from the Community Inclusion Guidance.	1
Proposal is feasible (including timelines, tasks, deliverables, and budgets).	1
<i>Data tracking and reporting component</i>	
Proposal for data tracking and reporting satisfies applicable requirements and is feasible (including timelines, tasks, deliverables, and budgets).	3
<i>Benefits Calculator and supporting documentation</i>	
Total GHG emission reductions. Sliding scale based on all proposals scored.	4
GHG emission reduction cost-effectiveness. Sliding scale based on all proposals scored.	4
Community engagement level. If the proposal has high community engagement, two points will be awarded. If the proposal has medium community engagement, one point will be awarded. If the proposal has low community engagement, no points will be awarded.	2
<i>Climate adaptation and resiliency component</i>	
The proposal identifies the climate change risks and exposures within the STEP Community.	1
Where appropriate, projects include clear plans to adapt to direct and indirect climate risks and enhance community resiliency.	3
<i>Longevity and lessons learned component</i>	
Proposal addresses need for projects to operate and be maintained after the grant term is complete. Where appropriate, projects include clear plans for long-term operations and maintenance, including coordination with appropriate responsible parties.	3
Proposal includes a plan to track and communicate best practices	1

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Project-specific Thresholds and Criteria	Maximum Points (44)
and lessons learned.	

Proposal Implementation Plan	Maximum Points (4)
<i>Project plans (scopes and timelines)</i>	
Plans are feasible (including timelines, tasks, deliverables, and budget).	4

Extra points will be awarded to proposals that meet the qualifications below. No proposal may receive more than four extra points.

Extra Points	Maximum Points (4)
Lead Applicant is a community-based organization or a federally recognized tribe. If the proposal meets this criteria, the full two points will be awarded. If not, no points will be awarded.	2
Proposal is for projects in a rural community. ² If the proposal meets this criteria, the full two points will be awarded. If not, no points will be awarded.	2
Proposal is for projects in a community that has a lack of clean transportation available to residents. Sliding scale based on all proposals scored.	2

² For the purposes of STEP, communities that are not in urbanized areas, as defined by the 2010 census (<https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html>) OR communities that are not served by a metropolitan planning organization.

APPENDIX E: PROJECT ELIGIBILITY

STEP Implementation Grants will fund a variety of clean transportation and supporting projects in disadvantaged communities that will work together to increase community residents' ability to access key destinations without a personal vehicle.

Each proposal¹ must contain multiple projects.¹ Each project may contain multiple project elements.¹ Each project element must abide by STEP's eligible cost and readiness requirements. This appendix includes lists of eligible and ineligible projects, eligible and ineligible costs, and readiness and other requirements for specific project elements and for the proposal overall. Projects that are not on the eligible or ineligible lists may be determined to be eligible at CARB's sole discretion.

The proposal must identify at least one eligible project for each strategy that the Applicant plans to implement.

All projects must be completed within the grant term. All projects must be compliant with all relevant laws, regulations, policies, and procedures.

ELIGIBLE PROJECTS

The tables below list eligible projects and associated elements by strategy. Funded project elements must directly serve the associated eligible projects in the tables below.

I. CLEAN TRANSPORTATION STRATEGIES

Applicants must select at least one Clean Transportation Strategy, which includes Active Transportation, Fixed-route Transit, and Shared Mobility, but Applicants are strongly encouraged to combine multiple strategies. These strategies should expand the clean transportation options available to residents, encourage mode shift away from single-occupancy vehicles toward clean transportation options, fill transportation gaps, or connect transportation modes (e.g., through first/last mile connections). The proposal must use a minimum of 50 percent of the total proposal budget to fund projects that are counted toward the proposal's Clean Transportation Strategies. Identified strategies should work together to achieve the community's vision. The Clean Transportation Strategies and associated eligible projects are listed alphabetically below.

A. Active Transportation

The Active Transportation strategy includes projects such as bicycle, pedestrian, and complete streets infrastructure (e.g., crosswalks, sidewalks, bikeways).

¹ See definition in Appendix A.

Table E-1: Eligible Active Transportation Projects

Eligible Projects	Examples of Project Elements
<p>New pedestrian walkways and multi-use paths</p>	<ul style="list-style-type: none"> • Complete streets infrastructure • Connections to mobility hubs and transit stations to enable first/last mile connections • Installation of new or improved pedestrian crossings or over-crossings • Maintenance of funded infrastructure during the project’s lifetime¹ • New walkways and multi-use paths that improve mobility, accessibility, and safety for users (e.g. sidewalks) • Non-capacity increasing streetscape improvements, such as: <ul style="list-style-type: none"> ○ Benches or “street furniture” ○ Lighting ○ Placemaking (e.g., parklets,² public art) ○ Shading and canopies ○ Signage and way-finding markers ○ Urban forestry and greenery ○ Other related amenities for pedestrians, cyclists, and transit riders • Planning, community engagement, outreach, and education for new pedestrian facilities • Signalization modifications and upgrades for pedestrian detection and prioritization • Street crossing enhancements, including accessible pedestrian signals • Traffic-calming and traffic control projects such as: <ul style="list-style-type: none"> ○ Channelization (e.g., road diets)³ ○ Curb cuts ○ Curb extensions ○ Lane narrowing projects ○ Roundabouts ○ Speed tables, bumps, humps, and cushions
<p>New bikeways and networks (Class I, Class II, or Class IV)</p>	<ul style="list-style-type: none"> • Bicycle carrying structures on public transit • Complete streets infrastructure • Connections to mobility hubs and transit stations to prioritize first/last mile connections • Maintenance of funded infrastructure during the project’s lifetime

² Community or green space that takes the place of a former curbside parking spot

³ The practice of reducing the number of lanes on a road, typically to slow driving speed and make room for other forms of transportation besides cars

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> • New context-sensitive bikeways (Class I, Class II, and Class IV) that improve mobility, accessibility, and safety for users • Planning, community engagement, outreach, and education for new bike facilities • Publicly accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • Signalization modifications and upgrades for bicycle detection and prioritization

B. Fixed-route Transit

The Fixed-route Transit strategy includes projects such as transit station improvements, transit right-of-way improvements (e.g., bus rapid transit lanes), transit operations improvements, transit passes, and improvements to increase accessibility of transit (e.g., network/fare integration, wayfinding, and signage).

Table E-2: Eligible Fixed-route Transit Projects

Eligible Projects	Examples of Project Elements
New or expanded service	<ul style="list-style-type: none"> • Operation of new or expanded service • Planning, community engagement, outreach, and education for new or expanded services • Purchase, construction, and installation of infrastructure, equipment, or facilities to support zero-emission vehicles • Zero-emission vehicle¹ purchases and leases for new or expanded service
Public transit subsidies	<ul style="list-style-type: none"> • Community engagement, outreach, and education for public transit subsidies • Free fare days • Plans for subsidy disbursement (e.g., how many subsidies users will receive, how long the subsidies will last) • Transit vouchers for free or reduced fares
System or efficiency improvements	<ul style="list-style-type: none"> • Access for unbanked users • ADA accessibility improvements • Infrastructure for express routes and other efficiency improvements such as: <ul style="list-style-type: none"> ○ Bus-only lanes ○ Traffic signal coordination and optimization • Mobile apps • Network/fare integration • Other system or efficiency improvements that result in increased ridership for new or existing

Eligible Projects	Examples of Project Elements
	<p>routes, including project elements that increase service levels or reliability or decrease travel time</p> <ul style="list-style-type: none"> • Planning, community engagement, outreach, and education for system or efficiency improvements • Route, schedule, frequency, and reliability improvements (e.g., for commute trips, non-commute trips, trip-chaining, essential services) • Transit station and stop improvements such as: <ul style="list-style-type: none"> ○ Connectivity improvements such as sidewalks and turnouts ○ Lighting ○ Measures to increase safety from gender-related violence ○ Mobility hubs to integrate different transportation modes and prioritize first/last mile connections ○ Placemaking and greenery ○ Safety and security equipment ○ Shading, shelters, and seating ○ Station ambassadors ○ Wayfinding and signage • Transit vehicle improvements (e.g., bike racks, stroller access improvements, fareboxes, measures to enhance public health)

C. Shared Mobility

The Shared Mobility strategy includes projects such as zero-emission carshare, rideshare, vanpooling, carpooling, bikeshare, scooter share, ride-hailing, shuttles, and microtransit (on-demand transit) services. Shared mobility projects should be complementary to existing public transit service. Shared mobility projects could include new service, operations, or promotion of ridership or pooling through subsidies.

Table E-3: Eligible Shared Mobility Projects

Eligible Projects	Examples of Project Elements
<p>New or expanded carshare, rideshare, bikeshare, scooter share, vanpooling, carpooling, ride-hailing, shuttles, and microtransit</p>	<ul style="list-style-type: none"> • Access for unbanked users • Measures to enhance public health why using services • Mobile apps for on-demand services • Mobility hubs to prioritize first/last mile connections • Operation of new or expanded service • Planning, community engagement, outreach, and education for shared mobility services

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> • Purchase, construction, and installation of infrastructure, equipment, or facilities to support zero-emission vehicles • Strategies to encourage verifiable pooling for on-demand services • Strategies to reduce deadhead mileage⁴ for on-demand services • Zero-emission vehicle purchases and leases for new or expanded service
Shared mobility subsidies	<ul style="list-style-type: none"> • Community engagement, outreach, and education for shared mobility subsidies • Free fare days • Plans for subsidy disbursement (e.g., how many subsidies users will receive, how long the subsidies will last) • Vouchers for free or reduced fares

II. SUPPORTING STRATEGIES

Applicants must select at least one Supporting Strategy, which includes Community Development, Land Use, Mode Shift Outreach and Education, and Planning and Community Engagement, but Applicants are strongly encouraged to combine multiple strategies. These strategies are meant to support and enhance clean transportation projects that already exist in the STEP Community, prioritize clean transportation options over single-occupancy combustion vehicles, or lay the groundwork for successful implementation of STEP-funded transportation projects. Identified strategies should work together to achieve the community’s vision. The Supporting Strategies and associated eligible projects are listed alphabetically below.

A. Community Development

The Community Development strategy includes infrastructure and policy projects that ready communities for adoption of clean vehicle technology and shared, zero-emission transportation modes while avoiding substantial burdens.

Table E-4: Eligible Community Development Projects

Eligible Projects	Examples of Project Elements
Displacement avoidance activities related to STEP-funded projects	<ul style="list-style-type: none"> • Local policy development, and implementation to support neighborhood stabilization and the preservation and production of affordable housing • Planning, community engagement, outreach, and education for displacement avoidance

⁴ Mileage driven without cargo or a passenger, typically to reach the next pick-up location

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> • Programs that support local, small businesses and existing residents that are vulnerable to displacement • For a full list of example activities see the Displacement Avoidance Guidance linked in Appendix F.
Local goods movement to individuals or small businesses to minimize trips in single-occupancy vehicles	<ul style="list-style-type: none"> • Centralized, walkable consumer pick-up locations • Local goods movement emission reduction plans • Planning, community engagement, outreach, and education for local goods movement • Zero-emission vehicles for new or expansion of mobile and delivery services by small, local businesses (e.g., mobile markets and food trucks), including light and heavy-duty vehicles and cargo bikes • Zoning and geofencing⁵ (e.g., to streamline delivery services or restrict travel of delivery vehicles in specific locations)
Workforce development activities for the climate and clean transportation sectors	<ul style="list-style-type: none"> • Educational resources, including but not limited to: <ul style="list-style-type: none"> ○ Classes ○ Curricula ○ Materials ○ Mobile apps ○ Training sessions ○ Websites • Partnership with job assistance and career development programs • Promotion of engagement and contracting with local businesses and the local workforce • For a full list of example activities see the Workforce Development Guidance linked in Appendix F.
Zero-emission readiness projects to support publicly-accessible clean transportation	<ul style="list-style-type: none"> • Planning, community engagement, outreach, and education for zero-emission readiness projects • Public zero-emission vehicle charging or refueling (e.g., planning, evaluation of existing infrastructure, siting, education and awareness, signage, an ombudsman position) • Renewable energy generation and storage for zero-emission transportation

⁵ The use of technology to create virtual boundaries around a location, typically used in transportation to restrict specific types of vehicles or services from entering certain locations

B. Land Use

The Land Use strategy includes policies, plans, and processes that encourage infill development, curb urban or suburban sprawl, and incentivize denser development in areas with high quality transportation options.

Table E-5: Eligible Land Use Projects

Eligible Projects	Examples of Project Elements
<p>Growth management projects that support infill, transit-oriented development and reduce passenger vehicle miles traveled</p>	<ul style="list-style-type: none"> • Adoption of an agricultural greenbelt and implementation agreement • Adoption of urban limit lines or urban growth boundaries • Agricultural land mitigation program transactions and program administration • Conservation easements and purchase program transactions and program administration • Increased minimum of designated strategic agricultural areas • Planning, community engagement, outreach, and education for growth management projects • Transfer of development rights
<p>Land use plans to support transit-oriented development</p>	<ul style="list-style-type: none"> • Combined land use and mobility plans • Community engagement, outreach, and education for land use plans to support transit-oriented development • Land-use plans for transit-oriented and transit-ready development such as: <ul style="list-style-type: none"> ○ Housing incentive zones or other area-based housing incentives beyond State Density Bonus Law ○ Plans for infrastructure necessary to support transit-oriented and transit-ready development (e.g., station area planning including improvements to pedestrian infrastructure) ○ Upzoning or rezoning for multifamily housing to intensify land use patterns in close proximity to transit • Plans for converting publicly-owned lands into affordable housing, transit-oriented development • Plans to connect disconnected neighborhoods to each other and to transit (e.g., cul-de-sac conversion) • Other plans, policies, or process improvements to promote affordable residential densification in proximity to transit, jobs, and other amenities. For

Eligible Projects	Examples of Project Elements
	a full list of example activities see the Displacement and Housing Guidance linked in Appendix F.

C. Mode Shift

The Mode Shift strategy includes incentives and dis-incentives that encourage mode shift away from single-occupancy, combustion vehicles and toward shared, zero-emission modes of transportation.

Table E-6: Eligible Mode Shift Projects

Eligible Projects	Examples of Project Elements
Active transportation subsidies	<ul style="list-style-type: none"> • Planning, community engagement, outreach, and education for active transportation subsidies • Vouchers to incentivize active transportation or vouchers to purchase personal zero-emission micromobility vehicles (e.g., standard bicycles, electric bicycles, electric scooters, recumbent and adaptive bicycles)
Pricing pilots, policies, or programs (e.g., parking, vehicle registration, (de-)congestion, or road pricing; feebates ⁶) to support mode shift away from single-occupancy combustion vehicles	<ul style="list-style-type: none"> • Impact analysis of pilots • Vouchers to exempt or reduce prices for certain populations (e.g., low-income, students, seniors) • Infrastructure and signage • Mobile apps • Operation and enforcement of pilot • Payment systems • Planning, community engagement, outreach, and education for pricing pilots, policies, or programs
Projects to increase access to clean transportation options	<ul style="list-style-type: none"> • Broadband network infrastructure to support clean transportation options • Community resource centers or hubs to educate residents about how to use new clean transportation options • Maintenance of existing infrastructure (e.g., sidewalks, bikeways) • Planning, community engagement, outreach, and education for applicable projects • Space conversion projects or pilots such as: <ul style="list-style-type: none"> ○ Car-free zones ○ Curbside management ○ Geofencing ○ Low or no emission zones ○ Parking conversion

⁶ A combination of fees and rebates used to incentivize mode shift.

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> ○ Separate drop-off and pick-up areas ○ Signage and other associated infrastructure to separate modes ● Transportation demand management planning and education ● Trip planners, street teams, and community ambassadors to connect residents to clean transportation options
Telecommuting plans and programs	<ul style="list-style-type: none"> ● Community engagement, outreach, and education for telecommuting plans and programs ● Participant incentives ● Program development and administration

D. Outreach and Education

The Outreach and Education strategy includes projects that encourage residents to use shared, zero-emission modes of transportation. Also includes education of anyone who will be interacting with funded clean transportation and supporting projects as users or as staff.

Table E-7: Eligible Outreach and Education Projects

Eligible Projects	Examples of Project Elements
Behavior change and marketing campaigns for new or existing clean transportation and mode shift projects	<ul style="list-style-type: none"> ● Gamification programs⁷ ● Media outlets (e.g., digital media such as social media, television, or video; physical media such as newspapers, magazines, or newsletters) ● Mobile apps ● Signage and other physical infrastructure
Capacity building to implement new or enhance existing clean transportation planning, operations, or infrastructure projects	<ul style="list-style-type: none"> ● Community resource portals, toolkits, and documents ● Educational resources (e.g., classes, training sessions, materials, websites, mobile apps, curricula) ● Relationship building and network development ● Trip planners, street teams, and community ambassadors to connect residents to clean transportation options
Outreach and education for new or existing clean transportation planning, operations, or infrastructure projects	<ul style="list-style-type: none"> ● Community resource portals, toolkits, and documents ● Educational resources, including but not limited to: <ul style="list-style-type: none"> ○ Bike valet at community events ○ Curricula

⁷ Behavior change programs that employ characteristics of games to encourage desired behavior

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> ○ Events (e.g., ride and drives, bicycle rodeos, bike repair pop-ups, temporary street closures or car-free days to encourage active transportation, workshops) ○ Materials ○ Mobile apps ○ Websites ● First responder training ● Pop-up or demonstration projects and other forms of tactical urbanism⁸

E. Planning and Community Engagement

The Planning and Community Engagement strategy includes co-developing plans and co-designing projects with community residents for the community’s land use and transportation systems.

Table E-8: Eligible Planning and Community Engagement Projects

Eligible Projects	Examples of Project Elements
Community and stakeholder engagement for new or existing clean transportation planning, operations, and infrastructure projects	<ul style="list-style-type: none"> ● Community engagement events and activities ● Community resource portals, toolkits, and documents ● Community transportation needs assessments ● Education campaigns ● Engagement and contracting with local businesses and local workforce ● Participant incentives ● Participatory budgeting and other forms of community-decision making ● Partnership and network development ● Pop-up and demonstration projects and other forms of tactical urbanism⁸ ● Surveys and information gathering
Transportation-focused plan development	<ul style="list-style-type: none"> ● Automated and connected vehicle plans to enable equitable shared mobility ● Combined land use and mobility plans ● Community engagement, outreach, and education for transportation plans ● Feasibility studies ● Mobility equity analysis⁹

⁸ Low-cost, temporary changes to the built environment, often meant to test out changes before making them more permanent

⁹ Assessment of the quality and impact of existing transportation options and proposed new transportation projects

Eligible Projects	Examples of Project Elements
	<ul style="list-style-type: none"> • Mobility plans, including but not limited to: <ul style="list-style-type: none"> ○ Active transportation, bicycle, or pedestrian plans ○ Alternative fuel infrastructure plans (e.g., electric vehicle readiness plans) ○ Multi-modal corridor plans ○ New mobility plans ○ Safe routes to schools and to transit plans ○ Transit plans • Other studies, plans, or planning methods that advance a community’s effort to reduce single occupancy vehicle trips and transportation-related GHG emissions • Plans for data collection, tracking progress, monitoring goals, and sharing results • Traffic calming and safety enhancement plans such as: <ul style="list-style-type: none"> ○ Collision, safety, and speed limit analysis ○ Traffic collision reduction and traffic calming plans (e.g., Vision Zero plans) • Transportation equity work plans
Plans or policies to support mode shift away from single-occupancy vehicles	<ul style="list-style-type: none"> • Car-free zone plans • Community engagement, outreach, and education for plans or policies • Curbside management¹⁰ plans/policies • Elimination of parking requirements for new development • Low or no emission zone plans • Parking or lane conversion plans (to prioritize infill development and shared and zero-emission modes of transportation)

III. INELIGIBLE PROJECTS

Projects that are ineligible for STEP funding include, but are not limited to:

- Building permits and site approvals
- Community-scale renewable energy or fuel production and storage*
- Cost-sharing for infill development*
- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or CEQA
- Heavy rail service*
- Highway or road capacity creation or expansion
- Inter-state transit or long-distance intra-state transit (e.g., Greyhound buses)

¹⁰ The collection of practices that an entity uses to effectively manage the use of curb space

- Lab-scale technology research and development (TRL 4 or less)
- Land or building acquisition, leasing, or renting
- Manufacturing, including but not limited to:
 - Acquisition of raw materials or inputs for the manufacture of commercial product(s)
 - Operations and maintenance of manufacturing facility
- Personal or private automobile funding incentives (e.g., rebates, vouchers)
- Projects that include purchase of internal combustion or hybrid vehicles
- Projects that increase GHG or air pollutant emissions or vehicle miles traveled
- Residential or commercial development
- Ride-hailing services unless they are providing services with zero-emission vehicles or verifiable shared rides
- Road maintenance that is not directly linked to a complete streets project
- Transit-oriented development, particularly affordable housing*
- Vehicle or fleet replacement that does not include provision of new or expansion of service

* These projects, while ineligible for STEP funding, likely contribute to the vision for and benefit the STEP Community, so coordination between STEP-funded projects and these other projects is encouraged through scoring of the Connections to Existing Projects criterion.

ELIGIBLE COSTS

I. ELIGIBLE COSTS

The list below includes the eligible costs for all of the project elements listed in the charts above. All costs covered by STEP funding must directly support these project elements.

- Access to proprietary data or research material
- Acquisition of right-of-way
- Consumer subsidies
- Direct costs for implementing new or expanded displacement avoidance policies
- Electronic software licenses, services, and development or hardware support services
- Equipment and infrastructure design, engineering, procurement, lease, installation, construction, and commissioning, for elements such as:
 - Accessibility improvements
 - Consumer payment systems
 - External consultant fees
 - Green infrastructure
 - Some aspects of electrical system upgrades (under consideration)
 - Street and sidewalk infrastructure
 - Vehicle charging and hydrogen refueling stations

- Vehicle locking stations
- Fuel and electricity costs
- Labor, including but not limited to:
 - Salaries, wages, and stipends for nonprofit or consultant staff dedicated to the project
 - Staff time spent on the project
 - Training for staff
 - Travel
- Materials and supplies, including but not limited to:
 - Language translation services
 - Preparation of materials
 - Printing and mailing
- Operations and maintenance of vehicles, equipment, and infrastructure, including but not limited to:
 - Costs to outfit vehicles, equipment, and infrastructure with necessary and appropriate workplace and safety equipment
 - Insurance (for vehicle and for rider or passenger)
 - Mileage and user tracking devices (i.e., data loggers or telematics, bike and walk count equipment)
 - Repairs and routine maintenance
 - Reservation system development and on-going maintenance costs
 - Roadside assistance
 - Safety and training courses
 - Time-of-use management systems and software
 - User safety equipment (e.g., helmets for bicycle sharing participants)
- Outreach and community engagement events and support, including but not limited to:
 - Community and stakeholder advisory groups
 - Language translation and interpretation services
 - Marketing and advertisements
 - Participant incentives
 - Public transit subsidies for low-income, disabled, or other participants with accessibility or transportation challenges
 - Rental costs of equipment, facilities, or venues (Applicants are encouraged to seek access to free or low-cost facilities through partnerships with community facilities where possible.)
- Vehicle¹ purchase and lease

II. INELIGIBLE COSTS

- Advocacy work, such as direct lobbying for the passage of specific bills or local propositions
- All costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure that may be located at a parking spot)
- Bonus payments of any kind

- Ceremonial expenses (including food and beverages)
- Commission fees
- Costs for implementing existing policies, plans, ordinances, or programs (e.g., local government staff salaries, supplies, meetings, etc.)
- Damage judgments arising from the acquisition, construction, or equipping of a facility, whether determined by judicial process, arbitration, negotiation, or otherwise
- Expenses for publicity not related to the STEP-funded projects
- Indirect costs in excess of 1 percent of the total proposal budget
- Lobbying
- Ongoing operational costs beyond the grant term
- Real estate brokerage fees or expenses
- Right-of-way
- Services, materials, or equipment obtained under any other State program
- Specific expenses related to community engagement, outreach, and education:
 - Childcare-related costs
 - Food and refreshments
 - General meetings that do not specifically discuss or advance implementation of the STEP-funded project
- Stewardship of legal defense funds
- Work-appropriate clothing or attire (other than essential equipment and safety wear such as personal protective equipment)
- Using funds for mitigation activities that are already mandated by local or State governing bodies or agencies

ELEMENT REQUIREMENTS

All applicable project elements must adhere to the CEQA and permitting requirements described at the end of this appendix.

I. FOR FUNDED LIGHT-, MEDIUM-, AND HEAVY-DUTY VEHICLES

- Vehicles funded by this grant comprise a fleet that must be maintained throughout the term of the grant agreement. Changes to the fleet after grant execution are subject to prior approval by CARB.
- Vehicles must be zero-emission.
- Vehicles may be purchased or leased (2-year minimum lease period).
- Vehicles must be on the eligible Clean Vehicle Rebate Project (CVRP) or Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Eligible Vehicle lists^{11,12} at the time of purchase, including vehicle models that were removed due to CVRP policy changes effective December 3, 2019.
- Vehicles must be registered in California.

¹¹ <https://cleanvehiclerebate.org/eng/eligible-vehicles>

¹² <https://www.californiahvip.org/how-to-participate/#Eligible-Vehicle-Catalog>

- Vehicles must be compliant with all applicable State requirements, including, but not limited to applicable CARB engine or vehicle approval or certification and Department of Motor Vehicles licensing.
- No modifications can be made to the vehicle's emissions control systems, hardware, or software calibrations (California Vehicle Code (CVC) Section 27156).
- Vehicle title cannot be salvaged (as defined in CVC section 544).
- Vehicles must have data collection devices or data collection metrics included in their base mode options. Data collection devices can be installed post-purchase.
- Vehicles must be under warranty with the manufacturer for the duration of the grant term.
- Used vehicles must meet the following additional requirements at the time of purchase or lease:
 - Vehicle model year must be 4 years or newer.
 - Vehicle mileage cannot exceed 48,000 miles.
 - Vehicle cannot have any outstanding recall notices. If there has been a recall notice for the vehicle model, documentation must be provided that the problem has been addressed before the vehicle is purchased or leased.
 - Vehicles must be inspected by a licensed automotive mechanic.
 - Batteries in vehicles must be new (new batteries may be purchased).
 - Vehicles that previously have participated in CVRP (received rebates) must have passed the compliance period and have fully complied with program requirements.
 - Vehicles must be formerly listed under the eligibility list of CVRP according to their model years.

II. FOR FUNDED MICROMOBILITY VEHICLES

- Purchased micromobility vehicles must be new.
- Micromobility vehicles funded by this grant comprise a fleet that must be maintained throughout the term of the grant agreement. Changes to the fleet after grant execution are subject to prior approval by CARB.
- Micromobility service must include a maintenance plan for continued reliable operation and unforeseen breakdowns of the charging or fueling infrastructure and repairs and maintenance of the vehicles.
- Micromobility service must be registered with the local jurisdiction, where available.
- Micromobility vehicles must have data collection devices or data collection metrics included in their base mode options. Data collection devices can be installed post-purchase

III. FOR FUNDED EVSE PURCHASE AND INSTALLATION

- EVSE must be installed to provide electricity to project vehicles.
- EVSE must comply with California Electric Vehicle Infrastructure Project

(CALeVIP) equipment requirements.¹³

- EVSE may be installed in commercially or residentially zoned locations.
- EVSE may include ports for micromobility vehicle charging or fueling if the project design includes micromobility vehicles.
- EVSE may be Level 2 (rated up to 240 volts alternating current [AC], up to 60 amperes [amps], and up to 14.4 kilowatts) or Level 3 (high voltage AC or direct current [DC] with the capability to charge a vehicle to approximately 80 percent capacity within 30 minutes).
- EVSE must include a maintenance plan for continued reliable operation and unforeseen breakdowns of the charging infrastructure.

IV. FOR FUNDED HYDROGEN REFUELING STATION INSTALLATION

- Hydrogen refueling station must be installed to provide fuel to project vehicles.
- Hydrogen refueling station must adhere to the minimum technical, renewable hydrogen, and other requirements described in Appendix G¹⁴ of the Clean Mobility in Schools solicitation.
- Hydrogen refueling station must comply with all applicable federal, State, and local laws and requirements for acceptable installation and usage of hydrogen refueling stations.
- Hydrogen refueling station must be designed to allow the station to accept delivery of hydrogen fuel from a mobile refueler or hydrogen tube trailer if on-site hydrogen production goes off-line or if hydrogen delivered via a pipeline is disrupted.
- Public or private access to refueling from proposed refueling stations is not required.

V. FOR POLICIES AND PROCEDURES TO EVALUATE AND ENROLL PARTICIPANTS IN FUNDED TRANSPORTATION SERVICES

- Participants must be enrolled and meet the requirements below:
 - Possess a current California Class C Driver's license, if applicable
 - Meet minimum requirements to drive a project vehicle as required by the Grantee and the insurance provider, if applicable, to be developed in conjunction with CARB
 - Complete trip surveys and participate in research as requested by the Grantee
 - Pay project fees to use the vehicles or service, if required by the Grantee
 - Satisfactorily complete a bicycle safety training program, if applicable (must be approved by CARB)

¹³ <https://calevip.org/resources-ev-charging-manufacturers-service-providers>

¹⁴

https://ww3.arb.ca.gov/msprog/mailouts/msc1920/msc1920appf.pdf?_ga=2.112533188.1396155840.1587346949-1405068476.1585775700

- Participants become ineligible upon any of the following events:
 - Participant becomes ineligible per terms of insurance
 - Vehicle driver's license lapses or is revoked
 - Driver or rider is determined to be an unsafe or impaired driver by the Grantee
 - Participant causes damage to a vehicle, bicycle, EVSE, or other project property; ineligibility is at the discretion of the Grantee or CARB
 - Nonpayment of project fees to use the vehicles or service, as required by the Grantee
 - Noncompliance with project requirements; ineligibility is at the discretion of the Grantee or CARB

VI. FOR FUNDED COMMUNITY ENGAGEMENT, OUTREACH, AND EDUCATION ACTIVITIES

- Funded activities must be directly related to the implementation of the STEP grant.
- Funded activities must focus on engaging community residents located or involved in the STEP Community.
- Funded activities must emphasize language access with multilingual outreach activities where appropriate.
- Funded activities must also collect data on residents' current knowledge regarding clean transportation options.
- Funded activities must include an evaluation of the success of the activities throughout implementation and adapt methods used accordingly.
- Funded activities should appropriately incentivize community residents for their time and expertise when participating in community engagement activities (see Community Inclusion Guidance linked in Appendix F).

VII. FOR FUNDED DISPLACEMENT AVOIDANCE ACTIVITIES

- Funded activities must be focused on implementing additional or new policies and programs, which may include but are not limited to new policies not yet adopted, programs that address implementation barriers of existing policies and programs, and expanded efforts around existing policies and programs.
- Funded activities must directly address the displacement vulnerabilities of the STEP Community and the potential impacts of implementing STEP-funded projects.
- Funded activities must be located within the STEP Community.
- Funded activities must be focused on engaging existing low-income households and small businesses located or involved within the STEP Community.

- Funded activities must include an evaluation of the success of that activity in avoiding displacement of existing low-income households and small businesses

VIII. FOR FUNDED GROWTH MANAGEMENT PROJECTS

- Funded projects must comply with all relevant local, State, and federal laws, including State Housing Element Law¹⁵ and Government Code Section 66300 as added by Senate Bill 330 (Chapter 654, Statutes of 2019).¹⁶

READINESS REQUIREMENTS

If applicable, at the time of grant execution, Applicants must have all California Environmental Quality Act (CEQA) documentation completed. Applicants must include CEQA documentation in the proposal that demonstrates that CEQA has been or will have been met at the time of grant execution. See detailed instructions on the CEQA readiness requirement below.

Within six months after grant execution, Applicants must have all other necessary preparations completed (e.g., site control, permits) and all necessary partners on board in order to implement the proposed projects. Applicants must include documentation in the proposal that demonstrates that these other readiness requirements have been met or will have been met within six months after grant execution.

If any readiness requirements have not been met by the time the proposal is submitted, Applicants must identify the process and anticipated timeline for completing these actions. Applicants are encouraged to complete as many readiness requirements as possible prior to submitting their proposals; proposals will be scored on level of readiness.

I. CEQA COMPLIANCE AND PERMITTING REQUIREMENTS

Each proposed infrastructure installation (e.g., electric vehicle supply equipment, hydrogen refueling stations, bike or pedestrian infrastructure) may be subject to CEQA compliance, as well as permitting and other requirements. Such proposals must adhere to the requirements specified below.

A. CEQA Compliance Information

CEQA requires public agencies to identify the significant environmental impacts of

¹⁵ Additional information can be found in the Land-Use Controls section of the California Department of Housing and Community Development's Building Blocks Comprehensive Housing-Element Guide: <https://www.hcd.ca.gov/community-development/building-blocks/constraints/land-use-controls.shtml>

¹⁶ Additional information about Senate Bill 330, including a list of local governments subject to its requirements, can be found at: <https://www.hcd.ca.gov/community-development/accountability-enforcement/statutory-determinations.shtml>

their actions and to avoid or mitigate them, if feasible. Under CEQA, an activity that may cause either a direct or reasonably foreseeable indirect physical change in the environment is generally considered a project. An activity funded by a grant may be considered a project under CEQA if it will cause a direct or reasonably foreseeable indirect physical change in the environment. Agencies must comply with CEQA before they approve a project. For projects which are exempt from CEQA, agencies may prepare a Notice of Exemption (an example is provided for reference).

Before Applicants submit a proposal, Applicants must be certain that the project will be able to satisfy any and all CEQA requirements before grant execution can take place. Grant execution is required to take place on or before May 14, 2021. Applicants must complete a CEQA Worksheet (Attachment 1 of this appendix) for each proposed infrastructure installation. CARB must ensure that the appropriate level of environmental review under CEQA has been completed prior to grant approval/execution. Thus, no grant can be approved/executed until the lead agency has determined that the project is exempt from CEQA requirements or until the lead agency has satisfied all CEQA requirements if the project is not exempt from CEQA.

As part of their proposal, the Applicant shall provide a detailed description of all proposed projects, as well as information about whether the project will have any direct physical changes and reasonably foreseeable indirect changes to the surrounding environment. Because of CARB's role as a CEQA responsible agency (see number 4 in the list below), CARB needs detailed information from Applicants about the projects in order to properly evaluate each proposal under CEQA. In order to minimize or avoid adverse environmental impacts, CARB will only accept proposal for projects to be sited where similar infrastructure already exists (e.g., installing EVSE where electrical infrastructure already exists, installing a hydrogen refueling station at an existing fueling station or industrial facility, installing bike or pedestrian infrastructure along existing roadways).

Applicants must provide documentation from the lead agency showing the CEQA process has been completed. If no CEQA review is required by a local lead agency, provide documentation from the local lead agency explaining why not.

As explained in greater detail in Attachment 1 of this appendix, the Applicant must provide the following information as it pertains to each proposed project:

1. **Proposed Station/Facility Location:** The Applicant must provide the specific address or equivalent location information for the proposed station, equipment, or facility. This must include photographic images with both date and time stamps of all intended locations. If applicable, the images must show station ingress and egress.
2. **Permits:** The Applicant must identify the permits necessary for the project.
3. **Project Impacts:** The Applicant must describe the direct physical changes and

reasonably foreseeable indirect changes to the surrounding environment that may result from the project. Please see Section 4 in Attachment 1 of this appendix.

4. **CEQA Lead Agency:** The lead agency is the public agency that has the greatest responsibility for carrying out or approving a project and for preparing environmental review documents under CEQA. Where the award recipient is a public agency, the lead agency is typically the grantee. If there are multiple public agencies acting in concert for one project, then the agency which acts first on the project will normally be the lead agency. Where the award recipient is a private entity, the lead agency is the public agency that has the greatest responsibility for approving the project as a whole. When awarding grants, CARB is typically a Responsible Agency under CEQA, which means that it must make a CEQA finding based on review of the funded activities and any environmental documents created by the lead agency. The lead agency will be identified using the following process:
 - a. Where the proposed project would require a discretionary approval from another permitting agency, the Applicant must identify the CEQA lead agency in the proposal and include documentation demonstrating that contact has been made with the lead agency with jurisdiction over the project for purposes of complying with CEQA. The documentation may be in the form of a letter from the lead agency that is stamped as received by the local agency.
 - b. If CARB is the only agency with discretionary approval over the proposed project, then CARB will act as the lead agency and will work with the Applicant to satisfy CEQA requirements.

Regardless of which agency is the lead agency for a proposed project, the Applicant shall be responsible for all costs associated with preparation of environmental review documents. The Applicant may also be required to retain a consultant to perform environmental studies as appropriate. **CARB *WILL NOT* reimburse any Applicant for these costs.** The Applicant shall also be responsible for all costs associated with defending any legal challenge against the grant agreement or the environmental review documents prepared in support of entering into the grant agreement.

5. **CEQA Compliance Where the Proposed Project Would Require Discretionary Approval from Another Permitting Agency (i.e., another permitting agency serves as the lead agency):**
 - a. **Exempt Projects:** If the lead agency determines that the proposed project is exempt from CEQA or not a "project" for purposes of CEQA, then the Applicant must submit proof of such a determination (i.e. a resolution adopting the exemption when the lead agency approved the

project). In addition, the Applicant must submit a copy of a legally adequate, properly filed Notice of Exemption after the 35th day after the date of such filing, or proof that more than 180 days have elapsed since the agency's decision to carry out or approve the Applicant's project, to CARB prior to grant execution. Additionally, the Applicant must provide detailed information on why the project meets the applicable statutory or categorical exemption and why no exceptions to the categorical exemptions apply (see CEQA guidelines section 15300.2). The Applicant shall provide substantial evidence, as that term is defined under the CEQA Guidelines (see, CCR, Title 14, § 15384), that support the lead agency's exemption determination. For example, for a Class One Categorical Exemption (California Code of Regulations (CCR), Title 14 § 15301), the Applicant should provide documentation showing that the project is located at an existing facility that involves negligible or no expansion of an existing use.

- i. **Ministerial or "Common Sense" Exemptions:** If the lead agency exempts a proposed project under the "ministerial" or "common sense" exemptions (CCR, Title 14, § 15268 and § 15061, subd. (b)(3), respectively), the Applicant shall provide details on whether the project meet some other statutory or categorical exemption. For example, the Applicant should not simply state that a 100 percent renewable hydrogen project is exempt under the common sense exemption.
- b. **Non-exempt Projects:** For non-CEQA exempt projects, the Applicant must submit proof that all CEQA requirements have been satisfied, along with the appropriate CEQA documentation and lead agency approval documentation. The Applicant must provide CARB with a copy of the appropriate CEQA approval notice(s) to demonstrate that the project was properly approved under CEQA and that any statute of limitations for challenging the project approval and CEQA determination has run. If CARB will serve as the lead agency, the Applicant must satisfy the requirements in the section (6) below. If an Applicant fails to submit the required CEQA documentation as described above in a timely manner, CARB in its sole discretion may cancel the proposed grant and make a selection to the next highest scoring project, and so on, until an agreement is reached, or exercise its right, to not award a grant. CARB reserves the right, in its sole discretion, to cancel this solicitation, re-solicit for a Grantee, or direct funding to another project in the Funding Plan.
- c. In accordance with CEQA requirements, CARB will review each proposal and consider the facts and circumstances of each proposed project (including the project's reasonably foreseeable direct and indirect impacts) before determining whether the lead agency's CEQA review

findings and documentation are adequate.

6. **CEQA Compliance Where the Proposed Project Would Not Require Discretionary Approval from Another Permitting Agency:** If CARB is the only agency with discretionary approval over the proposed project, then CARB will act as the lead agency and will work with the Applicant to satisfy CEQA requirements. The Applicant must provide CARB detailed information regarding the project description and why the project would qualify for any CEQA exemptions or why no exceptions would apply pursuant to CEQA Guidelines section 15300.2. In accordance with CEQA requirements, CARB will review each proposal and consider the facts and circumstances of each proposed project (including the project's reasonably foreseeable direct and indirect impacts) before determining the level of required environmental review. As noted above, the Applicant shall be responsible for all costs associated with preparation of environmental review documents. The Applicant may also be required to retain a consultant to perform environmental studies as appropriate. CARB will not reimburse any Applicant for these costs.
7. **Other Relevant CEQA Information:** The Applicant shall submit any other relevant CEQA documentation or information that will assist CARB in confirming CEQA compliance.

Within a proposal, the Applicant is encouraged to fully document efforts completed or underway to achieve CEQA compliance. This includes, but is not limited to, CEQA compliance documentation, completed or scheduled pre-application meetings with the local CEQA lead agency, or documentation of contact with the CEQA lead agency.

NOTE REGARDING ENCUMBRANCE DEADLINES AND DISCLAIMER: The funds under this solicitation have strict encumbrance deadlines. The lead agency (which may be CARB if no other local discretionary approval is required) must complete environmental review under CEQA and approve each grant prior to the applicable encumbrance deadline. Thus, if a project cannot complete CEQA review in time to meet the applicable encumbrance deadline, **CARB reserves the right to cancel the proposed grant and recommend funding the next highest scoring project that can complete CEQA review in time to meet the encumbrance deadline**, regardless of the Applicant's diligence in submitting CEQA information and materials. Further, CARB is not liable for any costs incurred during environmental review or as a result of canceling the proposed grant.

B. PERMITTING

The Applicant must include information in their narrative that describes their plans to obtain permits for each proposed infrastructure installation. The Governor's Office of Business and Economic Development is available to provide permitting assistance. Contact information is available below:

Mr. Tyson Eckerle
Phone: (916) 322-0563
Email: tyson.eckerle@gobiz.ca.gov

C. EXAMPLE NOTICE OF EXEMPTION

(Sample NOE-Redactions have been made to certain project specific information)

NOTICE OF EXEMPTION

To: County Clerks Counties of **From:** XXXX
XXXX

Project Title: XXXX and Data Collection Project

Project Location: The following locations have been identified at existing facilities in California for participation in this proposed technology demonstration project: 1) XXXXXX Chino, CA 91708, Riverside County; 2) XXXXXXXXXXX Fontana, CA 92335, San Bernardino County; 3) XXXXXX La Mirada, CA 90638, Los Angeles County; 4) XXXXXX Ontario, CA 91761, San Bernardino County; and 5) XXXXX Placentia, CA 92806, Orange County.

Description of Nature, Purpose, and Beneficiaries of Project: The XXXXXX has partnered with an original equipment manufacturer (OEM) to test and deploy heavy duty battery electric vehicles (HDBEV) and zero emission on-road and off-road equipment, and install onsite energy efficiency measures at five warehouse or freight facilities. The project is expected to include the following activities at the five facilities:

XXX, Chino: 1) Test and deploy four Volvo heavy duty battery electric vehicles (HDBEVs), two battery electric vehicle (BEV) yard tractors, and 10 BEV forklifts; and 2) install one megawatt (MW) of solar panels, one 150 kilowatt (kW) charger, two 50 kW chargers, 12 Level 2 chargers for equipment, and one new transformer and electrical conduit and conduct minor trenching and restoration of any disturbed surface as necessary.

XXX, Fontana: 1) Test and deploy seven commercial Class 8 HDBEVs for rental; and 2) install one 150 kW charger, two 50 kw chargers, one 80 kw mobile charger, and one new transformer and electrical conduit and conduct minor trenching and restoration of any disturbed surface as necessary.

XXX, La Mirada: 1) Test and deploy one Volvo HDBEV (pilot), eight commercial Class 8 HDBEVs for rental, and one Class 3 BEVs; and 2) install one 150 kw charger, four 50 kW chargers, two 80 kW mobile chargers, five Level 2 workplace chargers, and one new transformer and electrical conduit and conduct minor trenching and restoration of any disturbed surface as necessary.

XXX, Ontario: 1) Test and deploy three Volvo Class 8 HDBEVs, two BEV yard tractors, and 14 BEV Forklifts; and 2) install 0.9MW of solar panels, one 150 kW charger, two 50 kW chargers, 16 Level 2 chargers for equipment, 10 Level 2

NOTICE OF EXEMPTION

workplace chargers, and one new transformer and electrical conduit and conduct minor trenching and restoration of any disturbed surface as necessary.

XXX, Placentia: Install two 150 kW chargers and one new transformer and electrical conduit and conduct minor trenching and restoration of any disturbed surface as necessary.

The locations affected by the proposed project are at existing facilities located in industrial and commercial areas, which have already been graded, disturbed, paved, and have existing structures. The HDBEV and zero emission on-road and off-road equipment will replace service currently provided by diesel powered equipment. Installation and deployment of the charging infrastructure would require limited alteration activities such as minor trenching for electrical conduit, delivery and placement of prefabricated electric vehicle (EV) charging equipment, and minor paving and concrete activities to restore the disturbed surfaces and installation of solar panels will occur on top of existing facilities. Additionally, onboard data collectors will collect data (vehicle miles travelled, hours of operation, battery performance, etc.) on each truck and equipment. The information collected through the project will measure performance and provide data to help further research into electric vehicles and supporting infrastructure.

Public Agency Approving Project:
XXXXX

Agency Carrying Out Project:
XXXXX

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule

CEQA Guidelines Section 15301(a) – Existing Facilities

CEQA Guidelines Section 15303(d) – New Construction or Conversion of Small Structures

CEQA Guidelines Section 15304(f) – Minor Alterations to Land

CEQA Guidelines Section 15306 – Information Collection

Reasons why project is exempt: XXXXX staff has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) - General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA. In addition, XXXXX staff contacted planning staff at each planning department with jurisdiction over the EV Charging sites and each treat these installations as ministerial (e.g., exempt from CEQA review). XXXXX staff has determined that it can be seen with certainty that there is no possibility that the proposed project to develop and demonstrate zero emission heavy-duty trucks, freight handling equipment, EV infrastructure and renewable energy may have a significant adverse effect on the environment. Therefore, the project is considered to be exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Activities Covered by General Rule. The project is also considered to be categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(a) – Existing Facilities, because the proposed project involves only minor physical modifications or alterations to existing facilities involving electrical

NOTICE OF EXEMPTION

conveyances. Further, because implementation of the project may also involve improvements to electrical extensions and installation of solar panels on top of existing facilities requiring new construction or the conversion of small structures, the project is also considered to be categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303(d) – New Construction or Conversion of Small Structures. Similarly, because the project may involve minor trenching and backfilling where the surface will be restored, as well as solar panel installation on top of existing facilities, the project is also considered to be categorically exempt from CEQA pursuant to CEQA Guidelines Section 15304(f) – Minor Alterations to Land. Finally, because the overarching purpose of the project is to conduct research for the purpose of collecting data on the use of electric vehicles and EV charging units, the project is also considered to be categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection. Further, XXXXX staff has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, the proposed project is exempt from CEQA.

Date of Project Approval: XXXXXX Governing Board Hearing: November XX, 2018;

CEQA Contact Person:	Phone Number:	Email:	Fax:
Rule Contact Person:	Phone Number:	Email:	Fax:

Date Received for Filing:

Signature:

XXXXXXXX, CEQA Section

ATTACHMENT 1: CEQA WORKSHEET

This attachment must be submitted for each proposed infrastructure installation as part of the payment request for infrastructure (e.g., infrastructure installation, electric vehicle supply equipment, bicycle storage units).

CEQA (Public Resources Code sections 21000 et seq.) requires public agencies to identify the significant environmental impacts of their actions and to avoid or mitigate them, if feasible.¹⁷ Under CEQA, an activity that may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment is called a “project” (Public Resources Code section 21065). Agency compliance with CEQA may include preparing a Notice of Exemption or conducting an Initial Study and preparing a Negative Declaration, a Mitigated Negative Declaration, or, if there are significant impacts, an Environmental Impact Report.

The Lead Agency is the public agency that has the greatest responsibility for preparing environmental documents under CEQA, and for carrying out, supervising, or approving a project. Where the Applicant is a public agency, the Lead Agency is typically the Applicant. Where the Applicant is a private entity, the Lead Agency is the public agency that has greatest responsibility for supervising or approving the project as a whole.¹⁸ When issuing contracts, grants, or loans, CARB is typically a “Responsible Agency” under CEQA, which means that it may make its own CEQA findings based on review of the Lead Agency’s environmental documents. If CARB is the only public agency with responsibility for approving the project, then CARB may act as the Lead Agency and prepare its own environmental documents (based on analysis provided by the applicant).

This worksheet will help CARB determine what kind of CEQA review, if any, is necessary, and which agency will be performing that review as a Lead Agency. CARB will not select any projects nor execute any grants until it determines that an Applicant has adequately satisfied all applicable CEQA requirements.

See the following page for the worksheet. Make copies as necessary to submit with the proposal.

Please answer all questions in the worksheet below as completely as possible. CARB may request additional information in order to clarify responses provided on this worksheet.

¹⁷ For additional information on CEQA and its requirements, please visit <http://opr.ca.gov/ceqa/>.

¹⁸ 14 CCR sections 15050, 15051. The Lead Agency typically has general governmental powers (such as a city or county), rather than a single or limited purpose (such as an air pollution control district).

1. Please provide a detailed summary below of the proposed project and project location (use additional sheets if necessary):

2. What are the physical aspects of the project? (Check all that apply and provide brief description of work, including any size or dimensions of the project.) Additionally, provide site layout figure(s) showing locations of new or modified infrastructure, trenching, grading, paving, etc. Such figure(s) need not be engineering-grade; they simply should show the locations of the anticipated project components at the site. (Attach additional sheets as necessary.)

Project Aspect	Yes	No	Description of Project Aspect
Ground disturbance (including grading, paving, trenching, etc.) Provide length and depth, and describe whether the area(s) to be disturbed are previously disturbed.	<input type="checkbox"/>	<input type="checkbox"/>	
New or replaced pipelines	<input type="checkbox"/>	<input type="checkbox"/>	
Construction of underground facilities (including tanks)	<input type="checkbox"/>	<input type="checkbox"/>	
Modification or conversion of a facility, or construction of new or modified structures	<input type="checkbox"/>	<input type="checkbox"/>	
New or modified operation of a facility or equipment	<input type="checkbox"/>	<input type="checkbox"/>	
On-road demonstration	<input type="checkbox"/>	<input type="checkbox"/>	
EV infrastructure (how many, what kind, approximate dimensions)	<input type="checkbox"/>	<input type="checkbox"/>	
Alternative gas station (how many, what kind, approximate dimensions)	<input type="checkbox"/>	<input type="checkbox"/>	
Electrical infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	
Solar component (extent of and general location at project site)	<input type="checkbox"/>	<input type="checkbox"/>	
Paper study (including analyses on economics, feedstock availability, workforce availability, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Laboratory research	<input type="checkbox"/>	<input type="checkbox"/>	

Project Aspect	Yes	No	Description of Project Aspect
Temporary or mobile structures (skid-mounted)	<input type="checkbox"/>	<input type="checkbox"/>	
Design/Planning	<input type="checkbox"/>	<input type="checkbox"/>	
Other (describe and add pages as necessary)	<input type="checkbox"/>	<input type="checkbox"/>	

3. Where is the project located or where will it be located? Additionally, specify where on the referenced property address the project components will be located by providing site layout figure(s) showing locations of new or modified infrastructure, trenching, grading, paving, etc. Such figure(s) need not be engineering-grade; they simply should show the locations of the anticipated project components at the site. (Attach additional sheets as necessary.)

Address	County	Type of Work to Be Completed at Site

4. Will the project potentially have environmental impacts that trigger CEQA review? (Check a box and explain the answer for each question. Additionally, please provide a complete description of any direct physical changes and reasonably foreseeable indirect changes to the environment that may result from the project. Please provide as much detail as possible. You may provide additional information on supplemental pages as necessary.)

Question	Yes	No	Don't Know	Explanation
Is the project site environmentally sensitive?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project site on agricultural land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the land on which the project would be built previously disturbed? Please provide detail on how the land is previously disturbed, i.e., whether it is paved and/or graded.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this project part of a larger project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Question	Yes	No	Don't Know	Explanation
Is there public controversy about the proposed project or larger project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will historic resources or historic buildings be impacted by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project located on a site the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or cleanup problems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the project generate noise or odors in excess of permitted levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the project increase traffic at the site and by what amount?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project expected to result in environmental impacts to any other resource area (e.g., air quality, aesthetics, water quality)? (Add pages as necessary.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

5. Will the project require discretionary permits or determinations, as listed below?

Type of Permit	No	Modified	New	Approving Agency	Reason for Permit, Summary of Process, and Anticipated Date of Issuance
Air Quality Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Water Quality Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Conditional Use Permit or Variance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Building Expansion Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Type of Permit	No	Modified	New	Approving Agency	Reason for Permit, Summary of Process, and Anticipated Date of Issuance
Hazardous Waste Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Rezoning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Authority to Construct	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other Permits (List types)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

6. Of the agencies listed in #5, have you identified and contacted the public agency who will be the lead CEQA agency on the project?

Yes. Provide the name and contact information for the lead agency.

No. Explain why no contact has been made and/or a proposed process for making contact with the lead agency.

7. If you identified an agency with discretionary approval authority over the project (see Item 5 above), has the public agency prepared environmental documents (e.g., Notice of Exemption, Initial Study/Negative Declaration/Mitigated Negative Declaration, Environmental Impact Report, Notice of Determination) under CEQA for the proposed project?

Yes. Please complete the following and attach the CEQA document to this worksheet. (For "Not a project," the title of the document may be an e-mail, resolution, or letter.)

Type of Environmental Review	Title of Environmental Document (Attach the document to this form.)	State Clearinghouse Number	Completion Date	Planned Completion Date (must be before approval of grant)
"Not a project" <input type="checkbox"/> Email <input type="checkbox"/> Letter <input type="checkbox"/> Resolution <input type="checkbox"/> Other:		N/A		N/A

STEP Implementation Grant Solicitation

Type of Environmental Review	Title of Environmental Document (Attach the document to this form.)	State Clearinghouse Number	Completion Date	Planned Completion Date (must be before approval of grant)
Exempt (Resolution of public agency or Agenda Item approving Exemption)		N/A		N/A
Exempt (Notice of Exemption)		N/A		
Initial Study				
Negative Declaration				
Mitigated Negative Declaration				
Notice of Preparation				
Environmental Impact Report				
Master Environmental Impact Report				
Notice of Determination				
National Environmental Policy Act (NEPA) Document (Environmental Assessment, Finding of No Significant Impact, and/or Environmental Impact Statement)				

No. Explain why no document has been prepared. Propose a process for obtaining lead agency approval and estimated date for that approval (must occur before CARB will approve the grant).

Certification: I certify to the best of my knowledge that the information contained in this worksheet is true and complete. I further certify that I am authorized to complete and sign this form on behalf of the proposing organization.

Name:

Title:

Signature:

Phone Number:

Email:

Date:

APPENDIX F: PROPOSAL GUIDANCE

CARB has a variety of resources that can help STEP Applicants develop projects and proposals equitably and effectively. All resources can be found on the [STEP Moving California webpage](#).

Workforce Development Guidance: Includes example activities and recommendations for workforce development activities identified within the proposal
https://ww3.arb.ca.gov/msprog/step/step_workforce_development_guidance.pdf

Displacement and Housing Guidance: Includes example activities and recommendations for displacement activities; Information and resources about example pro-affordable housing policies, plans, and processes with which STEP-funded projects should coordinate
https://ww3.arb.ca.gov/msprog/step/step_displacement_and_housing_guidance.pdf

Community Inclusion Guidance: Includes recommended activities, best practices, and other resources for engaging community residents in project development and implementation
https://ww3.arb.ca.gov/msprog/step/step_community_inclusion_guidance.pdf

Quantification Methodology: Includes methods the STEP Benefits Calculator uses to quantify GHG emission reductions and selected co-benefits
https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/carb_step_qm_final_060120.pdf

Climate Adaptation and Resiliency Guidance: Includes recommendations, example projects, and resources to support consideration of climate adaptation and resiliency in STEP-funded projects
https://ww3.arb.ca.gov/msprog/step/step_climate_adaptation_and_resiliency_guidance.pdf

Guiding Legislation: Includes descriptions of the State legislation that informs STEP implementation
https://ww3.arb.ca.gov/msprog/step/step_guiding_legislation.pdf

APPENDIX G: RESOURCE CONTRIBUTION ELIGIBILITY

Resource contributions¹ are assets contributed to the projects to support their quality, breadth, and longevity through their **project lifetimes**.¹ Resource contributions do not need to be monetary (i.e., cash match), but Applicants are required to estimate the monetary value of all resource contributions.

Applicants must demonstrate that they are committed to supporting STEP-funded projects with resource contributions. The proposed budget must identify resource contributions that add up to at least 20 percent of the value of the funds requested in the proposal. Resource contributions may be used to cover project costs or direct grant implementation costs.

Resource contributions must be identified and documented in as much detail as possible. The minimum dollar value and source of each resource contribution must be identified in both the proposed budget and documented in attachments. See examples of eligible resource contribution documentation attachments in the table below.

Resource contributions identified and documented in the proposal will be included in the grant agreement for selected funding recipients. Grantees will be required to fulfill these identified resource contribution commitments.

STACKING FUNDS

Stacking funds is using multiple sources of funding (e.g., STEP funds and other resource contributions) to fund a single project or proposal. Resource contributions must meet the following requirements:

- At least half of the resource contribution requirement (i.e. at least 10 percent of the value of the requested STEP funds) must be met through use of non-California Climate Investments funds.
- STEP funds used for vehicle purchases may not be stacked with HVIP funds also used for vehicle purchases.
- Resource contributions may not be combined with STEP funds to exceed an item's purchase price.

TYPES OF RESOURCE CONTRIBUTIONS

The table below includes a list of eligible resource contributions and examples of the types of documentation that must be submitted with the proposal to support the resource contribution claim. CARB may choose not to consider resource contributions with documentation that does not include specific dollar amounts. Documentation

¹ See definition in Appendix A.

must show that each resource contribution has already been committed to the project(s) or that each resource contribution will be available by the time it is needed during grant implementation.

If a third party proposes to provide a resource contribution that will be used to meet the 20 percent resource contribution requirement, the proposal must include a letter from that third party stating the source of the resource contribution and that they are committed to providing the specific dollar value identified.

The proposal may identify resource contributions that are not listed in the table below. CARB maintains the discretion to allow or disallow additional types of resource contributions.

Table G-1: Types of Resource Contributions and Documentation

Type of Resource Contribution	Type of Documentation
Contributions of staff or labor (including volunteer labor) from Community Partners, such as community groups and community-based organizations, and other partners (partnerships that are not part of the core Applicant team)	<ul style="list-style-type: none"> • Descriptions of involvement or benefit to project • Letters of support • MOUs
Data collection and coordination with project-related, non-CARB-funded research initiatives	<ul style="list-style-type: none"> • Data sharing agreements • MOUs • Research contracts or grants • Research product deliverables
Project-related labor costs and in-kind labor contributions during the grant term that are not reimbursed or paid for by STEP. Examples include, but are not limited to: <ul style="list-style-type: none"> • Executive leadership, involvement, or buy-in • Infrastructure permitting and construction • No-cost labor • Operations • Outreach and marketing • Partnership development and planning • Program management, involvement, or buy-in • Quality control, quality assurance, oversight, and accountability • Workforce training and development 	<ul style="list-style-type: none"> • Budgets • Letters of support • Task descriptions or duty statements
Project-related materials or assets and in-kind contributions already owned by project participants, or purchased for or donated to the project, ² that will	<ul style="list-style-type: none"> • Budgets • Contracts • Grant agreements

² Can be from other publicly-funded projects.

Type of Resource Contribution	Type of Documentation
<p>be used during the grant term. Examples include, but are not limited to:</p> <ul style="list-style-type: none"> • Community engagement, outreach, and education expenses, including but not limited to: <ul style="list-style-type: none"> ○ Advertising ○ Broadcast media ○ Childcare for event participants ○ Community meetings and outreach events ○ Incentives for participation of residents in community engagement activities ○ Food for events ○ Newsletters ○ Printing and mailing ○ Reporting ○ Travel expenses ○ Websites • Event venues • Travel expenses • Web platforms and software 	<ul style="list-style-type: none"> • Invoices • Letters of support • Work plans
<p>Technology, equipment, and in-kind contributions already owned by project participants, purchased or borrowed for, or donated to the project³ that will be used during the Grant Term. May include construction and installation. Examples include:</p> <ul style="list-style-type: none"> • ADA retrofits • Bicycle parking • EVSE infrastructure • Hydrogen fueling stations • Necessary and appropriate workplace and safety equipment • Vehicle insurance • Vehicle tracking • Vehicles and associated hardware acquisition • Web platforms and software 	<ul style="list-style-type: none"> • Purchase documentation • Permits • Invoices
<p>Energy or fuel costs during the grant term:¹ electricity or hydrogen</p>	<ul style="list-style-type: none"> • Budgets • Energy bills • Letters of support
<p>Donated land for infrastructure (must only account for a maximum of 25 percent of the total resource contribution)</p>	<ul style="list-style-type: none"> • Letters of support • Permits

³ Can be from other publicly-funded projects.

Type of Resource Contribution	Type of Documentation
Low Carbon Fuel Standard revenue	<ul style="list-style-type: none"> • Proof that the revenue is being used for STEP-funded projects
Lost parking meter revenue at on-street charging stations for shared-user vehicles	<ul style="list-style-type: none"> • Budgets • Letters of support
Cash from other funding sources, which includes other agency grants and foundation awards ⁴	<ul style="list-style-type: none"> • Award announcements • Letters of support
Project costs after the end of the grant term that maintain the project through the project's lifetime. See all of the above for examples.	<ul style="list-style-type: none"> • Contracts • MOUs • Sustainability plans
Committed funding for future projects that are eligible under STEP but that are not proposed to be funded by STEP. These projects must be within and benefit the STEP Community and contribute to the community's vision and STEP's objectives.	<ul style="list-style-type: none"> • Award announcements • Contracts • MOUs

⁴ May not be double-counted with other resource contributions. Cash from other sources may refer to funds that have not been allocated to a specific expense but that will be committed to the project.

APPENDIX H: DATA COLLECTION REQUIREMENTS

Tables H-1 through H-9, below, list the types of data that CARB will require the Grantee to collect on STEP-funded projects. Additional data may be collected beyond what is presented below, and CARB may require additional data based on the type of projects proposed and selected for funding. CARB and the selected funding recipient will collaborate on finalizing the list of data to be collected. CARB must approve the final data collection plan.

Any data collected that contains personally identifiable information, such as the names, personal phone numbers, and home addresses of end users must be secured and protected in compliance with State and federal privacy laws. All information and data submitted to CARB is the property of CARB and will become a public record. As such, any information or data that contains personally identifiable information should be reported only in aggregate or with the personally identifiable information removed.

The Grantee shall obtain and report to CARB all trip information collected via telematics and surveys. When not obtained, an explanation must be provided. Where possible, data collected should be disaggregated by basic demographic data (e.g., gender, race/ethnicity, age, income).

In addition to data collection and monitoring, the Grantee will be required to provide analysis of the data, including a compilation and summary of the data for each quarterly report and for the final report.

I. VEHICLES AND CHARGING OR FUELING INFRASTRUCTURE

Basic vehicle data should be captured by data loggers. Data should be collected and reported in a standardized format (e.g., Mobility Data Specification from the Open Mobility Foundation).

Table H-1: Example Data for Vehicles¹ and Associated Charging or Fueling Infrastructure

End User Experience
<ul style="list-style-type: none"> i) List of unique identifiers (unique number or code) for all participants or users (including denied or removed participants) with census tract of residents and zip code and basic demographic information, if available ii) Number of users and their membership type (e.g., standard, community, trial) iii) Total number of withdrawn memberships and reason, if applicable and available iv) Total number of applicants approved, if applicable v) Total number of participants removed and reason, if applicable vi) Date of application, date of approval, and date of denial or removal vii) User survey data, including: <ul style="list-style-type: none"> 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs) 2. Transportation patterns, vehicle ownership, and average annual vehicle miles traveled (e.g., via personal vehicles, ride-hailing, carsharing) in last two years prior to participation in the project 3. List of unmet transportation and mobility needs 4. Purpose of using the service (e.g., work commute, grocery shopping, medical appointments, etc.) 5. Baseline scenario (e.g., if not for the service, would the trip have been taken; if not for the service, what mode would have been used) 6. User experience of the vehicle, service, or equipment (e.g., availability, power, capacity to meet travel needs or fleet operation demand, perceived safety, operations and maintenance challenges, service and parts availability, refueling experience, and any barriers) 7. User experience of how the vehicle, service, or equipment increased their access to key destinations 8. Waiting time for service 9. Feedback from participants regarding effectiveness of outreach efforts and materials
Vehicle and Charging or Fueling Equipment Specifications
<ul style="list-style-type: none"> i) Vehicle specifications (e.g., type of vehicle, new or used, manufacturer, model, model year, gross vehicle weight rating, fuel type, EPA fuel economy, battery or fuel capacity (in kWh, gallons, kg), vehicle identification number (VIN), vehicle license plate number, class, serial number, etc.) ii) Full propulsion system specifications, including legible emissions control label photo (for vehicles) iii) Connectivity specifications (e.g., on-board modems, mobile apps that can provide trip summary or energy metrics) iv) Age and odometer reading for used vehicles

¹ See definition in Appendix A.

Vehicle and Charging or Fueling Equipment Specifications

- v) Charging or fueling equipment specifications (e.g., manufacturer, model, model year, serial number, charger level, voltage output, amperage, etc.)
- vi) Purchase or lease date and cost
- vii) Registration date and date of next renewal (for vehicles)
- viii) Insurance information and date of next renewal (for vehicles)
- ix) First date of operation (for both vehicles and charging equipment)
- x) Site locations for charging or fueling equipment (street address or latitude and longitude)
- xi) Description of intended use of vehicle

Vehicle Operation

- i) Number of trips taken in total, per vehicle, and per day
- ii) Description of typical daily use of vehicles
- iii) Number of riders reported for each vehicle trip
- iv) Vehicle usage (e.g., hours of operation per day, days of operation per year, GPS route data [must be able to distinguish between key off and key on but not moving], etc.)
- v) Origin and destination (data should be aggregated in such a way as to not reveal personally identifiable information) or route location
- vi) Miles traveled per trip, per day, and in total, including odometer readings
- vii) Average miles per kilowatt hour
- viii) Average speed per trip

Other

- i) Description of workforce and user training programs, if any, related to the use and maintenance of the zero-emission vehicles. Evaluate the effectiveness of such programs and the costs associated with them.
- ii) Collector and distribution vehicle data for charging electric scooters, bikes, and mopeds or replacing their batteries (e.g., vehicle specifications, vehicle miles traveled, trip purpose)
- iii) Energy or fuel consumption data
- iv) Maintenance and repair data, including insurance policy and warranty claims
- v) Service call data
- vi) Description of any accidents or incidents, including collisions and maintenance and fueling incidents
- vii) Operation and capital cost data
- viii) Cooperative Intelligent Transportation Systems (C-ITS) application
- ix) Description of any data exchange regarding the trip and service with State and local authorities such as cities as a voluntary effort or required by law

II. TRANSPORTATION SUBSIDIES

Table H-2: Example Data for Transportation Subsidies

Subsidies
<ul style="list-style-type: none"> i) Description of service or vehicle subsidized ii) Number of subsidies provided iii) Value per subsidy iv) Description of method of subsidy distribution
Recipients
<ul style="list-style-type: none"> i) Number of recipients ii) List of unique identifiers (unique number or code) for all recipients with census tract of residents and zip code and basic demographic information, if available iii) Description of targeted audience of subsidies iv) Recipient survey data, including: <ol style="list-style-type: none"> 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs) 2. Transportation patterns, vehicle ownership, and average annual vehicle miles traveled (e.g., via personal vehicles, ride-hailing, carsharing) in last two years prior to participation in the project 3. List of unmet transportation and mobility needs 4. Purpose of using the service (e.g., work commute, grocery shopping, medical appointments, etc.) 5. Baseline scenario (e.g., if not for the subsidy, would the trip have been taken; if not for the subsidy, what mode would have been used) 6. Recipient experience of how the subsidy increased their access to key destinations 7. Feedback from participants regarding effectiveness of outreach efforts and materials

III. FACILITY OR INFRASTRUCTURE IMPROVEMENTS

Data collection for facility or infrastructure improvements should focus on benefits realized due to project implementation.

Table H-3: Example Data for Facility or Infrastructure Improvements

Pedestrian, Bike, or Complete Streets Facilities or Infrastructure
<ul style="list-style-type: none"> i) Location of facility or infrastructure ii) Number of users (e.g., bike and pedestrian counts) iii) User survey data, including: <ol style="list-style-type: none"> 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs)

Pedestrian, Bike, or Complete Streets Facilities or Infrastructure

2. Transportation patterns, vehicle ownership, and average annual vehicle miles traveled (e.g., via personal vehicles, ride-hailing, carsharing) in last two years prior to participation in the project
3. List of unmet transportation and mobility needs
4. Purpose of using the facility (e.g., work commute, grocery shopping, medical appointments, etc.)
5. Baseline scenario (e.g., if not for the facility, would the trip have been taken; if not for the facility, what mode would have been used)
6. Feedback on user experience

Fixed-route Transit System Improvements

- i) Location of transit stop(s) or route
- ii) Number of riders of improved transit system or route
- iii) Rider survey data, including:
 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs)
 2. Transportation patterns, vehicle ownership, and average annual vehicle miles traveled (e.g., via personal vehicles, ride-hailing, carsharing) in last two years prior to participation in the project
 3. List of unmet transportation and mobility needs
 4. Purpose of using the service (e.g., work commute, grocery shopping, medical appointments, etc.)
 5. Baseline scenario (e.g., if not for the service, would the trip have been taken; if not for the service, what mode would have been used)
 6. Feedback on user experience

Renewable Energy Generation or Storage

- i) Monthly amount of renewable energy generated, stored, and utilized
- ii) Costs and savings from onsite energy generation, storage, and production

Broadband Infrastructure

- i) Number of users connected to the funded infrastructure
- ii) Average user bandwidth and speed
- iii) Monthly total data usage and throughput for the funded infrastructure
- iv) User survey data, including:
 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs)
 2. Transportation patterns, vehicle ownership, and average annual vehicle miles traveled (e.g., via personal vehicles, ride-hailing, carsharing) in last two years prior to participation in the project
 3. List of unmet transportation and mobility needs
 4. Purpose of using the broadband service

Broadband Infrastructure
<ul style="list-style-type: none"> 5. Baseline scenario (e.g., if not for the service, would the trip have been taken; if not for the service, what mode would have been used) 6. User experience of how the broadband service increased their access to key destinations or otherwise served to displace vehicle trips 7. Feedback on user experience

IV. PLANS AND PROGRAMS

Table H-4: Example Data for Plans and Policies

Plan or Policy
<ul style="list-style-type: none"> i) Schedule of development and implementation ii) Copy of plan or policy once complete iii) Description of impacted or target audience iv) Outcomes of plan or policy, if applicable during grant term

Table H-5: Example Data for Programs

Program
<ul style="list-style-type: none"> i) Schedule of development and implementation ii) Outcomes of program, if applicable during grant term

Participants
<ul style="list-style-type: none"> i) Number of participants ii) List of unique identifiers (unique number or code) for all participants with census tract of residents and zip code and basic demographic information, if available iii) Participant survey data, including: <ul style="list-style-type: none"> 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs) 2. List of unmet transportation needs 3. Purpose of participating in the program 4. Feedback on participant experience 5. Feedback from participants regarding effectiveness of outreach efforts and materials

V. COMMUNITY ENGAGEMENT, OUTREACH, AND EDUCATION

For all projects, the Grantee shall track and report information on community engagement, outreach, and education conducted to ensure that identified end users in the community have the knowledge necessary to use new transportation services or to participate in decision-making processes during project implementation.

Table H-6: Example Data for Community Engagement, Outreach, and Education

Outreach
<ul style="list-style-type: none"> i) Schedule of community engagement, outreach, and education conducted, materials used (including copies of any written documents or surveys used), and number of people contacted ii) Method of outreach (e.g., online, flyer, door-to-door notice, etc.) iii) Evaluation of outreach and engagement strategies deployed
Events
<ul style="list-style-type: none"> i) Location, date, time of event ii) Type of event (e.g., workshop, in-person meeting, webinar, educational forum) iii) Approximate number of attendees iv) List of unique identifiers (unique number or code) for all participants with census tract of residents and zip code and basic demographic information, if available v) Number of speakers or other active participants vi) Title of event vii) A summary of key takeaways from the event iv) Participant survey data, including: <ol style="list-style-type: none"> 1. Census tract of residence, zip code, and county and basic demographic information (e.g., gender, race/ethnicity, age, income, ADA needs) 2. Purpose of participating in the event 3. Feedback on participant experience 4. Feedback from participants regarding effectiveness of outreach efforts and materials

VI. LESSONS LEARNED

For all projects, the Grantee shall track and report information on lessons learned.

Table H-7: Example Data for Lessons Learned

Lessons Learned
<ul style="list-style-type: none"> i) Challenges that occurred during implementation and resolutions ii) Successes and best practices

VII. JOBS SUPPORTED

Once the grant agreement is executed, the Grantee shall submit the following information to estimate the jobs supported by STEP funds.

Table H-8: Example Data for Modeled Jobs

Modeled Jobs
<ul style="list-style-type: none"> i) Top three funded project activities, by cost ii) Percent of total project budget associated with each of the top three project activities

The Grantee shall track and report information on employment outcomes from funded projects that provide jobs or job training, including the data in the table below.

Table H-9: Example Data for Employment Outcomes

Employment Outcomes
<ul style="list-style-type: none"> iii) Job classifications or trades iv) Job training credentials v) Number of jobs provided (in full and for disadvantaged and low-income communities) vi) Total project work hours (in full and for disadvantaged and low-income communities) vii) Average hourly wage (in full and for disadvantaged and low-income communities) viii) Total number of workers that completed job training (in full and for disadvantaged and low-income communities) ix) Description of job quality (e.g., benefits provided such as health care and paid time off) x) Targeted hiring strategy

VIII. PROJECT OUTCOMES

The Grantee shall track and report annual data on the outcomes of capital projects for the first three years after they are operational. Data required includes those listed in the table below.

Table H-10: Example Data for Project Outcome Reporting

Project Outcomes for Capital Projects
<ul style="list-style-type: none"> i) Average daily ridership ii) Days of operation per year iii) Fuel or electricity use per year iv) Vehicle miles traveled per year



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PUBLIC COMMENTS:

The California Air Resources Board (CARB) is accepting public comments on this Draft Sustainable Transportation Equity Project (STEP) Benefits Calculator and supporting Draft STEP Quantification Methodology until May 21, 2020. The Draft Benefits Calculator and Draft Quantification Methodology are subject to change pending stakeholder comments and the Final STEP Implementation Manual. Comments on the Draft Benefits Calculator and Draft Quantification Methodology may be submitted via:

GGRFProgram@arb.ca.gov

The Final STEP Benefits Calculator and Final STEP Quantification Methodology will be available on the California Climate Investments resources webpage at:

<http://www.arb.ca.gov/cci-resources>.

ABOUT:

For the CARB STEP program, CARB staff developed this Draft STEP Benefits Calculator to estimate the greenhouse gas (GHG) emission reductions and selected co-benefits of each proposed project type. In an effort to enhance the analysis, provide greater transparency, and assist in project-level reporting, CARB has included an output tab in this Benefits Calculator for selected co-benefits and key variables.

This Draft Benefits Calculator estimates GHG emission reductions and air pollutant emission co-benefits using methods described in the supporting Draft STEP Quantification Methodology. Other co-benefits estimated in this and other benefits calculator tools use methods described in CARB's Co-benefit Assessment Methodologies. All CARB Co-benefit Assessment Methodologies are available at: <http://www.arb.ca.gov/cci-cobenefits>.

More information:

Questions on this Benefits Calculator should be sent to:

GGRFProgram@arb.ca.gov

For more information on CARB's efforts to support implementation of California Climate Investments, see:

www.arb.ca.gov/auctionproceeds

Questions pertaining to STEP or on receiving technical assistance should be sent to:

step@arb.ca.gov



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PROJECT INFO TAB		
Project Name	Name of each quantifiable project within the proposal.	Required Input
Strategy	Categories of projects that Applicants may employ in order to achieve their vision. For the purposes of the STEP Benefits Calculator, projects that are eligible for funding within STEP and for which there are methods to quantify GHG emission reductions fall into one of three strategies. Each strategy may be funded through specific project types. Strategies include Active Transportation, Fixed-route Transit, and Shared Mobility.	Required Input
Project Type	For the purposes of the STEP Benefits Calculator, eligible projects fall into five project types that are eligible for STEP funding and for which there are methods to quantify GHG emission reductions. Each project type may be funded through specific strategies. Project types include New Bikeway Infrastructure, New Pedestrian Infrastructure, New or Expanded Service, System / Efficiency Improvements, and Subsidies.	Required Input
Lead Applicant Name	Lead Applicant Name	Required Input
Date Calculator Completed	Date Calculator Completed	Required Input
Region	Options include: Air Basin or County.	Required Input
Air Basin / County	Air basin or county in which the project is located.	Required Input
STEP Funds Requested (\$)	Total funds awarded within STEP for the project.	Required Input
Other GGRF Leveraged Funds (\$)	Total funds awarded by other GGRF programs for the project. Under the current program structure and to avoid double-counting, funds from other GGRF-funded programs will not capture the GHG emission reductions associated with these STEP projects.	Required Input
Non-GGRF Leveraged Funds (\$)	Other funds leveraged outside of the GGRF programs.	Required Input
Total Funds (\$)	Total funds used for the project.	Calculated

INPUTS TAB		
Year 1	First year of project	Required Input
Final Year	Final year of project. Year 1 plus the useful life of the project. Recommended useful life for any project component that will serve as the core project model is at least 4 years (per program requirements for years of service operation).	Required Input for Shared Mobility and Fixed-route Transit strategies
Vehicle Type	Vehicle type for new vehicle(s) procured for New or Expanded Service project type or existing vehicles in operation for System / Efficiency Improvements and Subsidies project types.	Required Input for Shared Mobility and Fixed-route Transit strategies
Vehicle Model Year	Model year of new vehicle(s) procured for New or Expanded Service project type or existing vehicles in operation for System / Efficiency Improvements and Subsidies project types. If the vehicle has a model year of 2026 or later, use the model year 2025.	Required Input for Transit Bus vehicle type in New or Expanded Service Project Type. Required Input for Sedan, SUV, Van, and Shuttle vehicle types.
Vehicle Fuel Type	Fuel type of new vehicle(s) procured for New or Expanded Service project type or existing vehicles in operation for System / Efficiency Improvements and Subsidies project types.	Required Input for Transit Bus vehicle type in New or Expanded Service Project Type. Required Input for Sedan, SUV, Van, and Shuttle vehicle types.
Primary Use of Service	Primary use of transportation service by passengers. Options include: Local Passenger Trip or Long-distance Passenger Trip.	Required Input for Shared Mobility and Fixed-route Transit strategies
Ride-hailing Service?	Does the project provide on-demand ride services where rides are arranged online to connect a passenger with drivers using their personal vehicles?	Required Input for Sedan, SUV, and Van vehicle types
Are Input Values for One-way Trips or Roundtrips?	Options include: One-Way Trip or Roundtrip. Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values.	Required Input for Shared Mobility and Fixed-route Transit strategies
Number of Vehicles in Year 1	Number of vehicles expected in the first year of the project as a result of the project.	Required Input for New or Expanded Service project type in Fixed-route Transit strategy. Required Input for Shared Mobility strategy.
Number of Vehicles in Final Year	Number of vehicles expected in the final year of the project as a result of the project. If no change is expected from Year 1 to Final Year, this number should be the same as "Number of Vehicles in Year 1".	Required Input for New or Expanded Service project type in Fixed-route Transit strategy. Required Input for Shared Mobility strategy.
Average Occupancy per Vehicle in Year 1	Average number of riders in a single vehicle at any one time in the first year of the project as a result of the project. Defaults are 1 for Standard Bicycle, Electric Bicycle, Electric Moped and Electric Scooter vehicle types. Suggested value is 1.55 for Ride-hailing.	Required Input for Sedan, SUV, Van, and Shuttle vehicle types
Average Occupancy per Vehicle in Final Year	Average number of riders in a single vehicle at any one time in the final year of the project as a result of the project. Defaults are 1 for Standard Bicycle, Electric Bicycle, Electric Moped and Electric Scooter vehicle types. Suggested value is 1.55 for Ride-hailing.	Required Input for Sedan, SUV, Van, and Shuttle vehicle types
Average Number of Vehicle Trips per Vehicle Expected in Year 1	Average number of vehicle one-way trips or roundtrips for a single vehicle expected in the first year of the project as a result of the project. Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Make sure the input is the number of vehicle trips, not passenger trips.	Required Input for Shared Mobility strategy
Average Number of Vehicle Trips per Vehicle Expected in Final Year	Average number of vehicle one-way trips or roundtrips for a single vehicle expected in the final year of the project as a result of the project. If no change is expected from Year 1 to Final Year, this number should be the same as "Average Number of Annual Vehicle Trips per Vehicle Expected in Year 1." Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Make sure the input is the number of vehicle trips, not passenger trips.	Required Input for Shared Mobility strategy
Length of Average Vehicle Trip	Length of average vehicle one-way trip or roundtrip. Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Ride-hailing must include deadhead miles. Suggested value for sedan and SUV is 8.5 mi one-way or 17 mi roundtrip. Suggested value for van and shuttle is 12 mi one-way or 24 mi roundtrip. Suggested values for bicycles and scooters are 1.5 mi and 1 mi, respectively. Make sure the input is the length of average vehicle trip, not passenger trip.	Required Input for Shared Mobility strategy
Increase in Fixed-route Transit Ridership Associated with the Project in Year 1	Annual increase in unlinked passenger trips on fixed-route transit in the first year of the project directly associated with the project.	Required Input for Fixed-route Transit strategy
Increase in Fixed-route Transit Ridership Associated with the Project in Final Year	Annual increase in unlinked passenger trips on fixed-route transit in the final year of the project directly associated with the project. If no change is expected from Year 1 to Final Year, this number should be the same as "Ridership on Fixed-route Transit in Year 1".	Required Input for Fixed-route Transit strategy
Length of Average Passenger Trip on Fixed-route Transit	Length of average passenger trip on fixed-route transit as a result of the project. For suggested values for public transit, refer to Appendix A in the STEP User Guide.	Required Input for Fixed-route Transit strategy
Average Expected VMT per Vehicle in Year 1	Average vehicle miles traveled for a single vehicle associated with the project expected in the first year of project, including miles traveled carrying passengers as well as all deadhead miles. Optional input for Shared Mobility strategy if this information is available and will result in a more precise output than calculations from the inputs above.	Required Input for New or Expanded Service project type in Fixed-route Transit Strategy. Optional Input for Shared Mobility strategy.
Average Expected VMT per Vehicle in Final Year	Average vehicle miles traveled for a single vehicle associated with the project in the final year of project, including miles traveled carrying passengers as well as all deadhead miles. If no change is expected from Year 1 to Final Year, this number should be the same as "Expected Total VMT in Year 1". Optional input for Shared Mobility strategy if this information is available and will result in a more precise output than calculations from the inputs above.	Required Input for New or Expanded Service project type in Fixed-route Transit Strategy. Optional Input for Shared Mobility strategy.
Percent Renewable Electricity Installed for Vehicle Charging	Renewable electricity generated on-site from solar panels or other sources as a percent of total electricity consumption. Optional for projects with electric or plug-in hybrid vehicles.	Optional Input for Shared Mobility and for New or Expanded Service project type in Fixed-route Transit strategy

Percent Renewable Electricity Purchased for Vehicle Charging	Additional renewable electricity purchased from the electricity provider as a percent of total electricity consumption. Optional for projects with electric or plug-in hybrid vehicles. This is in addition to the renewable electricity generated on standard grid.	Optional Input for Shared Mobility and for New or Expanded Service project type in Fixed-route Transit strategy
Existing Bikeway Class	Options include: Class II bike lane or None. If a Class III bikeway exists, select "None".	Required Input for New Bikeway Infrastructure project type in Active Transportation strategy
New Bikeway Class	Options include: Class I bike path, Class II bike lane, or Class IV cycle track.	Required Input for New Bikeway Infrastructure project type in Active Transportation strategy
One-Way Facility Length (miles)	One-way length of the new bike facility.	Required Input for Active Transportation strategy
Average Daily Traffic (vehicle trips per day)	Average two-way daily traffic volume on a road parallel to new facility.	Required Input for Active Transportation strategy
University Town with Population < 250,000?	Is the city in which the facility is located a university town with a population of less than 250,000? Yes or no.	Required Input for Active Transportation strategy
Number of Key Destinations within ¼ Mile	Number of key destinations that exist within ¼ mile of any part of the new bike facility. Examples of key destinations include: bank or post office, child care center, grocery store, medical center, office park, pharmacy.	Required Input for Active Transportation strategy
Number of Key Destinations within ½ Mile	Number of key destinations that exist within ½ mile of any part of the new bike facility. Examples of key destinations include: bank or post office, child care center, grocery store, medical center, office park, pharmacy.	Required Input for Active Transportation strategy
Annual Number of Fares Associated with Project (quantity per year)	Number of fares associated with the project annually (quantity per year). Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Inputs for number of fares and fare value must be consistent in their definition of fare (e.g. fare per passenger trip, fare per vehicle trip, daily or monthly fare).	Required Input for New or Expanded Service and System / Efficiency Improvements project types in Fixed-route Transit and Shared Mobility strategies
Average Fare Associated with Project (\$ per fare)	Average value of each individual fare associated with the project (\$ per fare). Inputs for each project component must be consistent in their assumptions of one-way or roundtrip values. Inputs for number of fares and fare value must be consistent in their definition of fare (e.g. fare per passenger trip, fare per vehicle trip, daily or monthly fare).	Required Input for New or Expanded Service and System / Efficiency Improvements project types in Fixed-route Transit and Shared Mobility strategies
Annual Number of Subsidies Associated with Project (quantity per year)	Number of subsidies provided by the project annually (quantity per year). Inputs for number of subsidies and the value of each subsidy must be consistent in their definition of subsidy (e.g. subsidy per passenger trip, subsidy per vehicle trip, daily or monthly subsidy).	Required Input for Subsidies project type in Fixed-route Transit and Shared Mobility strategies
Average Value of Each Subsidy Associated with Project (\$ per subsidy)	Average value associated with each individual subsidy provided by the project (\$ per subsidy). Inputs for number of subsidies and the value of each subsidy must be consistent in their definition of subsidy (e.g. subsidy per passenger trip, subsidy per vehicle trip, daily or monthly subsidy).	Required Input for Subsidies project type in Fixed-route Transit and Shared Mobility strategies

CO-BENEFITS		
Net Passenger Auto VMT Reductions (miles)	Passenger auto vehicle miles traveled displaced by new mobility service due to mode shift as a result of the project minus vehicle miles traveled in passenger autos from the new mobility service.	Calculated
Net Fossil Fuel Use Reductions (GGE)	Net changes in the quantity of fossil fuels used in terms of gasoline gallon equivalent due to conversion to an alternative energy or fuel source as a result of the project.	Calculated
Travel Cost Savings (\$)	Changes in travel costs to the users due to mode shift as a result of the project.	Calculated
Community Engagement Level	Evaluation of the quantity, quality, and equity of the community engagement conducted. Options are Low, Medium, and High.	Calculated



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Applicants must use this Benefits Calculator Tool to report the estimated GHG benefits and selected co-benefits associated with proposed projects. In addition to STEP application requirements, applicants for GGRF funding are required to document results from the use of this Benefits Calculator, including supporting materials to verify the accuracy of project-specific inputs. Applicants are required to provide electronic documentation that is complete and sufficient to allow the calculations to be reviewed and replicated. Paper copies of supporting materials must be available upon request by agency staff.

General Documentation

The following checklist is provided as a guide to applicants; additional data and/or information may be necessary to support project-specific input assumptions.

	Documentation Description	Completed?
1.	Project description, including excerpts or specific references to the location of project information in the main STEP application that is necessary to complete the applicable portions of this Benefits Calculator.	
2.	Populated STEP Benefits Calculator Tool (this file) (in .xls) (ensure that all applicable fields in the GHG Summary and Co-benefits Summary tabs are populated).	
3.	Any other information as necessary and appropriate to substantiate STEP Benefits Calculator inputs (see below for list of additional documentation).	



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Project-Specific Documentation

Some applicant-provided data may require additional documentation to substantiate the inputs. The expected documentation includes, but is not limited to, that described in the table below, organized by quantifiable project type.

Quantifiable Project Type	Additional Documentation	Completed?
New or Expanded Service	<ul style="list-style-type: none"> • Documentation to support annual ridership estimates directly associated with proposed project (from local transit agency or mobility service provider) • Documentation to support VMT of new vehicles (from local transit agency or mobility service provider) • Documentation of fares for new service (from local transit agency or mobility service provider) • Documentation of renewable electricity used to charge new vehicles, if applicable 	
System / Efficiency Improvements	<ul style="list-style-type: none"> • Documentation to support increase in annual ridership directly associated with proposed project (from local transit agency or mobility service provider) • Documentation to support VMT of vehicles directly associated with the proposed project (from local transit agency or mobility service provider) • Documentation of fares for improved service (from local transit agency or mobility service provider) • Documentation of renewable electricity used to charge new vehicles, if applicable 	



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<p>Subsidies</p>	<ul style="list-style-type: none"> • Documentation to support increase in annual ridership directly associated with proposed project (from local transit agency or mobility service provider) • Documentation to support VMT of vehicles directly associated with the proposed project (from mobility service provider), if applicable • Documentation of fares for new service (from local transit agency or mobility service provider) • Documentation of renewable electricity used to charge new vehicles, if applicable 	
<p>New Bikeway Infrastructure or New Pedestrian Infrastructure</p>	<ul style="list-style-type: none"> • Documentation of the type, location, and length of the facility, including key destinations in 1/4 and 1/2 mile buffers around each facility • Documentation of average daily traffic for the street parallel to each proposed bike facility 	

APPENDIX J: DRAFT SAMPLE GRANT AGREEMENT

An actual Grant Agreement will align with a project's implementation plan, schedule, budget, and other details. Note, however, that much of the language in a Grant Agreement is not subject to change and not negotiable, including but not limited to the language in sections J. Oversight and Accountability, K. Project Records, and N. General Provisions.

EXHIBIT A

GRANT PROVISIONS

A. AGREEMENT

This Grant is from the California Air Resources Board (hereinafter referred to as CARB or the Board) to _____ (hereinafter referred to as the Grantee).

The parties agree to comply with the requirements and conditions herein as well as all commitments identified in the Grantee Proposal Package (Exhibit C) and the Fiscal Year (FY) 2019-20 Grant Solicitation for the Sustainable Transportation Equity Project (STEP) (Exhibit D).

B. GRANT ACKNOWLEDGEMENT

Where applicable, the Grantee agrees to acknowledge the California Climate Investments program and CARB as a funding source for STEP, as outlined in the California Climate Investments Messaging and Communications Guide.¹ Below are specific requirements for acknowledgement.

The Grantee agrees to acknowledge the California Climate Investments program from CARB's Low Carbon Transportation program whenever projects funded, in whole or in part by this Agreement, are publicized in any news media, websites, brochures, publications, audiovisuals, or other types of promotional material. The acknowledgement must read as follows: 'This publication (or project) was supported by the "California Climate Investments" program.' Guidelines for the usage of the California Climate Investments logo can be found at <http://www.caclimateinvestments.ca.gov/logo-graphics-request>.

The California Climate Investments logo and name serves to bring under a single brand the many investments whose funding comes from the Greenhouse Gas

¹ California Climate Investments Communications Guide <http://www.caclimateinvestments.ca.gov/logo-graphics-request>

Reduction Fund (GGRF). The logo represents a consolidated and coordinated initiative by the State to address climate change by reducing greenhouse gases, while also investing in disadvantaged communities and achieving many other co-benefits.



The Grantee agrees to acknowledge CARB as a funding source for STEP when publicized in any news media, websites, applications, brochures, publications, audiovisuals, or other types of promotional material. The Grantee agrees to adhere to the Board's logo usage requirements in a manner directed by CARB. CARB logos shall be provided to the Grantee by CARB Project Liaison.



The CARB logo is a visual representation of our air environment. The arcs represent: the different elements that make up the air we breathe, the protection of our atmosphere and the efforts we take to protect the health of Californians, the collaboration of multiple stakeholders all moving in the same direction together, and innovation with the arcs all growing and changing.



Finally, when preparing flyers, brochures, or other handout material that will be used to promote STEP as one of CARB's Low Carbon Transportation Investment projects, the Grantee will incorporate Moving California typeset and branding, as appropriate. Moving California is the branding of CARB's suite of Low Carbon Transportation Investment projects, including both light- and heavy-duty projects. The Moving California typeset is displayed below and branding materials will be provided by the CARB Project Liaison.

C. GRANT SUMMARY AND AMENDMENTS

Project Title: STEP
Authorized Official:
Title:

Total Grant Amount: \$
Total Resource Contribution: \$

D. GRANT PARTIES AND CONTACT INFORMATION

1. The CARB Project Liaison is Bree Swenson. Correspondence regarding this project shall be directed to:

Bree Swenson
Sustainable Transportation and Communities Division
California Air Resources Board
1001 I Street
Sacramento, California 95814
Phone: (916) 440-8284
Email: Breanna.Swenson@arb.ca.gov

2. The Grantee Liaison is _____. Correspondence regarding this project shall be directed to:

Grantee Liaison Name:
Title:
Address:
Phone:
Email:

3. If the CARB Project Liaison identified above changes, CARB will notify the Grantee Liaison of said change and provide the new contact information. If the Grantee Liaison identified above changes, the Grantee will notify the CARB Project Liaison of said change and provide the new contact information.

E. TIME PERIOD

1. Performance of work or other expenses billable to CARB under this Grant may commence after full execution of this Grant by parties. Performance on this Grant ends once the Grantee has submitted and CARB approves the final report or if this Grant is terminated, whichever is earlier.
2. Upon completion of the project, the Grantee shall submit a draft final report to the CARB Project Liaison no later than **January 31, 2025**.
3. Final request for payment and Final Report shall be received by CARB no later than **March 31, 2025**.
4. The CARB Executive Officer retains the authority to terminate, or reduce the grant amount of, this Grant Agreement for nonperformance. In the event of such termination or reduction of the grant amount, Section G.7, Termination

and Suspension of Payments, of this Grant Agreement shall apply.

F. DUTIES AND REQUIREMENTS

This section defines the respective duties and requirements of CARB and the Grantee in implementing STEP.

1. CARB's Role

CARB is responsible for the following:

- a. Participating in regular meetings with the Grantee to discuss program refinements and guide program implementation
- b. Reviewing and approving all Grant Disbursement Request Forms (MSCD/ISB-90) and distributing grant funds to the Grantee
- c. Reviewing and approving community engagement, outreach, and education materials provided by the Grantee, such as outreach and education materials, webpages, initial participant surveys, quarterly reports, and the final report
- d. Reviewing and approving the data collection plan
- e. Providing program oversight and accountability (in conjunction with the Grantee)

2. The Grantee's Tasks

At a minimum, the Grantee's program duties and requirements include, but are not limited to, the following tasks:

- a. The Grantee's key project personnel will participate in meetings with CARB staff. The Grantee may be asked to schedule additional meetings at the sole discretion of the CARB Project Liaison. Meetings may be conducted by phone if deemed appropriate by the CARB Project Liaison.
 - i. Initial Project Kick-off Meeting: The Grantee's key project personnel, in collaboration with CARB's Project Liaison, will plan, conduct, and attend an initial meeting with CARB staff following execution of the Grant Agreement. Topics for discussion may include, but not be limited to, the following:
 1. Project tasks, timelines, and milestones
 2. Project design and community engagement, outreach, and education

- activities
- 3. Content and format for quarterly reports and final reports
- 4. Schedule for ongoing coordination meetings
- 5. Participant surveys and reporting
- 6. Other items as necessary
- ii. Ongoing Project Coordination: Ongoing Grantee coordination and review meetings with the CARB Project Liaison to discuss project status held at least quarterly, as well as a final meeting, or conference call pending CARB Project Liaison approval, held at the conclusion of the project. Additional meetings may be scheduled at the discretion of the CARB Project Liaison. Meetings may be conducted by phone if deemed appropriate by the CARB Project Liaison. Project coordination and review meetings are the responsibility of the Grantee and should contain:
 - 1. Agenda for the meeting with conference call information provided prior to the meeting
 - 2. Discussion of project activities, deliverables, schedule, and milestones
 - 3. Discussion of any difficulties encountered since the last project update
 - 4. Concerns or questions requiring resolution from CARB
 - 5. Notification of any pending disbursement requests
 - 6. Scheduling the next project coordination meeting
- iii. Responses to CARB and public requests in a timely manner.
- iv. Coordination with other CARB projects (e.g., One Stop Shop, Clean Mobility Options Voucher Pilot) where appropriate and as requested by CARB.
- b. The Grantee will coordinate with all project partners, including Sub-grantees and Community Partners, following the decision-making structure and the governance, legal, and financial relationships set out in the Partnership Structure. This must include:
 - i. Regular communication with all Sub-grantees, such as check-ins to keep track of progress made and troubleshoot issues encountered. The

Grantee is responsible for keeping CARB informed of progress on all projects, including those that are being led by one of the Sub-grantees.

- ii. Regular communication with all Community Partners in a mutually agreed-upon format to share progress and receive feedback on project implementation and design
 - iii. Accessible public meetings to share progress and receive feedback on project implementation and design
 - iv. Updates to Community Partners and other community stakeholders on how their feedback is being incorporated into the design and implementation of the project
 - v. Incentivize participation of all project partners, including Community Partners, appropriately
- c. The Grantee will directly and actively engage community residents during project implementation to ensure that project design and implementation meet the needs of the residents. The Grantee must:
- i. Use community engagement methods recommended in the Community Inclusion Guidance
 - ii. Develop and implement a process for community engagement that maximizes the power of community residents to make decisions about project design and implementation.
 - iii. Conduct community engagement activities that help maximize residents' ability to participate, such as translating meetings and materials and scheduling meetings at times that are convenient to community residents
 - iv. Focus on engaging hard-to-reach residents whose interests have historically been under-represented
 - v. Incentivize community residents appropriately for their time and expertise during their participation in community engagement activities
- d. The Grantee will conduct outreach and education with community residents to help ensure that identified end users in the community have the knowledge necessary to use new transportation services and to inform their participation in decision-making processes. The Grantee must:
- i. Use outreach and education methods recommended in the Community Inclusion Guidance
 - ii. Conduct outreach and education activities that meet the needs of the

residents, such as translating materials and creating events at times that are convenient to community residents

- iii. Educate community residents about other applicable CARB funding opportunities, including One Stop Shop and the clean vehicle ownership programs (e.g., CVRP, Clean Cars 4 All, CVAP), and supporting California Energy Commission funding opportunities (e.g., the California Electric Vehicle Infrastructure Project)
- e. Develop Policies and Procedures Manuals. Such documents and process flow charts should describe the Grantee's administrative actions for evaluating and processing project participants, tracking vehicle maintenance for all project vehicles, and data gathering and reporting for all aspects of the project. Examples include, but are not limited to:
 - i. Organizational charts
 - ii. Details on how key project processes are conducted and how associated documentation of data, signatures, and authorizations are gathered and recorded, including, but not limited to:
 1. Community engagement, outreach, and education
 2. Participant information, enrollment, and tracking
 3. Vehicle reservations, tracking, and maintenance
 4. Data collection and reporting
 - iii. Develop and maintain accounting procedures to track expenditures by:
 1. Grant Agreement number
 2. Fiscal year
 3. Funding source
 - iv. Provisions to protect against conflict of interest
 - v. Provisions to protect against fraud, and to identify, respond to, and report if fraud has occurred
 - vi. Provisions to protect personally identifiable information
- f. Establish and maintain records on, but not limited to, participants, vehicles,

Electric Vehicle Supply Equipment (EVSE), fuel, and maintenance as follows:

- i. Identify participant data that are confidential and develop measures to keep these data confidential. For example, residential addresses must be kept confidential.
 - ii. Record the physical address and census tracts of each location that project vehicles are domiciled or operated within and each location EVSE is installed.
 - iii. Develop a systematic process and schedule to back up database(s) on a daily basis at a minimum.
 - iv. Develop and enforce security measures to safeguard project database(s).
 - v. Store all records in a secured and safe storage facility that maintains confidentiality and provides fire and natural disaster protection.
 - vi. Retain files during the term of the Grant Agreement plus three years after the grant term expires.
 - vii. Transfer all project records to CARB once the project ends or three years after the grant term expires, whichever comes first.
- g. Fulfill any needed CEQA requirements.
- h. The Grantee will report on and assess progress throughout project implementation via participant and project metrics, Status Reports, and the Final Report, as follows:
- i. The Grantee will develop plans for the collection of data and carry out those plans using appropriate metrics and tools. Metrics should include information about transportation modes used and trips taken by community residents before and after the project's implementation. CARB will coordinate with the Grantee to identify parameters and determine the most effective mechanism for obtaining information and measures to safeguard confidential individual information. At a minimum, participant metrics should be collected prior to launch of a new project, midway through a project, and at the end for Final Report reporting.
 - ii. For all projects, the Grantee will track and report metrics, such as, but not limited to, the information outlined in Appendix H of this Grant Solicitation. The Grantee must track and report this data at least quarterly.
 - iii. Participate in third-party research projects as requested by CARB.

- iv. Status Reports: The Grantee will submit numbered status reports accompanying grant disbursement requests to CARB at least quarterly, but may submit on a monthly basis if necessary to justify more frequent disbursements with prior approval from CARB. These reports must be approved by CARB and must contain at minimum, in either Microsoft Word or PDF as a single electronic file, the information outlined in Section I of this Grant Agreement.
- v. Final Report: The Grantee will provide a Draft Final Report within 90 days of project completion or by January 31, 2025, whichever comes first. Final reports will contain at minimum the information outlined in Section I of this Grant Agreement.
- i. The Grantee will implement the combination of projects defined in the Grantee's proposal. Any modifications to or additional design of projects will incorporate community decision-making. Project designs may include a combination of the projects described in Appendix E of the Grant Solicitation. For all of the projects identified in the Grantee's proposal, each project must:
 - i. Meet applicable State laws
 - ii. Meet STEP's objectives, including:
 1. Address a community-identified transportation need
 2. Support increasing access to key destinations
 3. Facilitate or achieve GHG emission reductions
 - iii. Meet all requirements specified in Appendix E of the Grant Solicitation
- j. The Grantee may add additional projects with the approval of CARB. Any additions will incorporate community decision-making. The Grantee must show that each project will:
 - i. Meet applicable State laws
 - ii. Meet STEP's objectives, including:
 1. Address a community-identified transportation need
 2. Support increasing access to key destinations
 3. Facilitate or achieve GHG emission reductions

- iii. Meet all requirements specified in Appendix E of the Grant Solicitation
- k. Meeting applicable requirements of statutes; applicable State law; the FY 2019-20 Funding Plan; the FY 2019-20 STEP Implementation Grant Solicitation; this Grant Agreement; and all Attachments, Exhibits, and Appendices to this Grant Agreement. The FY 2019-20 Funding Plan for Clean Transportation Incentives is available at:
<https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf>

G. FISCAL ADMINISTRATION

1. Budget

- a. The maximum amount of this Grant is \$XX. Under no circumstance will CARB reimburse the Grantee for more than this amount. A formal Grant Agreement amendment is required whenever there is a change to the amount of this grant.
- b. The budget for this program is shown in Exhibit B, Attachment I. Grant Disbursement Requests (Form MSCD/ISB-90) for funds shall not exceed the grant amount.
- c. No grant funds may be used to purchase equipment or computers that would be required to be returned to the State at the completion of STEP.
- d. Under no circumstance will CARB reimburse a Grantee for vehicles or equipment that exceeds the purchase price.
- e. Line item shifts are not anticipated under this program. However, shifts of up to 10 percent of the grant total may be made over the life of the grant, subject to prior written approval from CARB. Line item shifts greater than 10 percent require a formal amendment to the grant. Line item shifts may be proposed by either CARB or the Grantee and must not increase or decrease the total grant amount. All line item shifts must be approved in writing by CARB within 10 business days of approval for inclusion in the grant folder. If the grant is formally amended, all line item shifts must be included in the amendment.
- f. Funds not liquidated by March 31, 2025 must be returned by **June 30, 2025**. Expenditure of funds granted may not be reduced due to any loss incurred in an insured bank or investment account.

2. Pilot Project Eligible Costs

Draft allowable expenditures for costs associated with the grant are defined in Appendix E of the Grant Solicitation and subject to change pending the selected Grantee's proposal and work plan.

3. Resource Contributions

Resource contributions from the Grantee can be used to increase the number of vehicles or equipment funded or to increase the effectiveness and timeliness of other project elements, as directed by CARB. Resource contributions must meet the criteria specified in Appendix G of the Grant Solicitation and the additional following criteria:

- a. Documentation of resource contributions must be retained for a minimum of three years after the grant term has ended.
- b. Funds expended on resource contributions must be documented in the STEP Final Report to CARB.

Resource contributions are further defined in Appendix G of the Grant Solicitation.

4. Advance Payment

Consistent with the Legislature's direction to expeditiously disburse grants, CARB in its sole discretion may provide advance payments of grant awards in a timely manner to support program initiation and implementation with a focus on mitigating the constraints of modest reserves and potential cash flow problems.

Recognizing that appropriate safeguards are needed to ensure grant monies are used responsibly, CARB has developed the grant conditions described below to establish control procedures for advance payments. CARB may provide advance payments to Grantees of a grant program or project if CARB determines all of the following:

- a. The advance payments are necessary to meet the purposes of the grant project.
- b. The use of the advance funds is adequately regulated by grant or budgetary controls.
- c. The request for application or the request for proposals contains the terms and conditions under which an advance payment may be received consistent with this section.
- d. The Grantee is either a small air district or the Grantee meets all of the following criteria:
 - v. Has no outstanding financial audit findings related to any of the moneys

eligible for advance payment and is in good standing with the Franchise Tax Board and Internal Revenue Service

- vi. Agrees to revert all unused moneys to CARB if they are not liquidated within the timeline specified in the Grant Agreement
 - vii. Submits a spending plan to CARB for review prior to receiving the advance payment
 - viii. The spending plan shall include project schedules, timelines, milestones, and the Grantee's fund balance for all State grant programs
 - ix. CARB shall consider the available fund balance when determining the amount of the advance payment
 - x. Reports to CARB any material changes to the spending plan within 30 days
 - xi. Agrees to not provide advance payment to any other entity
- e. In the event of the nonperformance of the Grantee, CARB shall require the full recovery of the unspent moneys. A Grantee shall provide a money transfer confirmation within 45 days upon the receipt of a notice from CARB.
 - f. The Grantee must complete and submit to CARB for review and approval an Advance Payment Request Form, along with each grant disbursement that is requesting advance payment. The Advance Payment Request Form shall be provided by CARB to the Grantee after the grant execution.
 - g. CARB may provide an advance of the direct project costs of the grant, if the program has moderate reserves and potential cash flow issues. Advance payments will not exceed the Grantee's interim cash needs.
 - h. The Grantee assumes legal and financial risk of the advance payment.
 - i. The Grantee shall place funds advanced under this section in an interest-bearing account. The Grantee shall track interest accrued on the advance payment. Interest earned on the advance payment shall only be used for eligible grant-related expenses as outlined in the Grant Provisions, Exhibit A, or will be returned to CARB.
 - j. The Grantee shall report to CARB the value of any unused balance of the advance payment and interest earned and submit quarterly fiscal accounting reports consistent with Section I (Reporting and Documenting Expenditure of State Funds) of this Grant Agreement.

- k. The Grantee shall remit to CARB any unused portion of the advance payment and interest earned within 90 days following the end date of this Grant Agreement term or the reversion date of the appropriation, whichever comes first.

5. Grant Disbursements

With each disbursement request, the Grantee must provide documentation as required in this section:

- a. Requests for payment shall be made with the Grant Disbursement Request Form (MSCD/ISB-90) and conform to the instructions identified in Sections G and I of this Grant Agreement. Grant payments shall be made only for reasonable costs incurred by the Grantee and only when the Grantee has submitted a Grant Disbursement Request Form; has completed milestones stipulated in Exhibit B, Attachment II; the requirements specified herein, including Section F, Section G, Section H, and Section I of this Grant Agreement have been accomplished; documentation of accomplishment has been provided to CARB in the form of the Status Report; and any associated deliverables (if applicable) have been provided to CARB. CARB will have sole discretion to accelerate the timeline for allowable disbursements of funds identified in Exhibit B, Attachment II (with the exception of the final disbursement of funds), necessary to assure the goals of the program are met.
- b. Grant payments are subject to CARB's approval of Status Reports and any accompanying deliverables (see Sections F, G, H and I of this Grant Agreement). A payment will not be made if the CARB Project Liaison deems that a milestone has not been accomplished or documented; that a deliverable meeting specifications has not been provided; that claimed expenses are not documented, not valid per the budget, or not reasonable; or that the Grantee has not met other terms of the grant.
- c. Requests for project funds in advance of performing the work or incurring the cost requires an Advance Payment Request Form (see Section G.5, Advance Payment) and a detailed list of the future work the Grantee intends to fund with the disbursement. The Grantee must demonstrate in a subsequent report that the advance has been expended appropriately by supplying documents required in Section G.6, Grant Disbursements. The recipient of a CARB advance payment cannot advance pay any other entity. No further advance shall be disbursed until the Grantee is fully compliant with all terms of the grant. Failure to comply shall require the Grantee to return all amounts of the inappropriate or unapproved expenditure to CARB within 45 calendar days of written notification.

- d. The Chief of the Sustainable Transportation and Communities Division or designee of CARB may review the CARB Project Liaison's approval or disapproval of a Grant Disbursement Request. No reimbursement will be made for expenses that, in the judgment of the Division Chief of the Sustainable Transportation and Communities Division, are not reasonable or do not comply with the Grant Agreement.
 - e. The Grantee shall mail completed and signed Grant Disbursement Requests to the CARB Project Liaison.
 - f. CARB will withhold payment of up to 1 percent of the grant funds until completion of the Final Report, intellectual property has been relinquished to CARB in accordance with Sections I and L of these provisions, CARB has received and approved the Grantee's mechanism for receiving annual activity reports, and submission of the Final Report to CARB by the Grantee. It is the Grantee's responsibility to submit a Grant Disbursement Request for this final disbursement of funds.
 - g. CARB shall disburse funds in accordance with the California Prompt Payment Act, Government Code, Section 927, et seq.
 - h. The Grantee will pay out CARB funds to other Sub-grantees or subcontractors on a reimbursement basis only.
6. Suspension of Payments and Grant Termination
- a. CARB reserves the right to issue a grant suspension order in the event that a dispute should arise. The grant suspension order will be in effect until the dispute has been resolved or the grant has been terminated. If the Grantee chooses to continue work on the project after receiving a grant suspension order, the Grantee will not be reimbursed for any expenditure incurred during the suspension in the event CARB terminates the grant. If CARB rescinds the suspension order and does not terminate the grant, CARB will reimburse the Grantee for any expenses incurred during the suspension that are reimbursable in accordance with the terms of the grant.
 - b. CARB reserves the right to terminate this grant upon 30 days' written notice to the Grantee. In case of early termination, the Grantee will submit a Grant Disbursement Request, a Status Report covering activities up to, and including, the termination date and following the requirements specified herein and in Section I of these provisions. Upon receipt of the Grant Disbursement Request Form and Status Report, and when all intellectual property has been relinquished to CARB, a final payment will be made to the Grantee. This payment shall be for all CARB-approved, actually incurred costs that in the opinion of CARB are justified. However, the total amount

paid shall not exceed the total grant amount.

- c. Upon termination, grant funds must be returned to CARB within 45 days.

7. Contingency Provision

In the event this grant is terminated for any reason, the CARB Executive Officer or designee reserves the right in his or her sole discretion to award a grant to the next highest scored Applicant and if an agreement cannot be reached, to the next Applicant(s) until an agreement is reached. If CARB is unable to award a grant under these circumstances, CARB may award a grant in a manner consistent with direction provided in the FY 2019-20 Funding Plan for STEP.²

8. Documentation of Administration Funds

- a. Personnel documentation must make use of timesheets or other labor tracking software. Duty statements or other documentation may also be used to verify the number of staff and actual hours or percent of time staff devoted to STEP implementation and outreach.
- b. Fees for external consultants must be documented with copies of the consultant contract and invoices. All external consultant fees must be pre-approved by CARB. Fees included in the budget as a part of the Grantee Proposal Package (Exhibit C) are considered pre-approved by CARB.
- c. Printing, mailing, records retention, and travel expenses must be documented with receipts or invoices.
- d. Any reimbursement for necessary supporting project costs need receipts or invoices.
- e. Any reimbursement for necessary travel and per diem shall be at rates not to exceed those amounts set by the California Department of Human Resources (CalHR). No travel outside the State of California shall be reimbursed unless prior written authorization is obtained from CARB. The CalHR travel and per diem reimbursement amounts may be found online at: <https://www.calhr.ca.gov/employees/pages/travel-reimbursements.aspx>. Reimbursement will be at the State travel and per diem amounts that are current as of the date costs are incurred by the Grantee.
- f. The above documentation, records, and referenced materials must be made available for review during monitoring visits and audits by CARB, or its designee. These records must be retained for a minimum of three years after

² Funding Plan for Fiscal Year 2019-20 <https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1>

submittal of the final STEP grant disbursement request to CARB.

- g. The above documentation must be provided to CARB in quarterly Status Reports and a Final Report.

9. Earned Interest

“Earned interest” means any interest generated from State funds provided to the Grantee and held in an interest-bearing account.

- a. Interest earned by the Grantee on STEP funds must be reported to CARB. All interest income on STEP funds must be expended on eligible program costs (see Section G of this Grant Agreement) or returned to CARB. The Grantee is responsible for reporting to CARB on all interest earned and reinvested into STEP or returned.
- b. All interest income on advance payment at CARB’s discretion must be reinvested into the program or returned to CARB. Interest earned that is reinvested in the program is not included as part of the Total Grant Amount from CARB. Grantee is responsible for reporting to CARB all project expenditures funded with interest earned on advanced funds or returned.
- c. The Grantee must maintain accounting records (e.g., general ledger) that track interest earned and expended on STEP funds, as follows:
 - i. The calculation of interest must be based on average daily balance or some other reasonable and demonstrable method of allocating the proceeds from the interest-generating account back into the program.
 - ii. The methodology for tracking earned interest must ensure that it is separately identifiable from interest earned on non-STEP funds.
 - iii. The methodology for calculating earned interest must be consistent with how it is calculated for the Grantee’s other fiscal programs.
 - iv. Earned interest must be fully expended by March 31, 2025 or returned to CARB.
- d. Documentation of interest earned on STEP funds must be retained for a minimum of three years after it is generated. Documentation of interest expended on STEP must be retained for a minimum of three years after the funds have been reinvested into the project.
- e. The above documentation must be provided to CARB in Status Reports and a Final Report.

H. PROJECT MONITORING AND MEETINGS

1. Meetings

- a. Initial meeting: A meeting will be held between key program personnel and the CARB Project Liaison before work on the program begins. The purpose of the initial meeting is to discuss the overall approach, details of performing essential tasks, the program schedule and milestones, details of work group process, and any issues that may need to be resolved prior to beginning work. Topics may include process for program decision-making and frequency and process for ongoing project team coordination.
- b. Review meetings: After the initial meeting with CARB staff, monthly meetings will be required until the tasks related to project initiation (scope of work, task dates, etc.) are finalized. After the project is operational, CARB and the Grantee can hold less frequent meetings (quarterly, at minimum), if deemed appropriate. Additional meetings may be scheduled at the sole discretion of the CARB Project Liaison. Such meetings may be conducted by phone, if deemed appropriate by the CARB Project Liaison. The Grantee is responsible for developing the agenda in collaboration with the CARB Project Liaison, and for facilitating the meetings.
- c. Site visits: If applicable, site visits shall be established by CARB Project Liaison during the term of this grant.

2. Technical Monitoring

- a. Any changes in the scope or schedule for the program shall require the prior written approval of the CARB Project Liaison and may require a written Grant Agreement amendment.
- b. The Grantee shall notify the CARB Project Liaison in writing immediately if any circumstances arise (technical, economic, or otherwise), which might place completion of the project in jeopardy. The Grantee shall also make such notification if there is a change in key project personnel (see Exhibit B, Attachment III).
- c. In addition to Status Reports (see Section I of this Grant Agreement), the Grantee shall provide information requested by the CARB Project Liaison that is needed to assess progress in completing tasks and meeting the objectives of the program.
- d. Any change in budget allocations, re-definition of deliverables, or extension of the program schedule must be requested in writing to the CARB Project

Liaison and approved by CARB, in its sole discretion, and may require a Grant Agreement amendment.

I. REPORTING AND DOCUMENTING EXPENDITURE OF STATE FUNDS

The Grantee must provide CARB with documentation accounting for the proper expenditure of funds. The documentation must be provided in Status Reports submitted at a minimum every three months to CARB and a Final Report submitted prior to the Grantee receiving their last disbursement of project funds.

1. Status Reports

- a. The Grantee shall submit Status Reports at a minimum of three-month intervals. The Status Reports shall be provided in a format agreed upon between the CARB Project Liaison and the Grantee and meet the requirements specified herein. CARB may specify an electronic format for quarterly reporting.
- b. Status Reports provide a mechanism for the Grantee to justify a need for additional grant disbursements from CARB.
- c. Every Grant Disbursement Request Form (MSCD/ISB-90) shall be accompanied by a Status Report that documents the completion of a milestone specified in Exhibit B, Attachment II.
- d. Each Status Report must include, at minimum:
 - i. Project Status Report number, title of project, name of Grantee, date of submission, and project grant number
 - ii. Summary of work completed since the last progress report, noting progress toward completion of tasks and milestones identified in the work plan
 - iii. Statement of work expected to be completed by the next progress report
 - iv. Notification of problems encountered and an assessment of their effects on the project's outcomes
 - v. Data collected from vehicles, facilities, and participants since the last data reporting
 - vi. Schedule of community engagement, outreach, and education activities conducted, materials used, number of people contacted, and number of

participants, where applicable

- vii. Accounting records, including expenditure and income information and supporting documentation
 - viii. Itemized invoices (invoices must include enough details to ensure that only eligible costs are paid for) and any other appropriate documentation
 - ix. Discussion of the project's adherence to the project timeline
 - x. Other data and analysis as mutually agreed upon between the Grantee and CARB
- a. If the tasks outlined in this Grant Agreement are behind schedule, the Grantee must notify CARB immediately and explain how they will return to schedule.

2. Final Report

- a. When the project is complete, the Grantee shall submit a draft Final Report. The draft Final Report must be submitted to CARB in an appropriate format agreed upon between CARB Project Liaison and the Grantee. The Final Report must meet the requirements specified herein. Upon approval of the draft Final Report by CARB Project Liaison, the Grantee shall provide a written copy of the final version, plus an electronic file.
- b. The Grantee must provide a Final Report to CARB after all STEP funding has been expended. The Final Report must be submitted within 90 days of program completion or by March 31, 2025, whichever comes first. A draft Final Report is due to CARB by January 31, 2025.
- c. The Final Report must include, at a minimum:
 - i. Total expenditures in detail to date and for the period between the last quarterly report and the Final Report
 - ii. Excel spreadsheet of all funded projects and project milestones
 - iii. Summary report of the projects for the period covered by the Grant Agreement (may be provided as summaries or previously submitted Status Reports – see Status Report)
 - iv. Overview of the project as whole from inception through the end of the grant term, including project and community background, partnerships, and funding sources

- v. Assessments of behavior change and participant evaluations, such as results of any pre- and post-project surveys conducted
- vi. Changes in participant knowledge of and acceptance of clean transportation options and funded projects
- vii. Description of community engagement, outreach, and education efforts, including materials used, schedule of events conducted, and an assessment of effectiveness of the efforts
- viii. Electricity and fuel usage information for project and baseline vehicles and EVSE, as applicable
- ix. Estimated GHG and other air pollutant emission reductions achieved
- x. Other co-benefits provided by the project as mutually agreed upon between the Grantee and CARB
- xi. Accounting records, including expenditure and income information and supporting documentation. Includes earned interest, if any, and how it was expended or returned to CARB.
- xii. Best practices and lessons learned, including suggestions for future project considerations for wider scale implementation in other communities
- xiii. Implementation challenges and recommendations for potential program improvements
- xiv. Other data and analysis as mutually agreed upon between the Grantee and CARB

J. OVERSIGHT AND ACCOUNTABILITY

1. The Grantee shall comply with all oversight responsibilities.
2. CARB or its designee may recoup the grant funds which were received based upon misinformation or fraud, or for which a Grantee is in significant or continual non-compliance with the terms of this Grant or State law. CARB also reserves the right to prohibit any entity from participating in STEP due to non-compliance with program requirements.
3. If the Grantee detects any actual or potentially fraudulent activity by anyone or entity associate with the project, it shall notify CARB as soon as possible and

work with CARB to determine an appropriate course of action.

K. PROJECT RECORDS

As further described below, program records include but are not limited to Grantee, financial, and participant records. All project records must be retained for a period of three (3) years after final payment under this grant. All project records are subject to audit pursuant to Section N (4) of this Grant Agreement. Upon completion of the third year of record retention, the Grantee shall submit all program records to CARB. Hardcopy or electronic records are suitable. Acceptable forms of electronic media include hard drives, CDs, and DVDs. Other forms of electronic media may be allowed based on prior written concurrence from CARB.

1. Grantee Records

The Grantee shall retain a STEP file containing:

- b. Original executed copy of the STEP Grant Agreement and Grant Agreement Amendments (if applicable)
- c. Policies and Procedures Manual
- d. Copies of Grant Disbursement Request Forms and attachments
- e. Copies of Status Reports
- f. Documentation of earned interest generation and expenditure (see Section G for more information)

2. Financial Records

Without limitation of the requirement to maintain program accounts in accordance with generally accepted accounting principles, the Grantee must:

- a. Establish an official file for the project, which shall adequately document all significant actions relative to the program
- b. Establish separate accounts which will adequately and accurately depict all amounts received and expended on the project
- c. Establish separate accounts which will adequately and accurately depict all income received which is attributable to the project including cash and in-kind donations, if any
- d. Establish an accounting system which will adequately depict final total costs

of the project, including grant implementation costs

3. Project Participant Records

The Grantee is required to establish and maintain participant records, which must include, at minimum:

- a. Project participant proposals (denied, approved, and removed)
- b. Initial participant surveys and survey updates
- c. Unique identifier that links each project to its corresponding project and associated cost
- d. Documentation of any deviations from the normal processing of projects (examples include enforcement action, CARB case-by-case approvals)

L. INTELLECTUAL PROPERTY

Any webpage(s), software, databases, program data, or other intellectual property developed or purchased by the Grantee for the purposes of administering or implementing STEP are the property of CARB.

M. CONFIDENTIALITY AND DATA SECURITY

It is expressly understood and agreed that information the Grantee collects on behalf of the State or from a third party in performing its obligations under this Grant Agreement may be deemed confidential by the State. Therefore:

1. All information or data gathered pursuant to this grant shall be held confidential and released only to CARB or other entities as CARB may specify in writing.
2. The Grantee certifies that it has appropriate systems and controls in place to ensure that State funds will not be used in the performance of this Grant Agreement for the acquisition, operation, or maintenance of computer software in violation of copyright laws.
3. Information or data, including but not limited to all application records and supporting documentation that personally identifies or describes an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes and regulations. The Grantee shall safeguard all such information or data which comes into their possession under this agreement in perpetuity, and shall not release or publish any such information, data or application records.

4. The Grantee must observe complete confidentiality with respect to such information or data collected pursuant to this grant, including without limitation, agreeing not to disclose or otherwise permit access to such information by any person or entity in any manner whatsoever unless such disclosure is required by law or legal process.
5. The Grantee must acknowledge the confidential nature of such information and ensure by agreement or otherwise that they are prohibited from copying or revealing, for any purpose whatsoever, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this section.
6. The Grantee must ensure that the Grantee's employees are informed of the confidential nature of such information and ensure by agreement or otherwise that they are prohibited from copying, revealing, or utilizing for any purpose in fulfillment of this grant, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this section.
7. The Grantee shall limit access to information and data gathered pursuant to this grant only to necessary employees to perform their job duties.
8. The Grantee must not use such information or any part thereof in the performance of services to others or for the benefit of others in any form whatsoever whether gratuitously or for valuable consideration.
9. The Grantee must notify the State promptly and in writing of the circumstances surrounding any possession, use, or knowledge of such information or any part thereof, by any person other than those authorized by this document.
10. The Grantee must adhere to all CARB confidentiality, disclosure, and privacy policies.
11. The Grantee must treat all information, deliverables, and work products developed or collected pursuant to this grant as confidential. All information, deliverables, and work products cannot be disclosed in any form to any third party without CARB's written consent except when required by law or legal process.
12. The Grantee must not use, without CARB written approval, any CARB materials for any purpose other than performing the agreed upon services.
13. At the conclusion of the engagement or upon termination of this Grant Agreement, the Grantee shall surrender all information in any form developed or collected pursuant to this grant.
14. If the Grantee suspects loss or theft, the Grantee must report any lost or stolen

information, data, or equipment developed or collected pursuant to this grant to CARB immediately.

15. The Grantee must provide CARB all pass phrases and passwords for private keys to encrypt data used, produced, or acquired in the course of performing duties under this Grant Agreement.
16. The Grantee must sign non-disclosure and confidentiality agreements as provided by CARB.
17. The Grantee agrees to notify CARB immediately of any security incident involving the information system, servers, data, or any other information developed or collected pursuant to this grant. The Grantee agrees that CARB has the right to participate in the investigation of a security incident involving its data or conduct its own independent investigation, and that the Grantee shall cooperate fully in such investigations.
18. The Grantee agrees that it shall be responsible for all costs incurred by CARB due to security incident resulting from the Grantee's failure to perform or negligent acts of its personnel, and resulting in an unauthorized disclosure, release, access, review, or destruction; or loss, theft, or misuse of information or data developed or gathered pursuant to this grant. If the Grantee experiences a loss or breach of data, the Grantee shall immediately report the loss or breach to CARB. If CARB determines that notice to the individuals whose data has been lost or breached is appropriate, the Grantee will bear any and all costs associated with the notice or any mitigation selected by CARB. These costs include, but are not limited to, staff time, material costs, postage, media announcements, credit monitoring for impacted individuals, and other identifiable costs associated with the breach or loss of data.
19. The Grantee agrees that it shall immediately notify and work cooperatively with CARB to respond timely and correctly to public records act requests.

N. GENERAL PROVISIONS

1. **Amendment:** No amendment or variation of the terms of this Grant Agreement shall be valid unless made in writing, signed by the parties, and approved as required. No oral understanding or agreement not incorporated in the Grant Agreement is binding on any of the parties.
2. **Assignment:** This grant is not assignable by the Grantee, either in whole or in part, without consent of CARB in a formal written amendment.
3. **Availability of funds:** CARB's obligations under this Grant Agreement are contingent upon the availability of funds. In the event funds are not available,

the State shall have no liability to pay any funds whatsoever to the Grantee or to furnish any other considerations under this Grant Agreement.

4. **Audit:** The Grantee agrees that CARB, the Department of General Services, Department of Finance, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this grant and all State funds received. The Grantee agrees to maintain such records for possible audit for three (3) years after the term of this grant is completed, unless a longer period of records retention is stipulated. The Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interview of any employees who might reasonably have information related to such records. Further, the Grantee agrees to include similar right of the State audit records and interview staff in any grant related to performance of this agreement.
5. **Compliance with law, regulations, etc.:** The Grantee agrees that it will, at all times, comply with and require its contractors and subcontractors to comply with all applicable federal and State laws, rules, guidelines, regulations, and requirements.
6. **Conflict of interest:** The Grantee certifies that it is in compliance with applicable State and federal conflict of interest laws. The Grantee may have no interest, and shall not acquire any interest, direct or indirect, which will conflict with its ability to impartially complete the tasks described herein. The Grantee must disclose any direct or indirect financial interest or situation which may pose an actual, apparent, or potential conflict of interest with its duties throughout the grant term. CARB may consider the nature and extent of any actual, apparent, or potential conflict of interest with its duties throughout the grant term. CARB may consider the nature and extent of any actual, apparent, or potential conflict of interest in the Grantee's ability to perform the grant. The Grantee must immediately advise CARB in writing of any potential new conflicts of interest throughout the grant term.
7. **Disadvantaged communities:** The Grantee, for the purposes of this program, will designate disadvantaged communities, as identified by CalEnviroScreen 3.0. The identified disadvantaged community census tracts are available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.
8. **Disputes:** The Grantee shall continue with the responsibilities under this Grant Agreement during any dispute. Grantee staff or management may work in good faith with CARB staff or management to resolve any disagreements or conflicts arising from implementation of this Grant Agreement. However, any disagreements that cannot be resolved at the management level within 30 days of when the issue is first raised with the CARB Project Liaison shall be subject to

resolution by the CARB Executive Officer, or designated representative. Nothing contained in this paragraph is intended to limit any rights or remedies that the parties may have under law.

9. **Environmental justice:** In the performance of this Grant Agreement, the Grantee shall conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations of the State.
10. **Fiscal management systems and accounting standards:** The Grantee agrees that, at a minimum, its fiscal control and accounting procedures will be sufficient to permit tracing of grant funds to a level of expenditure adequate to establish that such funds have not been used in violation of State law or this Grant Agreement. Unless otherwise prohibited by State or local law, the Grantee further agrees that it will maintain separate Project accounts in accordance with generally accepted accounting principles.
11. **Force majeure:** Neither CARB nor the Grantee must be liable for or deemed to be in default for any delay or failure in performance under this Grant Agreement or interruption of services resulting, directly or indirectly, from acts of God, enemy or hostile governmental action, civil commotion, strikes, government orders, national or state declared pandemics, lockouts, labor disputes, fire, flood, earthquakes or other physical natural disaster. If either party intends to invoke this clause to excuse or delay performance, the party invoking the clause must provide written notice to the other party immediately but no later than fifteen (15) calendar days of when the force majeure event occurs and reasons that the force majeure event is preventing that party from or delaying that party in performing its obligations under this contract. CARB may terminate this Grant Agreement immediately in writing without penalty in the event Grantee invokes this clause.

If the Grant Agreement is not terminated by CARB pursuant to this clause, upon completion of the event of force majeure, the Grantee must as soon as reasonably practicable recommence the performance of its obligations under this Grant Agreement. The Grantee must also provide a revised schedule to minimize the effects of the delay caused by the event of force majeure. An event of force majeure does not relieve a party from liability for an obligation which arose before the occurrence of that event.

12. **Governing law and venue:** This grant is governed by and shall be interpreted in accordance with the laws of the State of California. CARB and the Grantee hereby agree that any action arising out of this Grant Agreement shall be filed and maintained in the Superior Court in and for the County of Sacramento, California, or in the United States District Court in and for the Eastern District of

California. The Grantee hereby waives any existing sovereign immunity for the purposes of this Grant Agreement.

13. **Grantee's responsibility for work:** The Grantee shall be responsible for work and for persons or entities engaged in work, including, but not limited to, contractors, subcontractors, suppliers, and providers of services. The Grantee shall be responsible for any and all disputes arising out of its contract for work on the project, including but not limited to payment disputes with contractors, subcontractors, and providers of services. The State will not mediate disputes between the Grantee and any other entity concerning responsibility for performance of work. The Grantee will pay out CARB funds to other entities on a reimbursement basis only.
14. **Indemnification:** The Grantee agrees to indemnify, defend, and hold harmless the State and the Board and its officers, employees, agents, representatives, and successors-in-interest against any and all liability, loss, and expense, including reasonable attorneys' fees, from any and all claims for injury or damages arising out of the performance by the Grantee, and out of the operation of equipment that is purchased with funds from this grant award.
15. **Independent contractor:** The Grantee, and its agents and employees, if any, in their performance of this Grant Agreement, shall act in an independent capacity and not as officers, employees, or agents of CARB.
16. **Non-discrimination clause:** During the performance of this Grant Agreement, the Grantee and its subcontractors, if any, shall not unlawfully discriminate, harass, or allow harassment against any employee or Applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. The Grantee and subcontractors shall ensure that the evaluation and treatment of their employees and Applicants for employment are free from such discrimination and harassment. The Grantee and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov.Code §2990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, section 7825 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f) set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. The Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. The Grantee shall include the non-discrimination and compliance provisions of this clause in all subcontracts to perform work under the agreement.

17. **No third party rights:** The parties to this Grant Agreement do not create rights in, or grant remedies to, any third party as a beneficiary of this Grant Agreement, or of any duty, covenant, obligation, or undertaking establish herein.
18. **Ownership:** All information, data, documents, intellectual property including but not limited to webpages received or generated by the Grantee under this grant is the property of CARB. No information, data, documents, intellectual property received or generated under this grant shall be released without CARB's approval.
19. **Personally Identifiable Information:** Information or data, including but not limited to all records and supporting documentation that personally identifies an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes and regulations. The Grantee must safeguard all such information or data which comes into their possession under this agreement in perpetuity, and must not release or publish any such information, data, or project records.
20. **Prevailing wages and labor compliance:** If applicable, the Grantee agrees to be bound by all the provisions of State Labor Code Section 1771 regarding prevailing wages. If applicable, the Grantee shall monitor all agreements subject to reimbursement from this Grant Agreement to ensure that the prevailing wage provisions of State Labor Code Section 1771 are being met.
21. **Professionals:** For projects involving installation or construction services, the Grantee agrees that only licensed professionals will be used to perform services under this Grant Agreement where such services are called for and licensed professionals are required for those services under State law.
22. **Severability:** If a court of competent jurisdiction holds any provision of this Grant agreement to be illegal, unenforceable, or invalid in whole or in part for any reason, the validity and enforceability of the remaining provisions, or portions of those provisions, will not be affected.
23. **Termination:** In addition to the termination provisions in Section G of this Grant Agreement, CARB may terminate this Grant Agreement by written notice at any time prior to completion of this Grant Agreement, upon violation by the Grantee of any material provision after such violation has been called to the attention of the Grantee and after failure of the Grantee to bring itself into compliance with the provisions of this Grant Agreement. CARB also reserves the right to terminate this grant upon 30 days written notice to the Grantee if CARB determines that the project has not progressed satisfactorily during the previous three months and the Grantee and CARB have been unable to agree

on modifications. Upon termination, the Grantee must return unused grant funds to CARB within 45 calendar days.

24. **Timeliness:** Time is of the essence in this Grant Agreement. The Grantee shall proceed with and complete the project in an expeditious manner.
25. **Waiver of rights:** Any waiver of rights with respect to a default or other matter arising under this Grant Agreement at any time by either party shall not be considered a waiver of rights with respect to any default or matter. Any rights and remedies of the State provided for in this Grant Agreement are in addition to any other rights and remedies provided by law.

O. INSURANCE REQUIREMENTS

The Grantee must comply with all requirements outlined in the (1) General Provisions and (2) Insurance Requirements outlined below. No payments will be made under the grant until the Grantee fully complies with all insurance requirements.

1. General Provisions Applying to All Policies:
 - a. Coverage Term – Coverage needs to be in force for the complete term of the grant. If insurance expires during the term of the grant, a new certificate must be received by the State at least thirty (30) days prior to the expiration of this insurance. Any new insurance must comply with the original grant terms.
 - b. Policy Cancellation or Termination & Notice of Non-Renewal – The Grantee is responsible to notify the Program Administrator within five (5) business days of any cancellation, non-renewal or material change that affects required insurance coverage. New certificates of insurance are subject to the approval of the Department of General Services and the Grantee agrees no work or services will be performed prior to obtaining such approval. In the event that the Grantee fails to keep in effect at all times the specified insurance coverage, the State may, in addition to any other remedies it may have, terminate this grant upon the occurrence of such event, subject to the provisions of this grant.
 - c. Premiums, Assessments, and Deductibles – The Grantee is responsible for any premiums, policy assessments, deductibles or self-insured retentions contained within their insurance program.
 - d. Primary Clause – Any required insurance contained in this grant shall be primary, and not excess or contributory, to any other insurance carried by the State.

- e. Insurance Carrier Required Rating – All insurance companies must carry an AM Best rating of at least “A–” with a financial category rating of no lower than VI. If the Grantee is self-insured for a portion or all of its insurance, review of financial information including a letter of credit may be required.
 - f. Endorsements – Any required endorsements requested by the State must be physically attached to all requested certificates of insurance and not substituted by referring to such coverage on the certificate of insurance.
 - g. Inadequate Insurance – Inadequate or lack of insurance does not negate Awardee’s obligations under the grant.
 - h. Satisfying a Self-Insured Retention (SIR) – All insurance required by this contract must allow the State to pay and/or act as the contractor’s agent in satisfying any self-insured retention (SIR). The choice to pay and/or act as the contractor’s agent in satisfying any SIR is at the State’s discretion
 - i. Available Coverages/Limits – All coverage and limits available to the Awardee shall also be available and applicable to the State.
 - j. Use of Subcontractor – In the case of the Grantee’s utilization of Subcontractors to complete the grant scope of work, the Grantee shall include all Subcontractors as insured’s under the Grantee’s insurance or supply evidence of Subcontractor’s insurance to The State equal to policies, coverages, and limits required of the Grantee.
2. Grant Insurance Requirements – The Grantee shall display evidence of the following on a certificate of insurance. After the solicitation is awarded, failure to provide the certificate upon request will result in the termination of the grant. The Grantee must assure the community pilot project(s) funded by the Program Administrator (CARB) fully complies with all insurance requirements before starting the project. The following coverages must be evidenced on the certificate of insurance and all endorsements required must be attached:
- a. Commercial General Liability – The Grantee shall maintain general liability on an occurrence form with limits not less than \$5,000,000 per occurrence for bodily injury and property damage liability combined with a \$5,000,000 annual policy aggregate. The policy shall include coverage for liabilities arising out of premises, operations, independent the Grantees, products, completed operations, personal & advertising injury, and liability assumed under an insured contract or grant. This insurance shall apply separately to each insured against whom claim is made or suit is brought subject to the Grantee’s limit of liability.

The policy must name “State of California and California Air Resources

Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations”.

- b. Automobile Liability – The Grantee shall maintain business automobile Liability insurance as broad as Form CA0001 for limits not less than \$5,000,000 combined single limit. Such insurance shall cover liability arising out of any and all motor vehicles owned, hired or non-owned. “Any Auto” symbol 1 is required.

The policy must name “State of California and California Air Resources Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations”.

- i. By signing the grant agreement, the Grantee certifies that the Grantee and any employees, subcontractors or servants possess valid automobile coverage in accordance with California Vehicle Code Sections 16450 to 16457, inclusive. The State reserves the right to request proof at any time.
- c. Workers Compensation and Employers Liability – The Grantee shall maintain statutory worker’s compensation and employer’s liability coverage for all its employees who will be engaged in the performance of the grant. In addition, employer’s liability limits of \$1,000,000 are required. By signing this contract, Contractor acknowledges compliance with these regulations.

A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must be attached to certificate.

- d. In addition to the insurance requirements listed above, the Grantee must supply specific coverage for Electric Bikes and Scooters, with a limit of at least \$5,000,000. Proof of coverage can be submitted in two ways:

If coverage is from an Electric Bike and Scooter insurance carrier, only the certificate of insurance is required showing specific insurance for Electric Bikes and Scooters; **OR,**

If coverage is endorsed to the General Liability policy, insurance company must supply a separate endorsement showing proof of Electric Bike and Scooter Coverage.

- e. Either policy must name “State of California and California Air Resources

- Board, its officers, agents, and employees as additional insured with respect to liability arising out of work or operations performed by or on behalf of the awardee including any electric bikes and scooters in connection with any such work or operations. "Non-Profit Organization with Volunteers Only (if applicable): A Volunteer Accident Insurance Policy with a limit not less than \$1,000,000. The policy shall contain a waiver of subrogation in favor of the State of California, if such endorsement is available in the open market. Said policy shall be issued by an insurance company with a rating which is acceptable to the Department of General Services, Office of Risk and Insurance Management. CARB reserves the right to review and adjust insurance requirements as necessary during the grant term.
- f. Cyber Liability coverage, with limits not less than \$1,000,000 per occurrence or claim. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by the Grantee in the grant agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well.

WORK STATEMENT

Attachment I – Budget Summary

Grantee:

Project:

Grant Number:

	Total Costs and Funding
Project Costs	\$
Direct Grant Implementation Costs	\$
Indirect Grant Implementation Costs	\$
Total Grant Funds	\$
Resource Contribution	\$
Total Proposal Funds	\$

EXHIBIT B

Attachment II – Project Milestones and Disbursement Schedule

Sample only. This will be adapted from the timeline in the Applicant’s proposal template.

	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 1		0/0/0	0/0/0			\$
Task 2		0/0/0	0/0/0			\$
Task 3		0/0/0	0/0/0			\$
Task 4		0/0/0	0/0/0			\$
[Etc.]		0/0/0	0/0/0			\$
	Disbursement request #1		0/0/0			\$

	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 5		0/0/0	0/0/0			\$
Task 6		0/0/0	0/0/0			\$
Task 7		0/0/0	0/0/0			\$
Task 8		0/0/0	0/0/0			\$
[Etc.]		0/0/0	0/0/0			\$
	Disbursement request #2		0/0/0			\$

Attachment III – Key Project Personnel

Grantee:
Project:
Grant Number:

Name	Position	Duties

Grantee Proposal Package

CARB will insert Applicant's proposal package here.

Grant Solicitation Package

CARB will insert the STEP solicitation package here.

EXHIBIT E

PAYEE DATA RECORD

The Grantee's payee data record is included in this section.

State of California
Financial Information System for California (FI\$Cal)
GOVERNMENT AGENCY TAXPAYER ID FORM

2000 Evergreen Street, Suite 215
Sacramento, CA 95815
www.fiscal.ca.gov
1-855-347-2250



The principal purpose of the information provided is to establish the unique identification of the government entity.

Instructions: You may submit one form for the principal government agency and all subsidiaries sharing the same TIN. Subsidiaries with a different TIN must submit a separate form. Fields marked with an asterisk (*) are required. Hover over fields to view help information. Please print the form to sign prior to submittal. You may email the form to: vendors@fiscal.ca.gov, or fax it to (916) 576-5200, or mail it to the address above.

Principal Government Agency Name*

Remit-To Address (Street or PO Box)*

City* State * Zip Code*+4

Government Type: City County Special District Federal Other (Specify)
Federal Employer Identification Number (FEIN)*

List other subsidiary Departments, Divisions or Units under your principal agency's jurisdiction who share the same FEIN and receives payment from the State of California.

Dept/Division/Unit Name	<input type="text"/>	Complete Address	<input type="text"/>
Dept/Division/Unit Name	<input type="text"/>	Complete Address	<input type="text"/>
Dept/Division/Unit Name	<input type="text"/>	Complete Address	<input type="text"/>
Dept/Division/Unit Name	<input type="text"/>	Complete Address	<input type="text"/>

Contact Person* Title

Phone number* E-mail address

Signature* Date

EXHIBIT D

FORM GEN 146

Required Insurance and Minimum Limits

Name: California Air Resources Board- Sustainable Transportation Equity Date: 12/1/21

Project Agreement/Reference: Grant- SUBRECIPIENT- LA County Metro Transp Authority: Mobility Wallet Project

Evidence of coverages checked below, with the specified minimum limits, must be submitted and approved prior to occupancy/start of operations. Amounts shown are Combined Single Limits ("CSLs"). For Automobile Liability, split limits may be substituted for a CSL if the total per occurrence equals or exceeds the CSL amount.

Limits

Workers' Compensation (WC) and Employer's Liability (EL)

WC Statutory
EL \$1,000,000

Waiver of Subrogation in favor of City

Longshore & Harbor Workers
 Jones Act

General Liability City of Los Angeles must be named as additional insured

\$2,000,000

Products/Completed Operations
 Fire Legal Liability _____

Sexual Misconduct _____

Automobile Liability (for any and all vehicles used for this contract, other than commuting to/from work)

\$1,000,000

Professional Liability (Errors and Omissions)

Discovery Period 12 months after completion of work or date of termination

Property Insurance (to cover replacement cost of building - as determined by insurance company)

All Risk Coverage
 Flood _____
 Earthquake _____

Boiler and Machinery
 Builder's Risk

Pollution Liability

Surety Bonds - Performance and Payment (Labor and Materials) Bonds

100% of the contract Price

Crime Insurance

Other: Cyber Liability: \$1 Million
Umbrella Liability \$2 Million

Hey, South LA.
You can get **\$150**
for transportation
spending.

*Hola, South LA.
Puede obtener
\$150 para gastos
de transporte.*

Mobility Wallet Pilot



Metro[®]



CALIFORNIA
AIR RESOURCES BOARD



SLATE

A Project of Community Partners

LADOT

Board Request: Approve Recommendation

CONSIDER

A. Make a finding that Mobility Wallets are exempt from federal income tax because the payments promote the general welfare of low-income eligible participants and do not represent compensation for service

B. Authorize an amendment to the existing Mobility Wallet Pilot Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to add up to \$4.5 million in funding from the city.



Metro

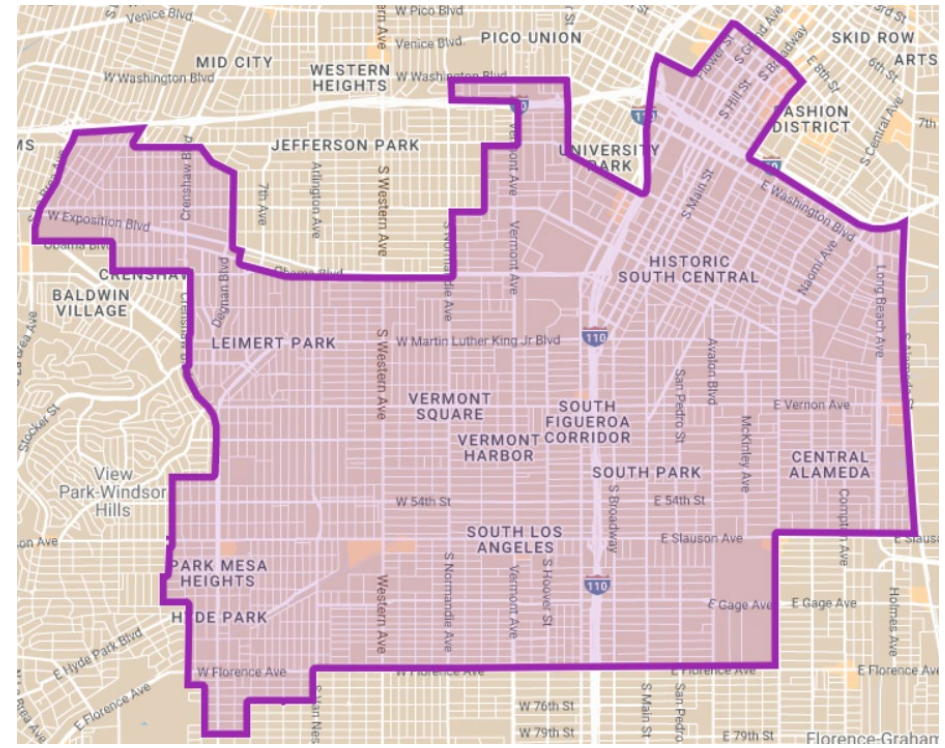
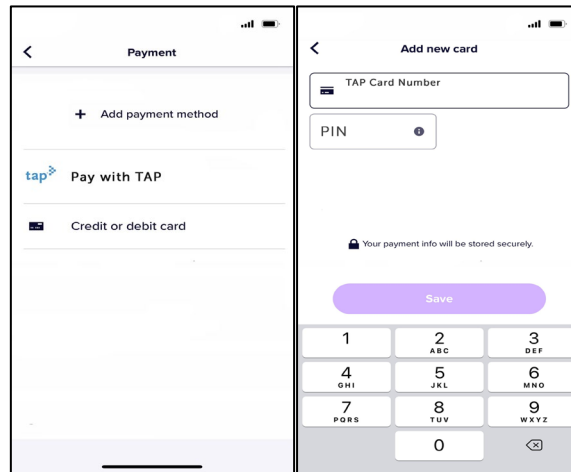


Mobility Wallet Pilot

WHAT: All-in-one mobility account / payment solution providing \$150/month for a year for shared transportation needs.

- Technologies we are exploring/utilizing include 1. prepaid Visa/Mastercard 2. Pay With TAP.
- Part of LADOT Universal Basic Mobility Pilot \$13.8 Mil Sustainable Transportation Equity Program Grant from the California Air Resources Board.

WHO: 2000 low-income (LIFE eligible) participants that live in a South Los Angeles including zip codes 90007 90008 90011 90015 90016 90018 90037 90043 90062



Why Board Action Is Required

1. Income Tax Exemption – Finding of General Welfare

This exemption will enable low-income participants to receive their transportation services through the Wallet without jeopardizing their eligibility for other social services due to minor changes in their income bracket. The exemption would also reduce the administrative burden on Metro to issue 10-99 forms to participant.

- The finding is needed to qualify under the IRS' “general welfare exclusion.”

2. Update Funding and Scope in MOU

Staff requests authority to amend the Mobility Pilot MOU between Metro and the City of Los Angeles to include additional funding up to \$4.5 million. The existing MOU includes \$756,770; however, Metro needs additional funds to lead the implementation and distribution of the wallet. Funding to provide funds to participants is provided by the City of Los Angeles.



Metro



Phase 1 Deployment



tap

Mobility Wallet Pilot Program

Applicant Information

* FIRST NAME
First Name

MIDDLE NAME OR INITIAL
Middle Name or Initial

* LAST NAME
Last Name

* BIRTH DATE
mm/dd/yyyy

* GENDER
- Select -

* ARE YOU A STUDENT?

Participant Solicitation

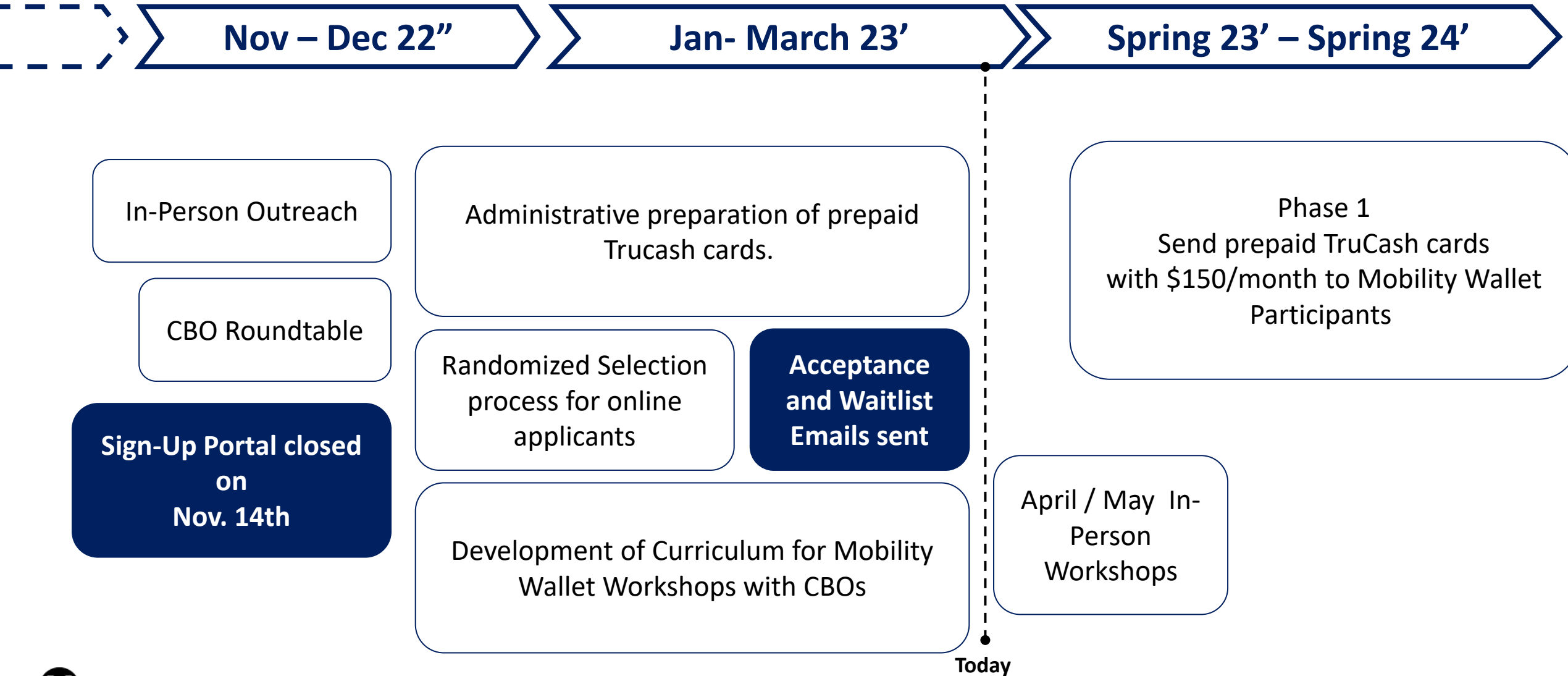
- Outreach at community events and general marketing in partnership with assistance from 15+ community-based organizations in South LA.
- Received over 2000 applications
 - Randomly select 900 to receive by mail and 100 will receive them at in-person workshops.

UCLA / UCD will evaluate the pilot based on the following research questions:

Will the mobility wallet:

- Improve access to opportunities?
- Reduce travel related-greenhouse gas emissions?
- Improve economic and health outcomes?

Next Steps





Board Report

File #: 2023-0056, File Type: Motion / Motion Response

Agenda Number: 19.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2023

SUBJECT: FUNDING PLANS FOR EXISTING TIRCP PROJECTS AWARDED PARTIAL FUNDING

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on funding plans for the West Santa Ana Branch (WSAB) and Metro L (Gold) Line Foothill Extension in response to Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion #49.1 (Attachment A).

ISSUE

At its December 1, 2022, meeting, the Board approved the “Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion 49.1” that requests a “Report back to the Board in March 2023 with funding plans that close the funding gaps for any Existing TIRCP Projects that are awarded partial funding through Cycle 6.” Metro submitted three Existing TIRCP Projects for Cycle 6 funding. East San Fernando Valley was awarded the full \$600 million requested and West Santa Ana Branch (WSAB) and Metro L (Gold) Line Foothill Extension did not receive any of the funding requested.

BACKGROUND

The Foothill Extension is a proposed planned extension of the Metro L Line from the current terminus in Pomona to Montclair. The Foothill Gold Line Construction Authority (the Authority) is managing the construction contract to build the project to Pomona, has cleared the project to Claremont and Montclair under CEQA, and completed advanced engineering. The cost to Pomona is funded through an agreement with Metro. The Authority had planned for a the current construction project to Montclair but reduced the scope to Pomona because the cost was greater than initially anticipated upon hiring the design-build contractor. The Authority estimates the funding gap needed to extend the project is \$798 million. The extension to Montclair is not in Metro’s LRTP or Measure M Plan. (Line 5 in the Expenditure Plan references the project to Claremont) has been part of Metro’s regional plans since the early 1990s and the extension to Claremont in Los Angeles County was most recently included in Metro’s 2009 and 2020 Long Range Transportation Plans. The 2020 LRTP will be updated once a life of project budget is established. The project to Claremont was specified to be completed in the Expenditure Plans for both Measures R and M. Once funded, the Claremont

Station will be the last station to be built of the 24-station system in LA County. All Measure R and Measure M funds designated for the project have been expended or are committed for the project to Pomona except for \$40 million committed for the project to Claremont.

WSAB is a planned Metro light rail line that has an estimated \$7.1 billion cost to construct the Locally Preferred Alternative (LPA). Metro is completing the environmental process, coordinating with affected entities, and preparing to procure advance preliminary engineering services. Metro staff presented an initial funding plan for the LPA to the Board in December 2021 that included the pursuit of federal New Starts and additional State funding. WSAB is included in the Metro 2020 Long Range Transportation Plan (LRTP) and Measure R and Measure M Expenditure Plans.

At its December 2022 meeting, the Board unanimously approved prioritized Metro projects for State funding based on project readiness with an equity lens. The priority ranking is East San Fernando Valley #1, Foothill Extension #2, and WSAB #3. The Existing TIRCP Cycle 6 grant application requested \$1.898 billion of Cycle 6 funding for these three projects. Metro assumed in the application that \$1.0 billion of future State funding for Los Angeles County (i.e., SB 198 funds) would be secured in FY2024 and FY2025 to support cash flow needs for the entire program of projects. SB 198 was enacted in June 2022 and, among other things, states that "It is the goal of the Legislature as part of the 2022 Budget agreement to provide two billion dollars (\$2,000,000,000), for each fiscal year, for the 2023-24 and 2024-25 fiscal years for transit and intercity rail capital projects." The SB 198 funds would be allocated throughout the State by population, with Los Angeles County expected to receive about 25% of the total.

At the same meeting, the Board approved Motion 49.1 requesting a report back for any projects that did not receive the funding requested.

DISCUSSION

The package of projects adopted by the Board in December prioritized projects for both the funds made available in Cycle 6 of the TIRCP and the funding that could be made available from future budget cycles. The budget agreement last year included funds that were allocated in Cycle 6 and \$4 billion that could be allocated in future budget cycles. These funds were identified as a goal for the Legislature to allocate, which would be allocated to Los Angeles County by population and programmed by Metro.

In January 2023, the Governor announced a budget proposal that recommends reducing the future funding to \$2 billion and suggests that the balance could be restored if the general fund recovers to a level sufficient to allocate the remaining \$2 billion. State revenues have continued to decline since January. The Legislative Analyst's Office has also raised concerns about revenue declines and has raised concerns about the viability of a trigger mechanism.

The funding plan for the Foothill Extension to Montclair addresses the funding shortfall due to the lack of State funding awarded for this project from the January 2023 TIRCP Cycle 6 "Existing TIRCP Projects" grant awards. It is dependent on future State funding and may need to be supplemented with new local funding. The funding plan is also subject to the Board-approved "Unified Cost

Management Policy” for Measure R and Measure M projects. This policy identifies a step-by-step evaluation process for addressing increases in a project budget, including sources of funding that must be considered prior to others.

- State funding: Consistent with the unanimous Board action at its December meeting, staff proposes that a portion of the FY 2024 and FY 2025 statewide SB 198 funding for transit and intercity rail capital projects is allocated to the project. The specific amount will depend on the total funding from the State, and other local funds available for the project. Metro will also work with the Authority to evaluate new components or benefits from the extension to Montclair for consideration in a future State TIRCP cycle.
- Local funding: The proposed extension currently has \$40 million of local funding committed for Los Angeles County. The project also has \$39 million of local funding designated from San Bernadino County that can only be spent on the portion from Claremont to Montclair. Local funding or other sources of match funding is very helpful in securing State funding as it shows a local commitment to the project and a leveraging of the State funds, which are expected grant award criteria. Local match also demonstrates the additional financial capacity and ability to address project cost and schedule risks. Metro will work collaboratively with the San Gabriel Valley Council of Governments to identify and pursue local funding from existing Measure M projects and programs and through the local jurisdictions on the corridor.
- Federal funding: The project was prohibited by Metro from seeking federal Capital Investment Grants/New Starts funding and therefore does not have federal environmental clearance and is not currently eligible for federal funds.

The recommended funding plan for WSAB will continue to pursue a relatively large federal New Starts grant and additional State funding. Metro will attempt to augment the New Starts request by seeking federal discretionary grants that support large-scale rail projects like WSAB.

- State funding: Consistent with the unanimous Board action at its December meeting, staff proposes that a portion of the FY 2024 and FY 2025 statewide SB 198 funding for transit and intercity rail capital projects is allocated to the project. The specific amount for WSAB will depend on the status of the New Starts application, funding needs of the Foothill Extension, and any success with other federal and State grants. There may also be an opportunity to apply for a future cycle of the TIRCP grant program if Metro can identify additional project characteristics and benefits that were not considered in the successful 2018 application, where Metro was awarded \$300 million. Metro will continue to move ahead towards completion of the environmental document, continue advanced preliminary engineering, and complete other activities to enhance the project’s readiness. Metro staff will also continue to advocate for changes to the TIRCP guidelines that would allow projects that have already received TIRCP to apply for additional funding.
- New Starts: Metro is currently in the initial Project Development phase of this substantial federal program targeted at new rail. The WSAB grant request is approximately \$3 billion and

would be the largest New Starts grant ever for Metro and the largest currently outstanding nationwide. Metro will be submitting information this year to obtain the required project justification and financial capacity assessment ratings that will determine the project's competitiveness. The financial plan submitted to FTA for the financial rating must demonstrate that Metro has the capability to fund and operate the New Starts project. This will require reasonable and achievable assumptions about local, State, and federal funding. And, in order for Metro to proceed to the next step or Engineering phase of the New Starts process, Metro must have at least 30 percent of the non-New Starts funding committed for WSAB.

- *Additional Federal discretionary funding:* Metro applied for funding from the new Mega program that was created as part of the Infrastructure Investment and Jobs Act (IIJA) but was not successful. The Mega program will be offered again this year, and Metro staff may reapply and submit new and or modified information and analysis that reflects feedback from USDOT and lessons learned, including a clearer understanding of the policy objectives of the grant and the project benefits that must be demonstrated. There are other new federal grant programs that will be available from both IIJA and the Inflation Reduction Act (including the "Neighborhood Access and Equity" grant) that Metro staff will evaluate for WSAB when additional information is available as part of the grant notice and through discussion with USDOT staff.

EQUITY PLATFORM

The funding plans presented in the report help support the delivery of two large-scale transit investments that would ultimately provide transportation and economic benefits to the areas they serve.

The Metro L (Gold) Line Foothill Extension LRT Project will ~~link several disadvantaged communities located in Pomona~~ further regional connectivity by linking Los Angeles and San Bernardino Counties along one of the most congested corridors in the region; serving disadvantaged and low-income communities including the City of Pomona which has a high level of poverty and a very diverse population (70% Hispanic and 7% African American) with the entire length of the Metro L Line ~~which runs through~~ serving the San Gabriel Valley to Downtown Los Angeles / Los Angeles Union Station. Additionally, the project will connect these communities to the Montclair Transit Center, which provides a public transportation link into Montclair and the Inland Empire ~~and including~~ connections with several Foothill Transit, Omnitrans, RTA bus and bus rapid services, as well as Greyhound services. The project is located within 0.5 miles of seven communities identified as AB 1550 Low Income Communities by the California Air Resources Board - of these, four communities are also SB 535 Disadvantaged Communities. The project seeks to reduce GHG emissions by increasing transit ridership, reducing vehicle miles traveled, and increasing transit-oriented development opportunities within the corridor.

WSAB will connect underserved, densely populated, low income and heavily transit dependent

communities between the City of Artesia and unincorporated Florence-Firestone in the southeast part of LA County as well as connect these communities with the rest of the Metro rail system with transfers with the A (Blue) Line and the C (Green) Line. Of the 238 census tracts in the project area, 181 are identified as SB 535 Disadvantaged Communities, 203 are identified as AB 1550 Low-Income Communities, and 177 census tracts are both Disadvantaged and Low-income Communities.

The WSAB LPA is 14.8 miles in length from a proposed Slauson/A Line station to a Pioneer station and is expected to have 31,000 daily boardings. The project serves an estimated population of 151,111 (in 2017) increasing to 240,580 (in 2042) that are within 0.25 miles of the alignment. WSAB is expected to create 37,937 jobs (in 2017), increasing to 46,430 (in 2042) that are within 0.25 miles of the alignment.

The funding plans pursue grants that align Metro with both federal and State initiatives to support disadvantaged communities. For federal investments, the Justice40 Initiative aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution. Each of the federal discretionary grants that will be considered for the funding plans have included or are expected to include criteria consistent with Justice40. The State grants, including those funded from the Greenhouse Gas Reduction Fund (GGRF), have requirements for expenditures from the GGRF relative to disadvantaged communities and low-income communities and households.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Securing funding for L Line Foothill Extension and WSAB will help to implement Goal 1 to provide high-quality mobility options that enable people to spend less time traveling and Goal 3 to enhance communities and lives through mobility and access to opportunity. The funding plans will help address funding needs and allow the projects to proceed toward construction and/or leverage federal grants that depend on the commitment of additional state and local funding. The projects, when completed, will significantly expand transportation options and improve the quality of the transit network.

NEXT STEPS

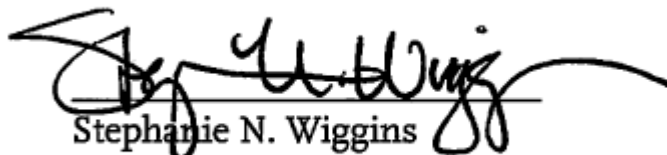
Staff will continue to work with the Los Angeles County Legislative Delegation to oppose the SB 198 cuts proposed by Governor Newsom. Metro is working with transit agencies across California to oppose those cuts, and staff will seek support from the Council of Governments and other stakeholders in LA County. Staff have also provided input at the early budget hearings to express the importance of maintaining those funds. Metro's team has also remained engaged with specific members of the Delegation to urge members to include the full funding the Legislature expressed as a goal.

ATTACHMENTS

Attachment A - Motion #49.1

Prepared by: Craig Hoshijima, EO, Countywide Planning & Development,
(213) 547-4290
Laurie Lombardi, SEO, Countywide Planning & Development,
(213) 418-3251
Michael Turner, EO, Government Relations,
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2022-0830, **File Type:** Motion / Motion Response**Agenda Number:** 49.1.

**REGULAR BOARD MEETING
DECEMBER 1, 2022****Motion by:****DIRECTORS SOLIS, NAJARIAN, SANDOVAL, GARCETTI, AND BARGER****Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion #1**

In June 2022, Assembly Bill 180 was approved providing a one-time allotment of \$3.6 billion for Cycle 6 of the state's Transit and Intercity Rail Capital Program (TIRCP) with at least \$900 million dedicated to "Existing TIRCP Projects" in Southern California that have previously received TIRCP grants and can demonstrate that a supplemental state grant would leverage or maintain an identified source of local or federal funding. Any funding not allocated to an Existing TIRCP Project in Southern California would then be made available for new TIRCP projects. Senate Bill 198 may also provide an additional \$4 billion over fiscal years 2024 and 2025 to be allocated across the state via population-based formula. Grant applications for Existing TIRCP Projects are due on December 6, 2022 and awards for Existing TIRCP Projects are anticipated in January 2023.

Metro staff has evaluated the TIRCP Cycle 6 criteria and has identified/ranked three projects for submittal. Given uncertainty around how much funding will ultimately be secured by Metro under Cycle 6, Metro may encounter a situation where it receives partial funding for one or more of its projects. Should this occur, Metro should be prepared to provide a funding plan that closes any project funding shortfalls and ensures that Metro can utilize the awarded TIRCP funding within CalSTA's expenditure deadlines.

SUBJECT: Transit and Intercity Rail Capital Program Cycle 6 Grant Application Motion #1**RECOMMENDATION**

APPROVE Motion by Directors Solis, Sandoval, Garcetti, and Barger that the Board of Directors direct the Chief Executive Officer to:

1. Report back to the Board in February 2023 with an update on the results of TIRCP Cycle 6 awards for Existing TIRCP Projects; and
2. Report back to the Board in March 2023 with funding plans that close the funding gaps for any Existing TIRCP Projects that are awarded partial funding through Cycle 6.

The background features large, stylized letters 'M' and 'A' in a light cream color, set against a dark green circular backdrop. This is further framed by a wide, curved orange band, and the bottom portion of the slide is a solid dark grey/black.

FUNDING PLANS FOR EXISTING TIRCP PROJECTS

Item #2023-0056

March 23, 2023



Metro

Summary

- **Foothill Extension and West Santa Ana Branch (WSAB) were submitted for “Existing TIRCP Cycle 6” funding but did not receive awards**
- **TIRCP Motion #49.1 directs staff to prepare plans to close the funding gap for projects that receive partial funding**
- **The funding plans for Foothill Extension and WSAB continue with previously-reported federal funding and additional State and local funds**

Background

- **Metro prioritized project funding from the Dec 2022 Existing TIRCP Cycle 6**
 - #1. East San Fernando Valley, \$600 million
 - #2. Foothill Extension to Montclair, \$798 million
 - #3. WSAB, \$500 million
- **SB 198 was approved last year and set a goal of \$4 billion of funding statewide in FY2024 and FY2025**
 - Governor's proposed budget reduces funding
 - Metro Board action prioritizes projects for future State funding

Foothill Extension to Montclair

- The funding needed is \$798 million
 - All Measure R and M funds have been allocated

Funding Source	Strategy	Amount Secured (\$millions)	Yet-To-Be Secured (\$millions)
State funding	Allocate SB 198 funding; evaluate opportunities for additional TIRCP	\$41	\$798
Local funding	Local funding	\$40	\$0
Federal funding	Not eligible for federal funds	\$0	\$0

WSAB LPA

- **The estimated project cost for the Locally Preferred Alternative (LPA) is \$7.1 billion**
 - Metro entered the New Starts process Feb 2022

Funding Source	Strategy	Amount Secured (\$millions)	Yet-To-Be Secured (\$millions)
New Starts	Continue through grant process; prepare information for project ratings this year	\$0	\$3,098
State funding	Allocate SB 198 funding; evaluate opportunities for additional TIRCP	\$324	\$1,000
Additional federal funding	Evaluate IJJA and IRA programs when available; adjust approach based on feedback	\$2	\$400
Local funding	Funding included in Measure M and R; coordinating local contributions and value capture	\$2,288	\$0

Next Steps

- **Coordinate advocacy efforts to maintain the initial level of SB 198 funding**
- **Continue pursuit of State and federal funds**
- **Continue through 2-year New Starts Project Development phase**
 - **Compile and submit data on ridership, cost, schedule**
 - **Submit financial plan to demonstrate financial capacity**
 - **Receive project justification and local financial commitment ratings, Winter 2023/2024**
 - **Advance design, preliminary engineering**
 - **Obtain Record of Decision, Spring/Summer 2024**



Metro



Board Report

File #: 2023-0167, **File Type:** Oral Report / Presentation

Agenda Number: 22.

EXECUTIVE MANAGEMENT COMMITTEE

MARCH 16, 2023

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE

MARCH 16, 2023

SUBJECT: RIDERSHIP AND SECURITY TRENDS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on ridership and security trends.

Equity Platform

Operations collaborates with the Office of Equity and Race and System Security and Law Enforcement department to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Admin (213) 922-7676

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034

A handwritten signature in black ink, appearing to read 'Stephanie N. Wiggins', written over a horizontal line.

Stephanie N. Wiggins
Chief Executive Officer

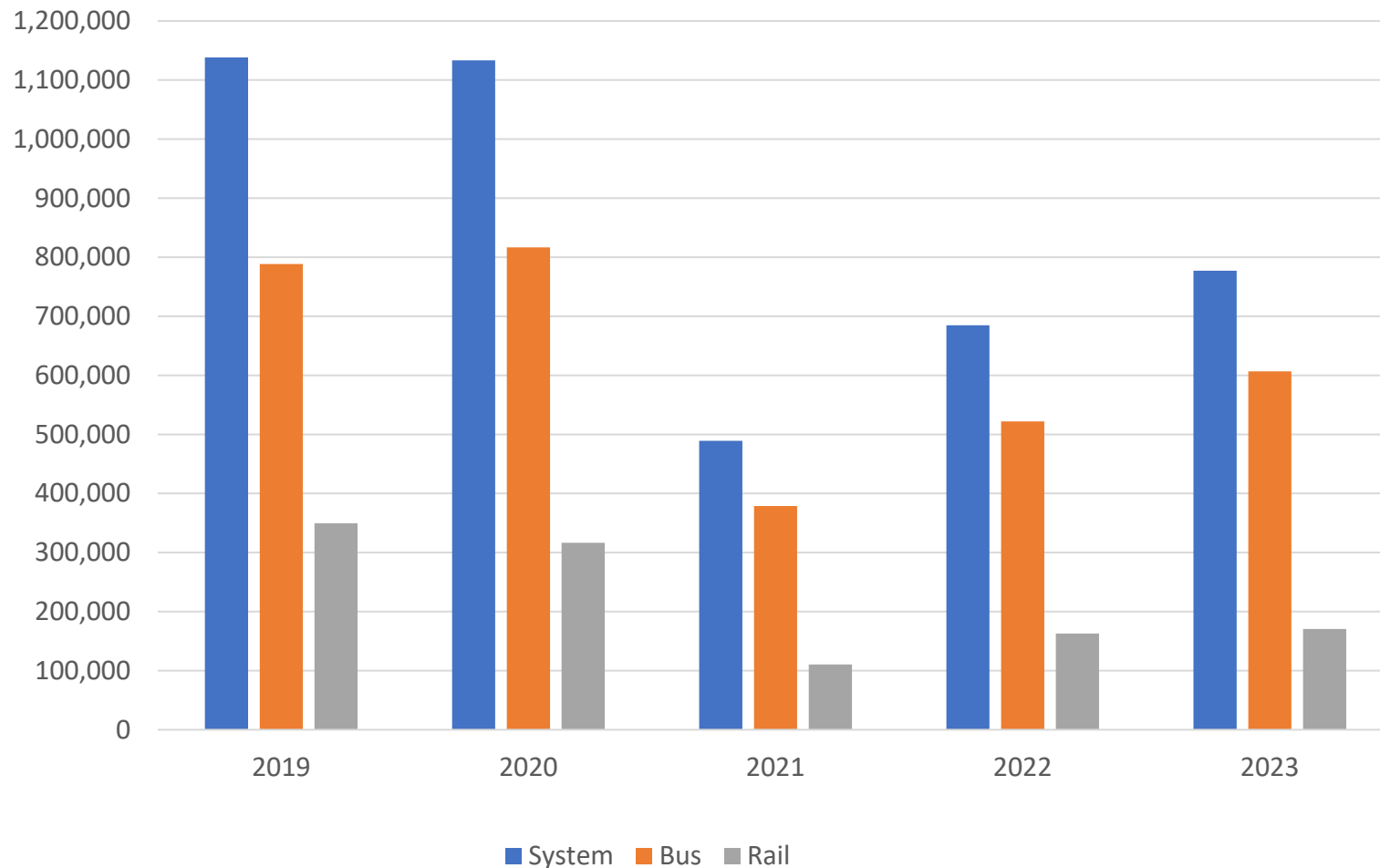


Ridership, Service and Crime Data – January 2023

Operations, Safety & Customer Experience Committee Meeting
March 16, 2023

Ridership Systemwide Bus & Rail Weekday

January Average Weekday Ridership 2019 through 2023



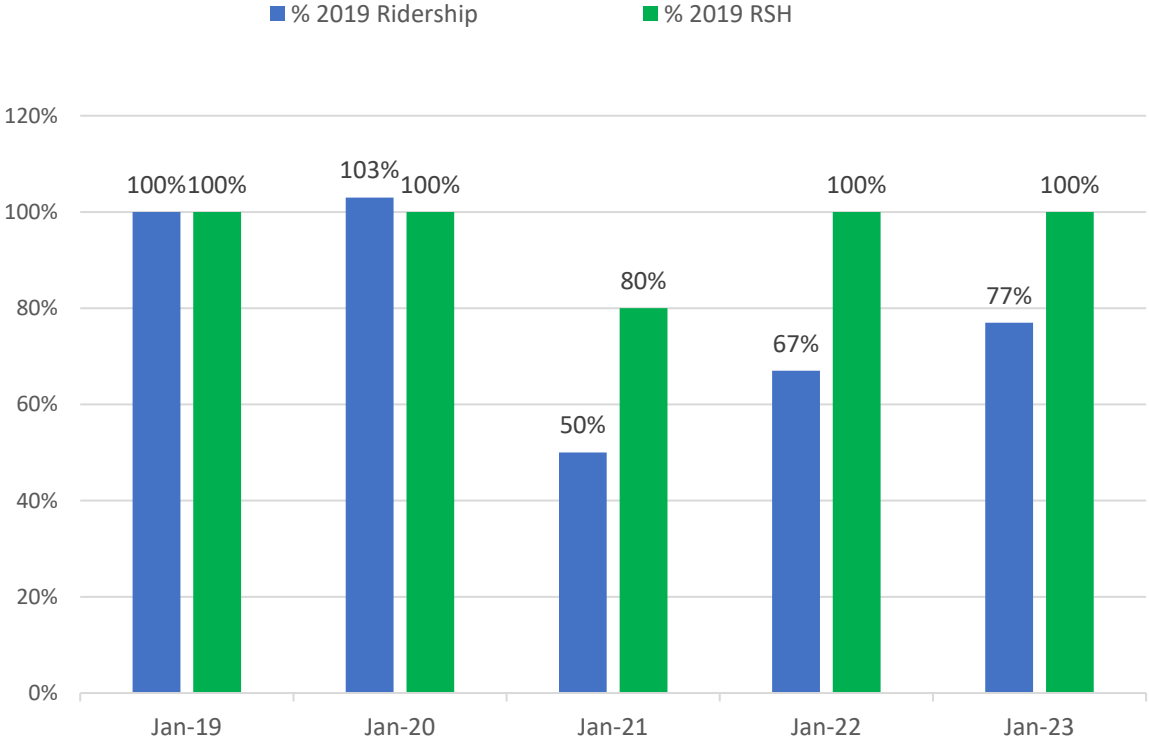
Average Weekday Ridership	2019 January	2020 January	2021 January	2022 January	2023 January
System	1,138,190	1,133,235	489,059	684,740	777,212
Bus	788,618	816,652	378,630	521,971	606,659
Rail	349,572	316,583	110,429	162,769	170,553

Recovered Average Weekday Ridership (Jan. 2019 vs Jan. 2023)

- **System 68%**
- **Bus 77%**
- **Rail 49%**

Bus Overall Ridership and Service Hours Data

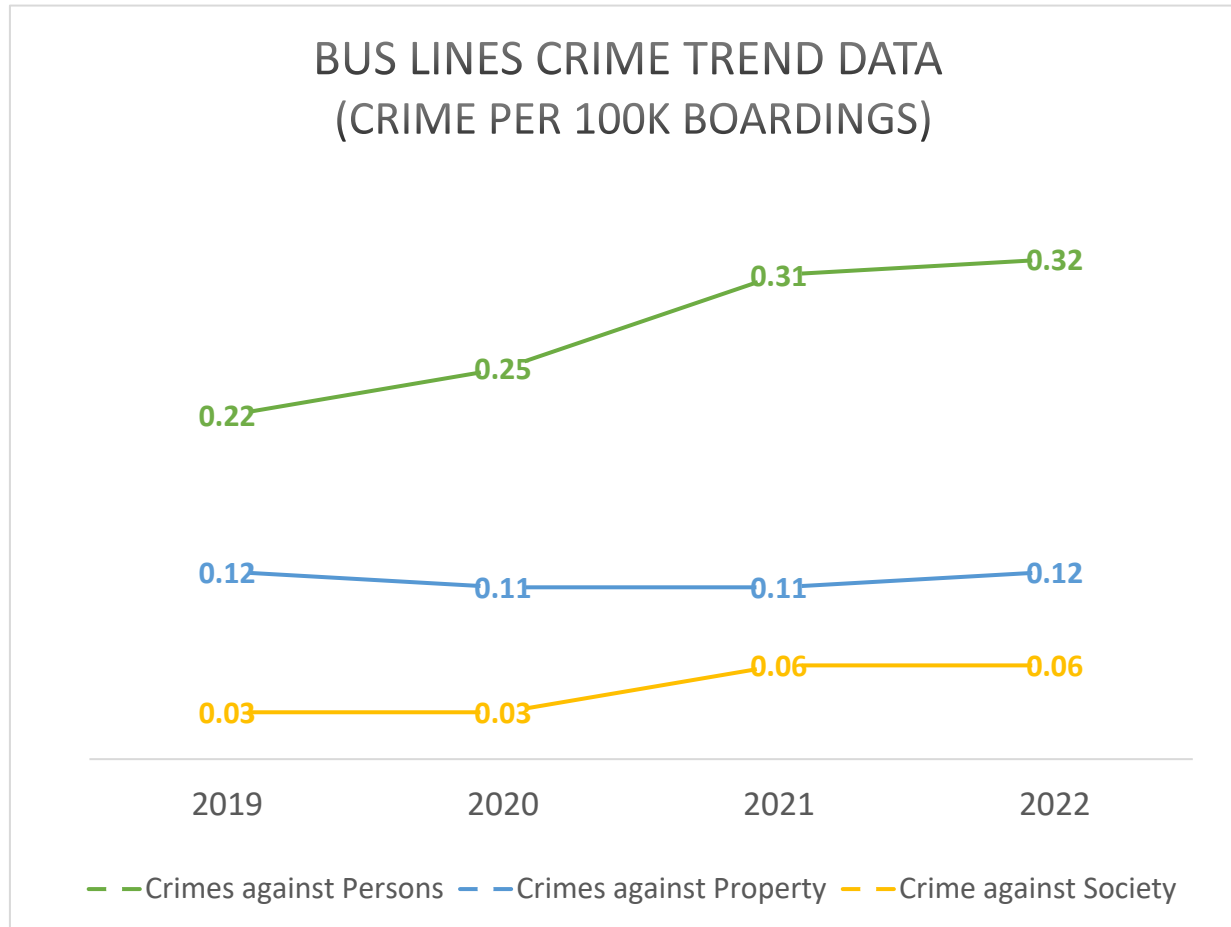
Bus Overall Ridership and Service Hours Data



Bus Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	21,263,765	21,987,685	10,541,528	14,290,983	16,469,953
Service (Hours/weekday)	21,751	21,601	16,732	21,070	21,324

Bus had full service available in January 2023 with ridership recovery at 77%.

Annual Crime Rate Trends - Bus System



- The Bus System has maintained low levels of crime. The growth in overall crime rate per 100,000 boardings is due to the lower ridership in 2022 vs 2019.
- Crimes Against Persons and Crimes Against Property have been consistent over the last four years. Assaults and larceny make up the majority of crimes reported on the system.
- Crimes Against Society remained low over the four year period with 2021 and 2022.

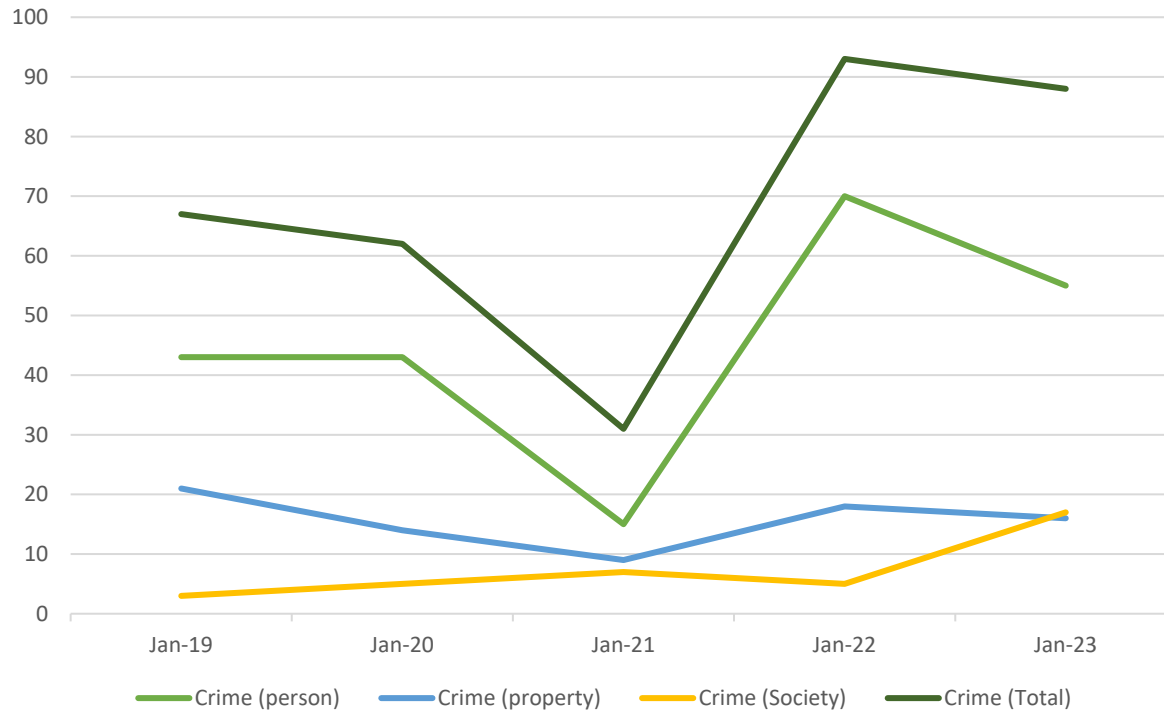
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

Bus System Crime Data Trends for January

BUS OVERALL CRIME JANUARY YEAR OVER YEAR COMPARISON



Bus Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	67	62	31	93	88
Crime (person)	43	43	15	70	55
Crime (Property)	21	14	9	18	16
Crime (Society)	3	5	7	5	17

Jan 2023 vs Jan 2022

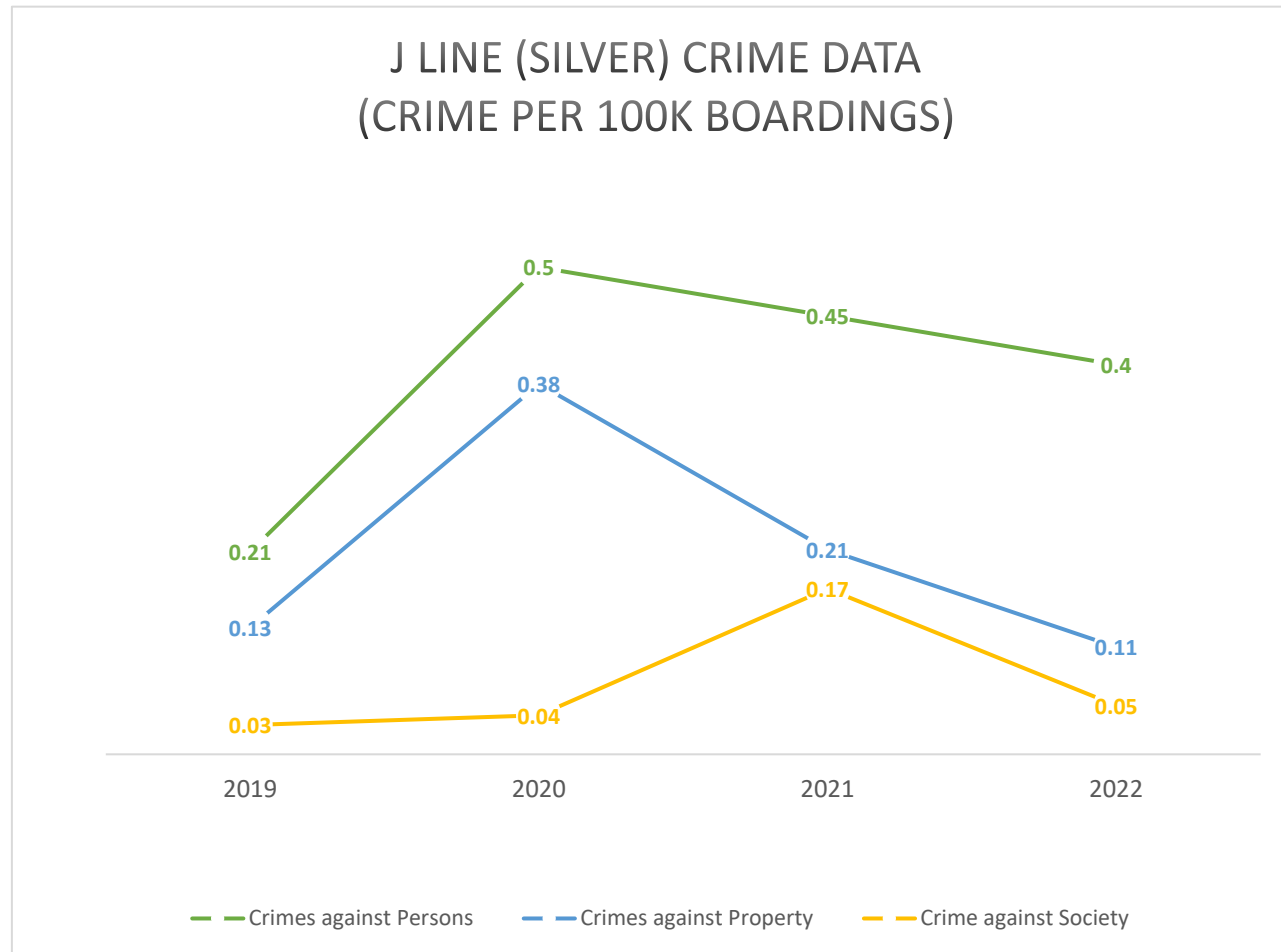
- 5% decrease (88 vs 93) in Total Crime on Bus due to decrease in “Person” Crimes (55 vs 70)
- 240% increase (17 vs 5) in “Society” Crimes on Bus due largely to drug violations.

Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

Annual Crime Rate Trend – J Line (Silver)



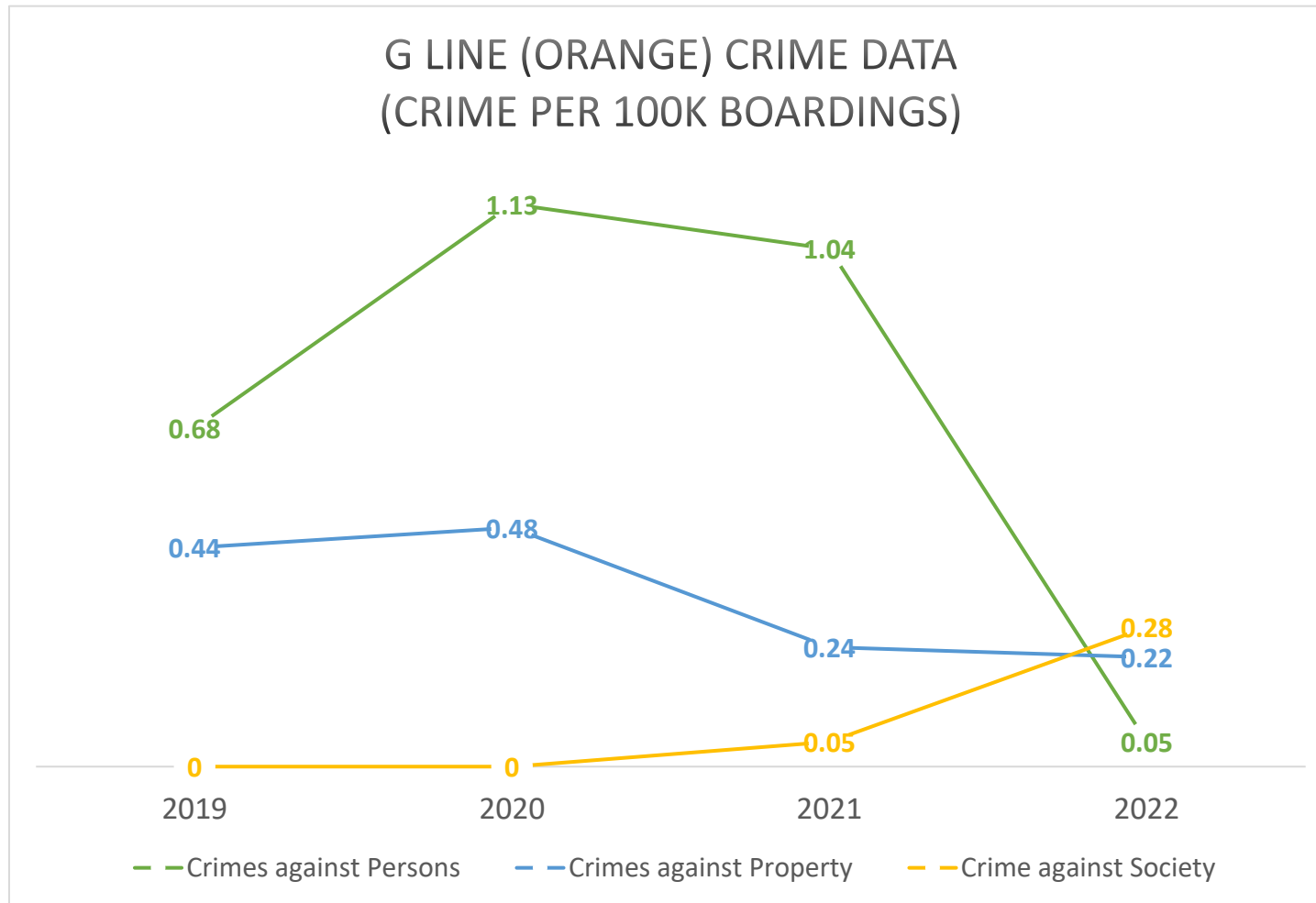
- The Silver line has maintained low levels of crime since 2019. The growth in overall crime rate per 100,000 boardings is due to the lower ridership in 2022 vs 2019.
- 2020 saw an increase in Crimes Against Persons (primarily aggravated assaults) and Crime Against Property (larceny incidents) but by 2022 crime incidents across all three categories had returned to pre-pandemic levels.
- Crimes Against Society have remained low over the four year period

Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

Annual Crime Rate Data - G Line (Orange)



- Crimes Against Persons and Crimes Against Property increased between 2019 and 2020 as a result of higher reports of larceny and battery incidents.
- Crime on the line decreased gradually in 2021 but by 2022 was lower than pre-pandemic levels aside from Crimes Against Society due to trespassing incidents.

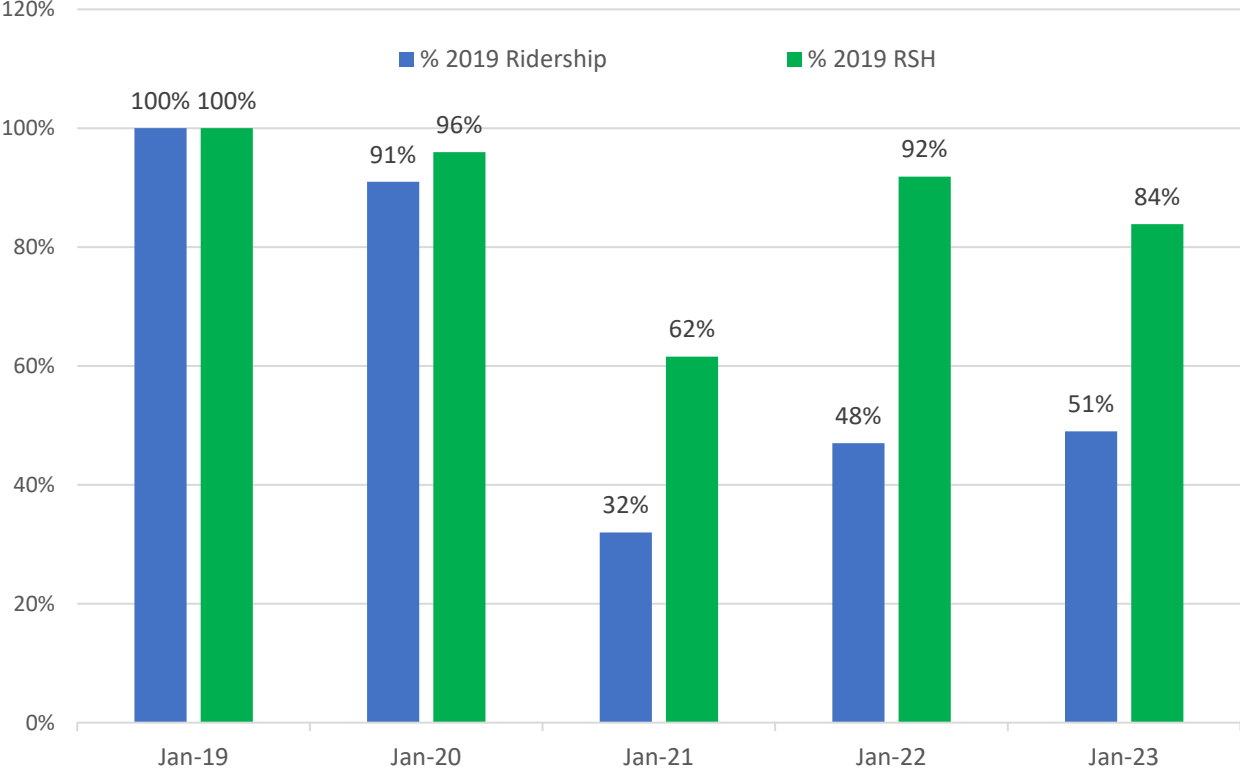
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

Rail Overall Ridership and Service Hours Data

Rail Overall Ridership and Service Hours Data

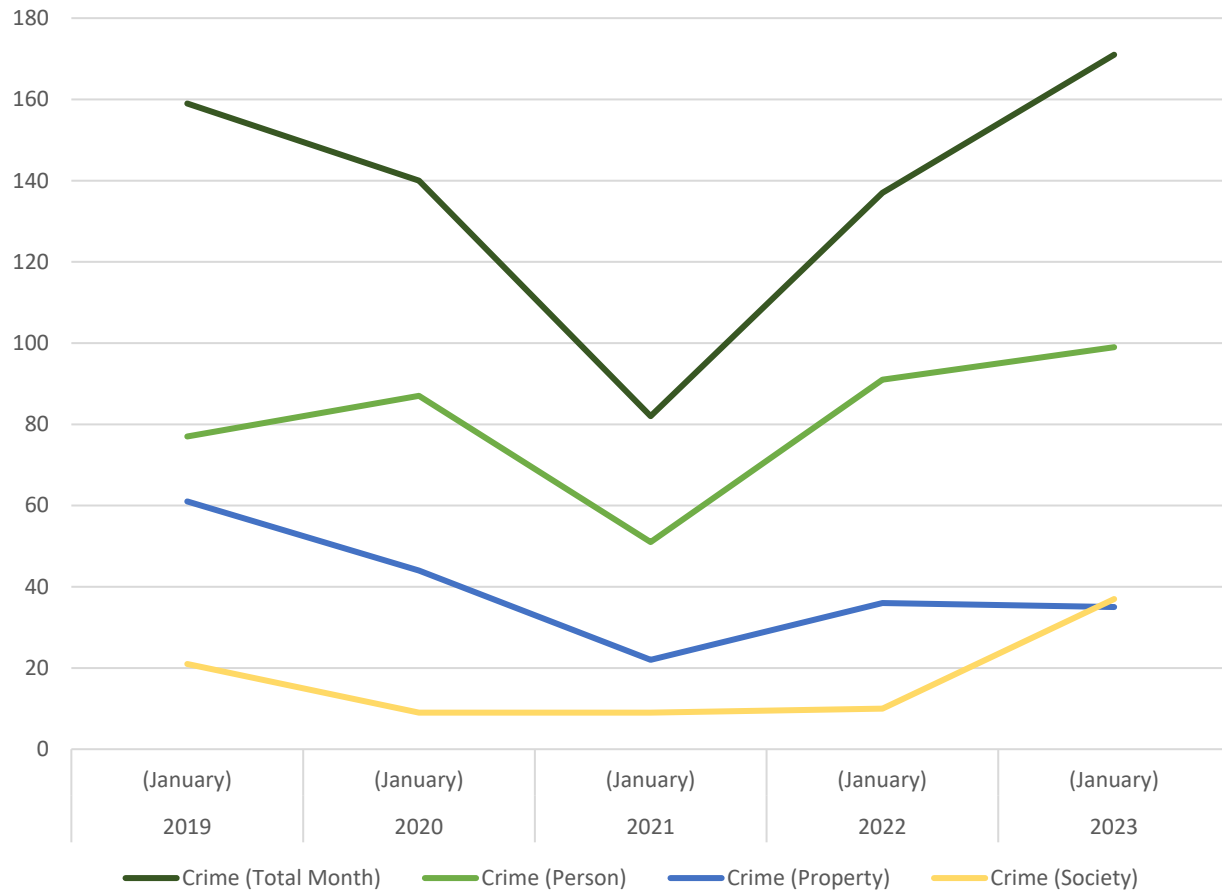


Rail Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	9,310,633	8,509,996	3,018,826	4,475,777	4,764,373
Service (Hours/weekday)	21,751	21,601	16,732	21,070	21,324

- Rail service levels remain reduced due labor shortage, change in commute habits, and low ridership recovery (51% overall).

Rail System Crime Data Trends for January

Rail Overall Crime Rate



Rail Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	159	140	82	137	171
Crime (Person)	77	87	51	91	99
Crime (Property)	61	44	22	36	35
Crime (Society)	21	9	9	10	37

Jan 2023 vs Jan 2022

- 25% increase (171 vs 137) in Total Crime on the Rail System
- 270% increase (37 vs 10) in “Society” Crimes on the Rail System due largely to drug violations

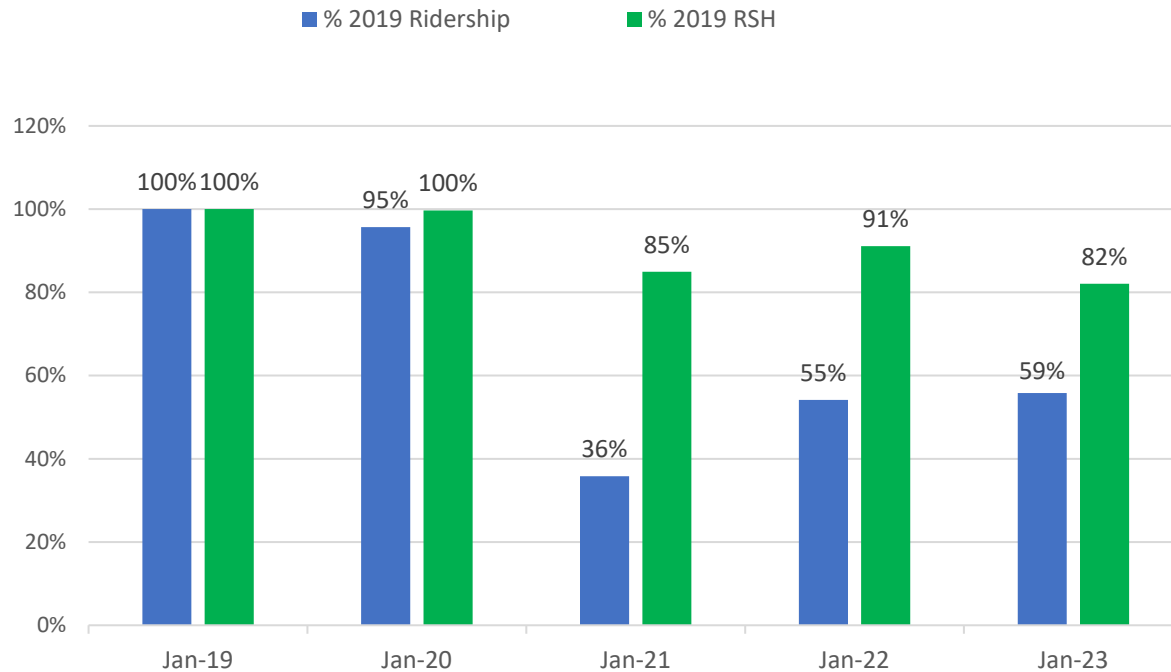
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

B/D (Red/Purple) Lines Ridership and Service Hours Data

B/D (Red/Purple) Line Ridership and Service Hours Data

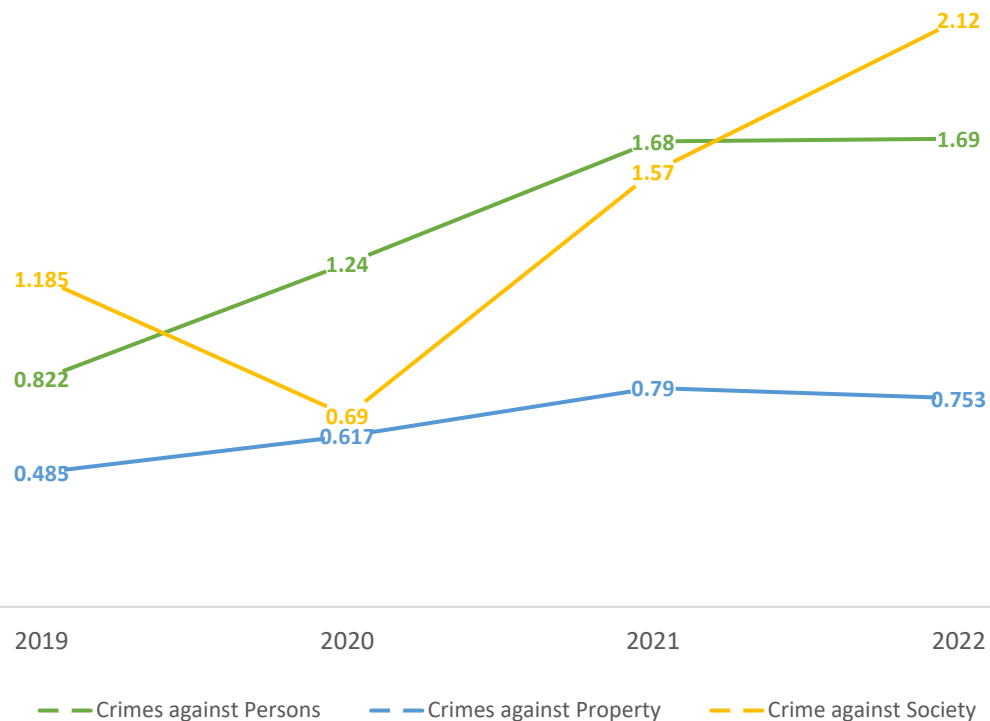


B /D Line (Blue/Red) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	3,746,866	3,541,528	1,350,373	2,052,814	2,221,754
Service (Hours/weekday)	180	179.4	152.9	164	147.7

- Service frequency was reduced in January 2023 to 15 minute all day.
- Ridership has recovered to 59 percent of pre-pandemic level.

Annual Crime Rate Data— B Line (Red)

B LINE (RED) CRIME DATA
(CRIMES PER 100K BOARDINGS)



- The Red Line had a slight increase in Crimes Against Persons incidents in 2022. Incidents such as robbery, battery and aggravated assault have remained consistent since 2020.
- Crimes Against Property had a slight decrease in 2022, with a majority of the incidents being larceny.
- Crimes Against Society, which consisted of mostly narcotics and trespassing charges, had the largest increase in 2022.

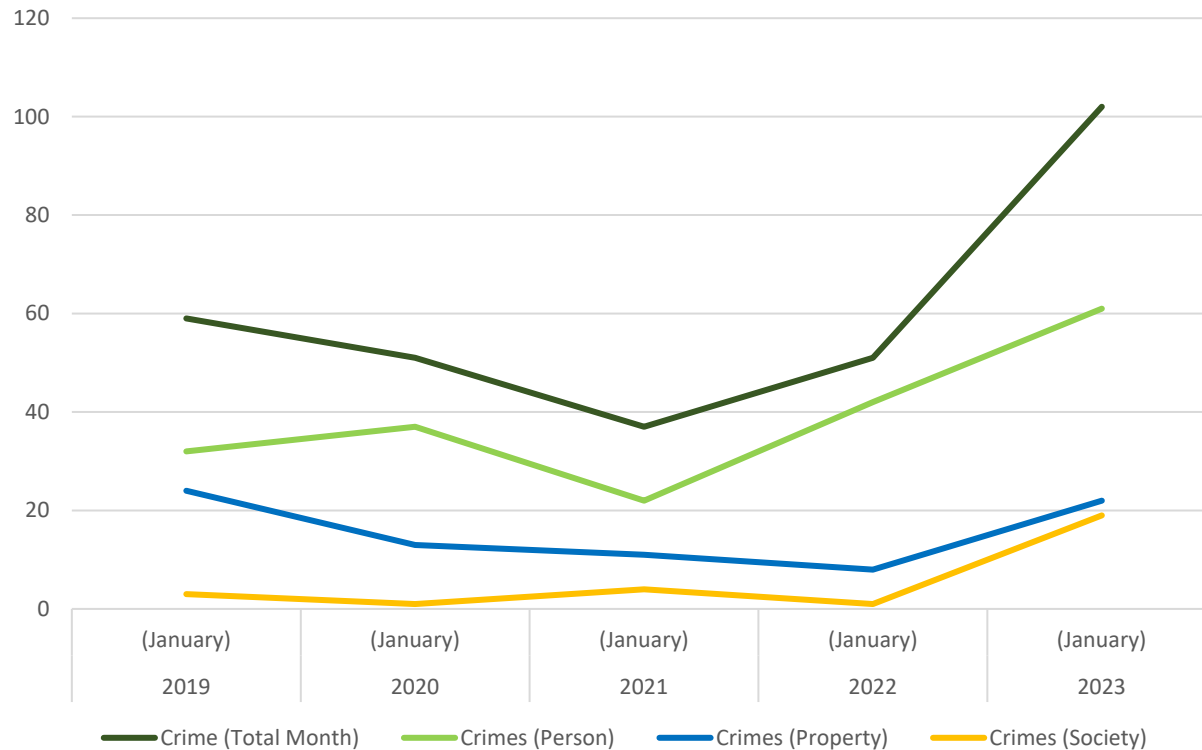
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

B/D (Red/Purple) Crime Data Trends for January

B/D (Red/Purple) Crime Data



B /D Line (Blue/Red) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	59	51	37	51	102
Crimes (Person)	32	37	22	42	61
Crimes (Property)	24	13	11	8	22
Crimes (Society)	3	1	4	1	19

- B/D Line shows a significant spike in crime in January 2023 compared to previous Januarys, with the largest increase in “Society” crimes.

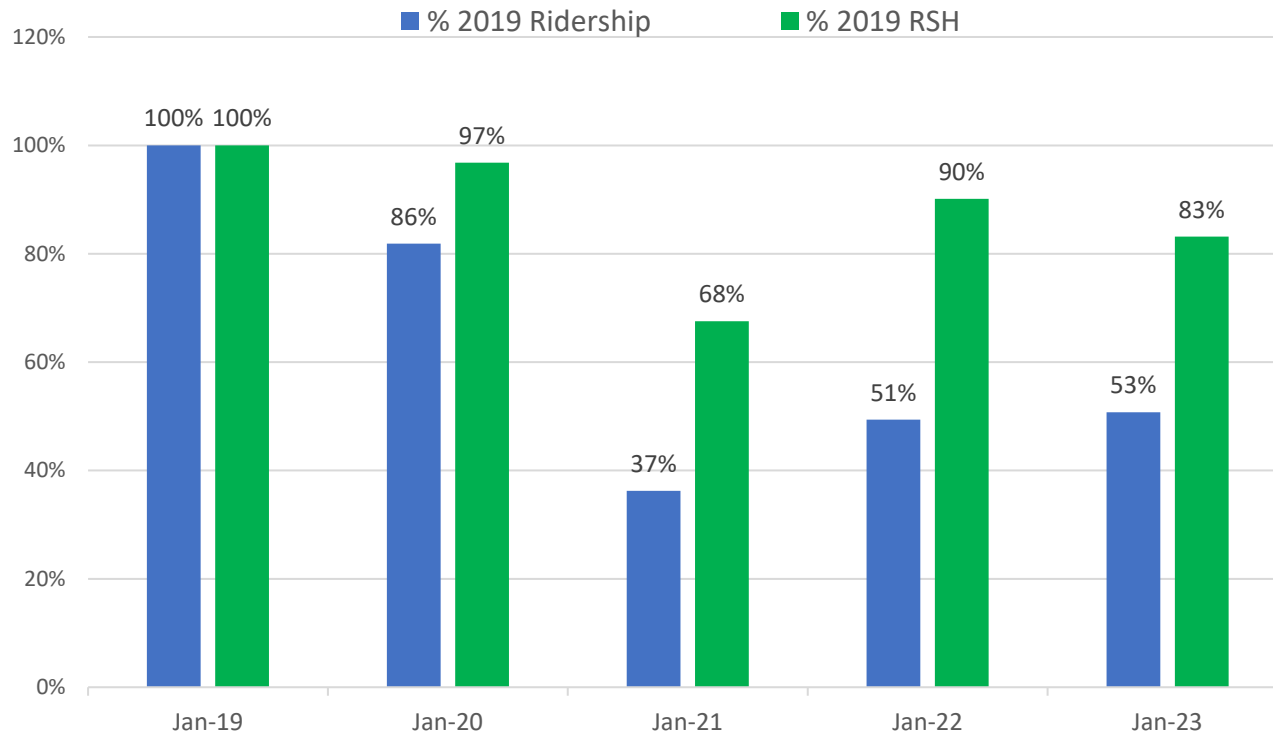
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

Blue (A) Line Ridership and Service Hours Data

A Line (Blue) Ridership and Service Hours Data

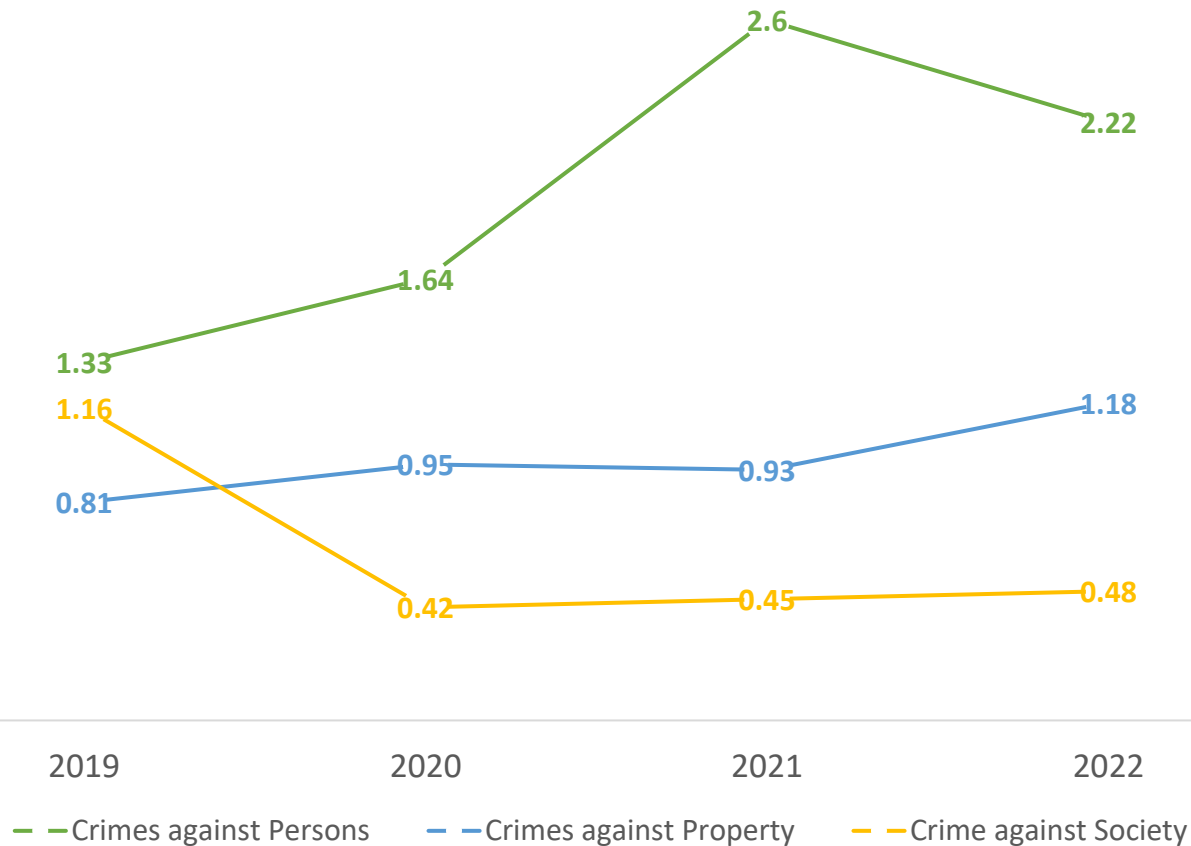


A Line (Blue) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	1,630,762	1,397,688	610,159	834,929	862,337
Service (Hours/weekday)	261.9	253.6	176.9	236.1	217.8

- Ridership has recovered to 53 percent of pre-pandemic levels.

Annual Crime Rate Data – A Line (Blue)

A LINE (BLUE) CRIME DATA
(CRIMES PER 100K BOARDINGS)



- Crimes Against Person's incidents are in the decline after a significant spike in 2021. An increase in aggravated assaults, robbery, and battery cause the increase in reported incidents when compared to 2020.
- Crimes Against Property have ebbed and flowed over the years with larceny incidents and vandalism being the most reported issues.
- Crimes Against Society remain below pre-pandemic levels with narcotics use/possession

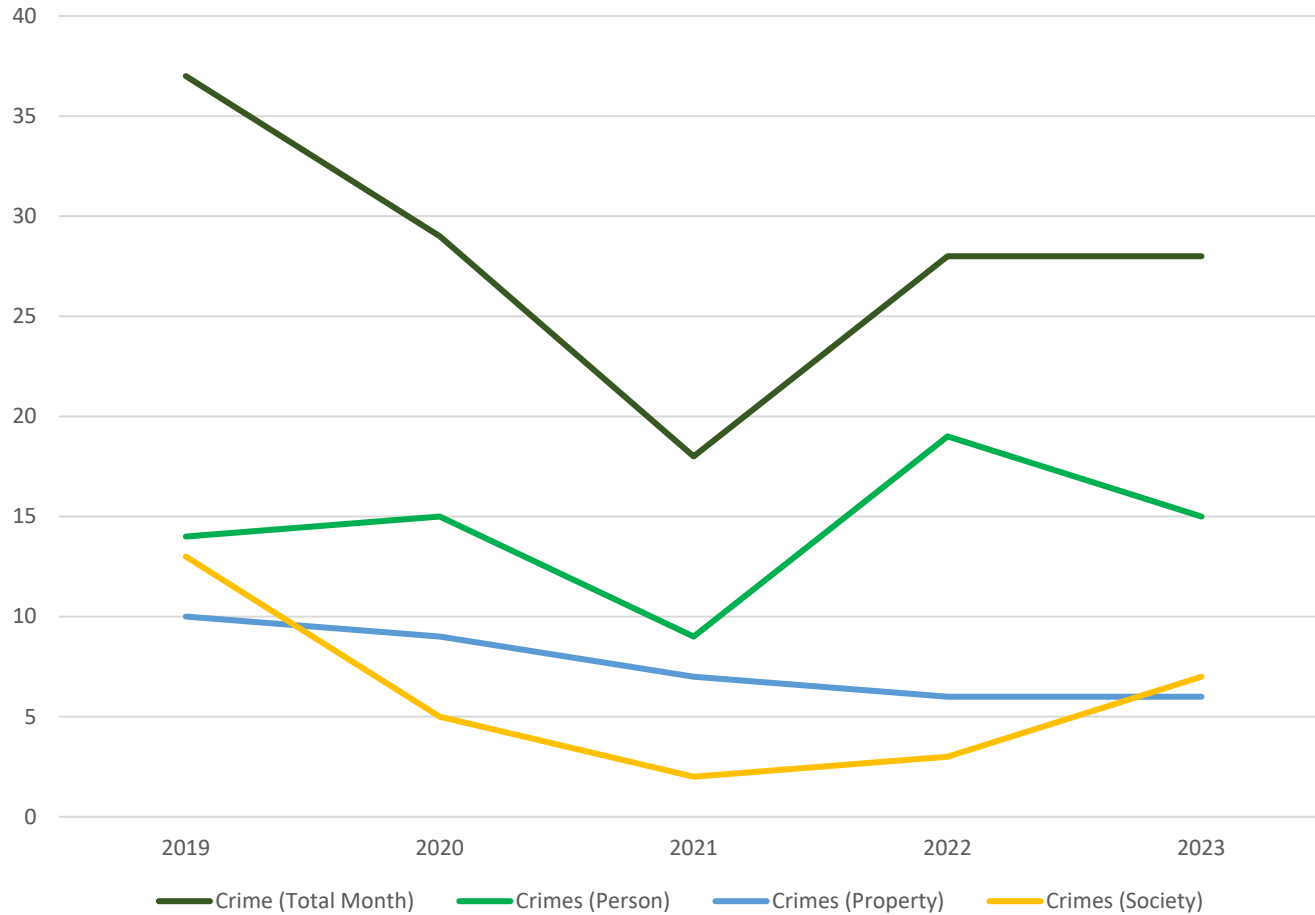
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

A Line (Blue) – Crime Data Trends for January

A Line (Blue) Crime Data



A Line (Blue) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	37	29	18	28	28
Crimes (Person)	14	15	9	19	15
Crimes (Property)	10	9	7	6	6
Crimes (Society)	13	5	2	3	7

- Light Rail A Line (Blue) shows increased crime in 2022 and 2023 but below 2019 levels.

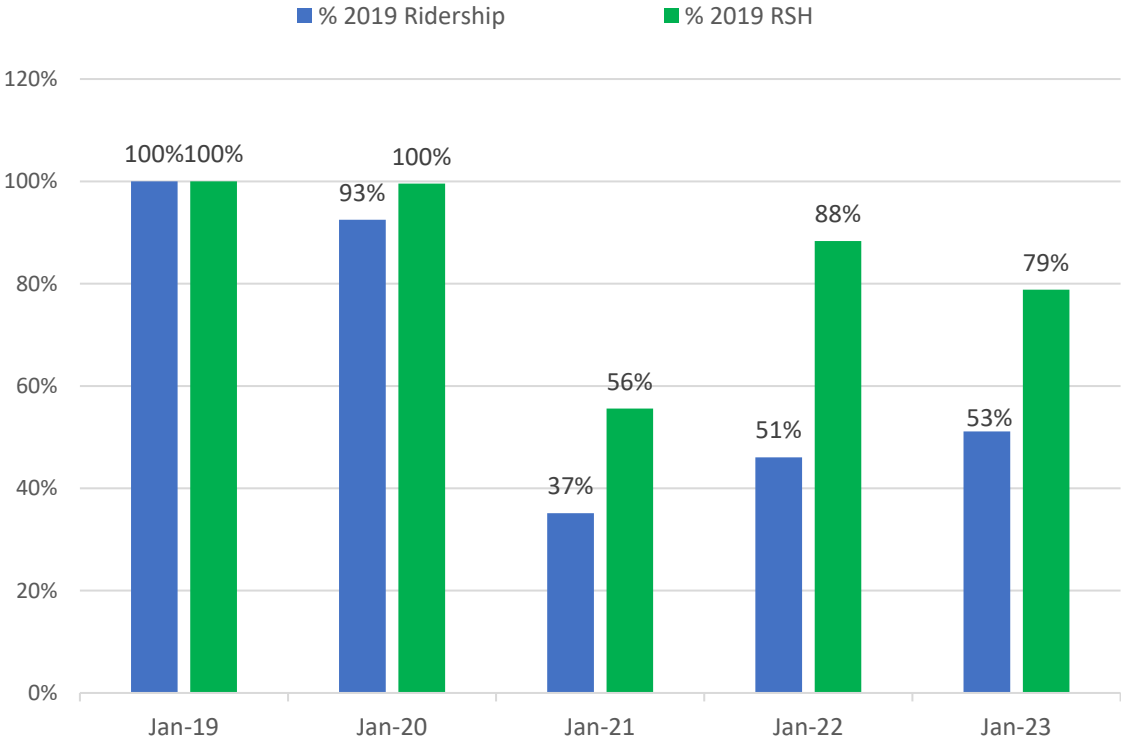
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

C Line (Green) Ridership and Service Hours Data

C Line (Green) Ridership and Service Hours Data

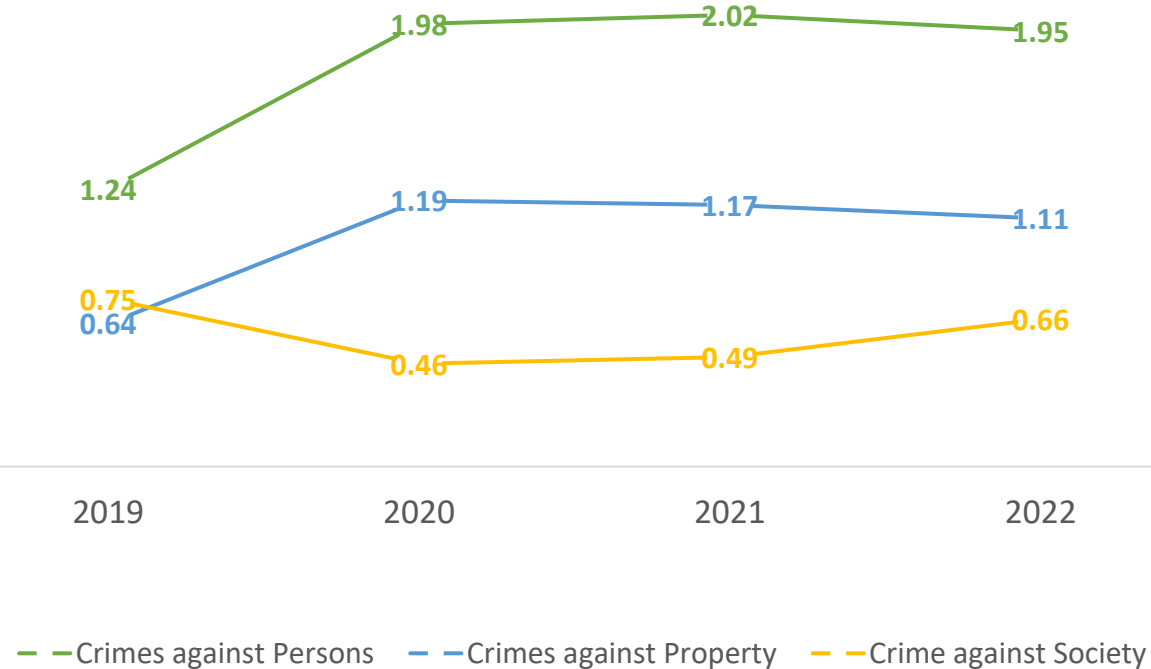


C Line (Green) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	842,674	782,217	298,932	399,325	436,974
Service (Hours/weekday)	185.3	184.5	103	163.7	146.1

- Ridership has recovered to 53 percent of pre-pandemic levels.

Annual Crime Rate Data– C Line (Green)

C LINE (GREEN) CRIME DATA
(CRIMES PER 100K BOARDINGS)



- The Green Line had a slight decrease in Crimes Against Persons incidents in 2022. Incidents such as robbery, battery and aggravated assault have remained consistent since 2020.
- Crimes Against Property, in particular vandalism and larceny, is gradually decreasing year after year after an increase in 2020.
- Crimes Against Society, which for the Green (C) Line has been Weapons and Narcotics charges, fell below pre-pandemic levels in 2022.

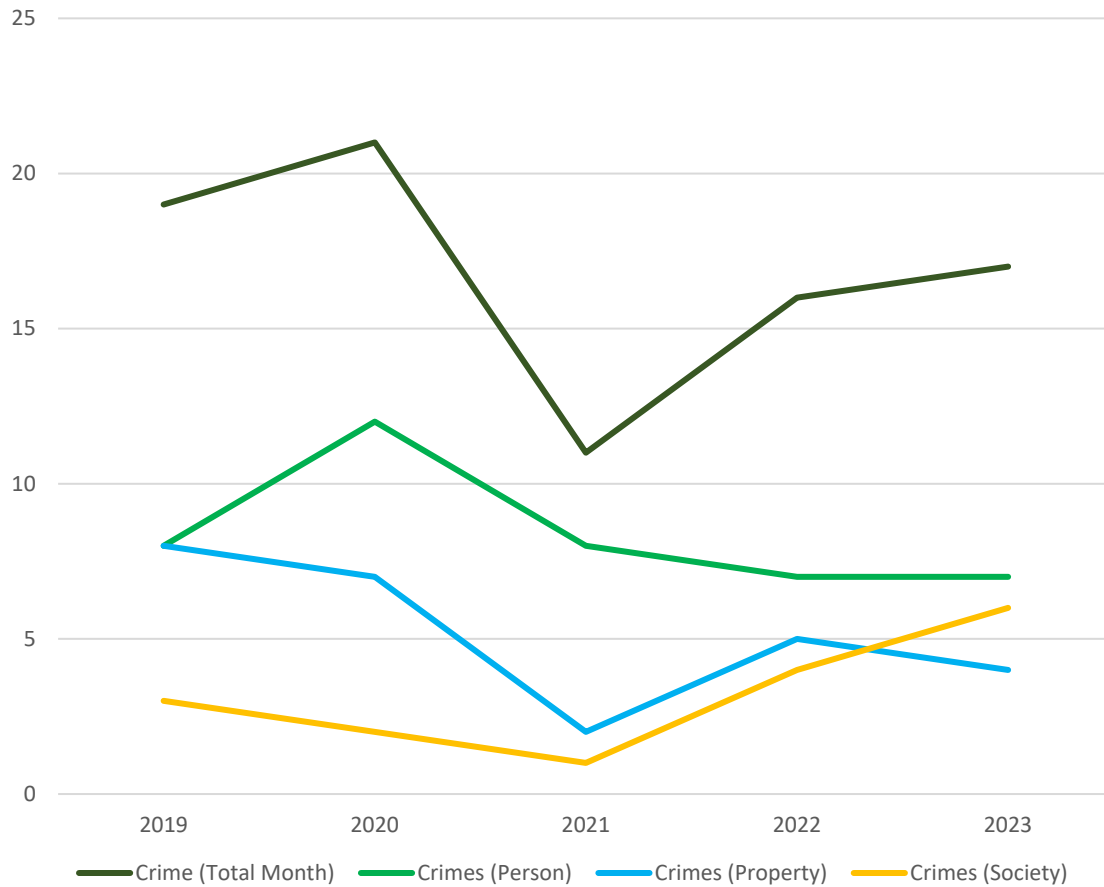
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

C Line (Green) Crime Data Trends for January

C Line (Green) Crime Data



C Line (Green) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	19	21	11	16	17
Crimes (Person)	8	12	8	7	7
Crimes (Property)	8	7	2	5	4
Crimes (Society)	3	2	1	4	6

- Light Rail C Line (Green) shows increased crime in 2022 and 2023 but below 2019 levels.

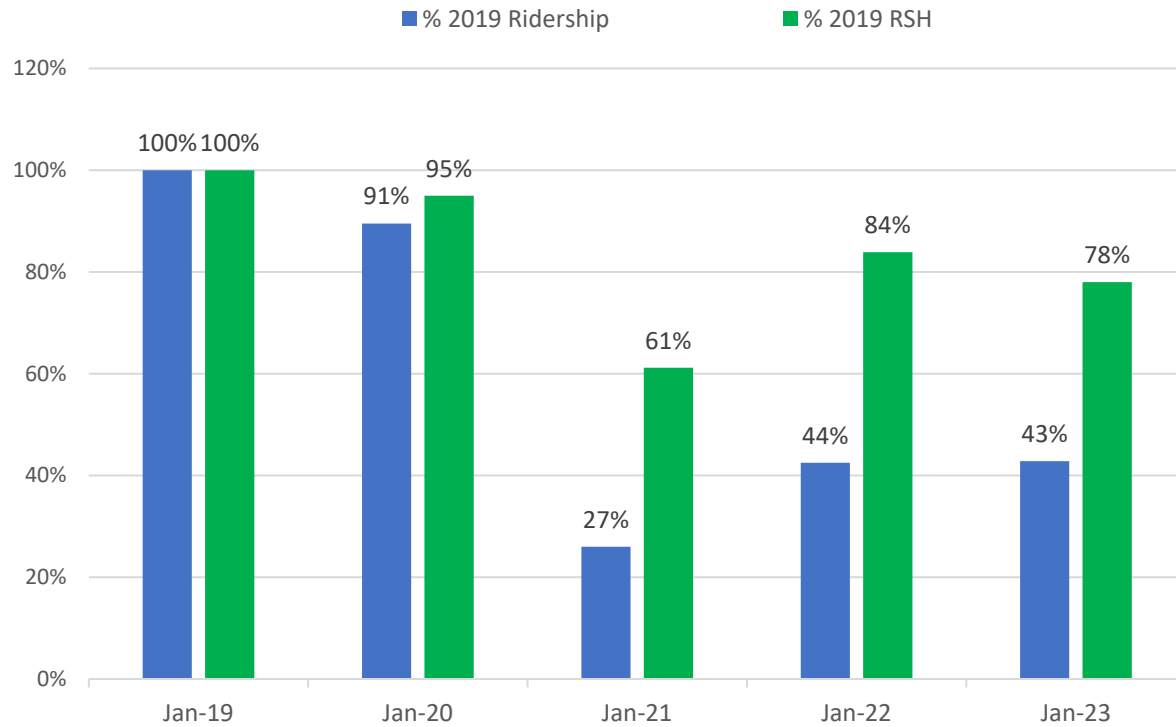
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

E Line (Expo) Ridership and Service Hours Data

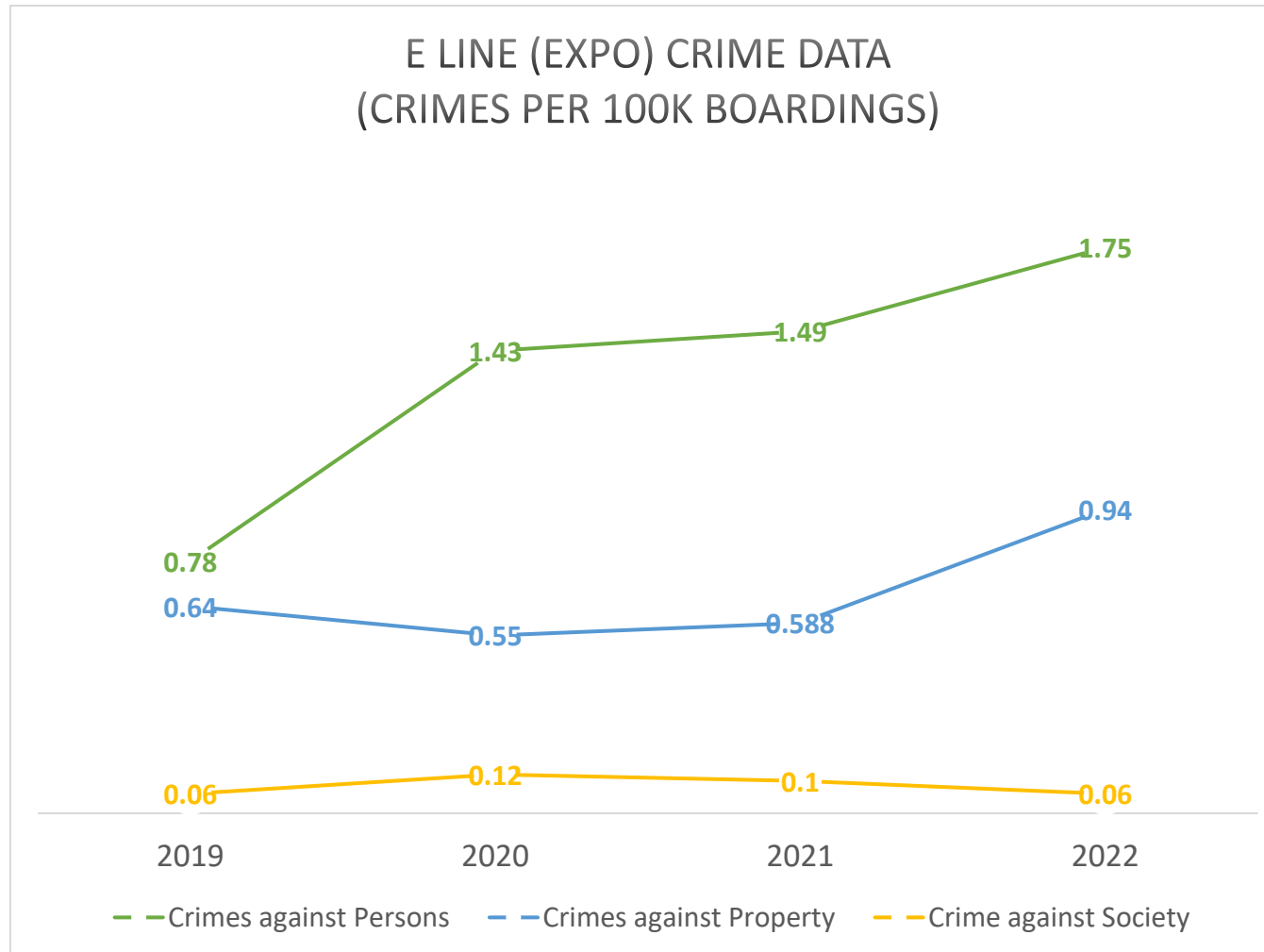
E Line (Expo) Ridership and Service Hours Data



E Line (Expo) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	1,643,581	1,496,115	451,585	724,393	709,339
Service (Hours/weekday)	255.6	242.8	156.4	214.4	199.4

Ridership continues to be a challenge and has only recovered to 43 percent.

E Line (Expo) Annual Crime Rate Data



- Crimes Against Persons, specifically robbery, battery, and aggravated assaults, have increased gradually since 2020.
- Crimes Against Property, in particular vandalism and larceny, have gradually increased on the Expo Line with a slight increase over pre-pandemic levels.
- Crimes Against Society remained low during the five year period.

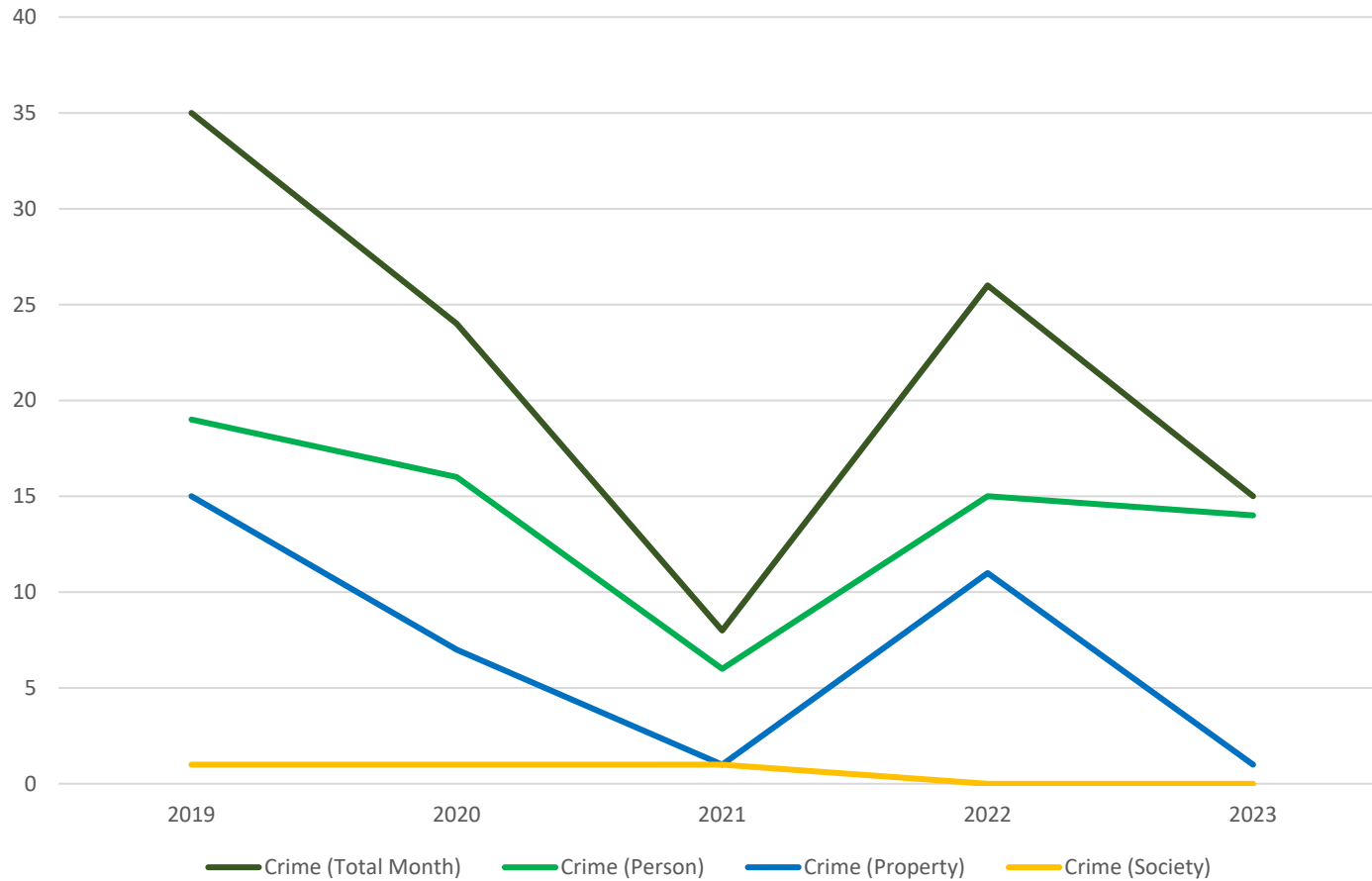
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

E Line (Expo) Crime Data Trends for January

E Line (Expo)- Crime Data



E Line (Expo) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	35	24	8	26	15
Crime (Person)	19	16	6	15	14
Crime (Property)	15	7	1	11	1
Crime (Society)	1	1	1	0	0

Jan 2023 vs Jan 2022

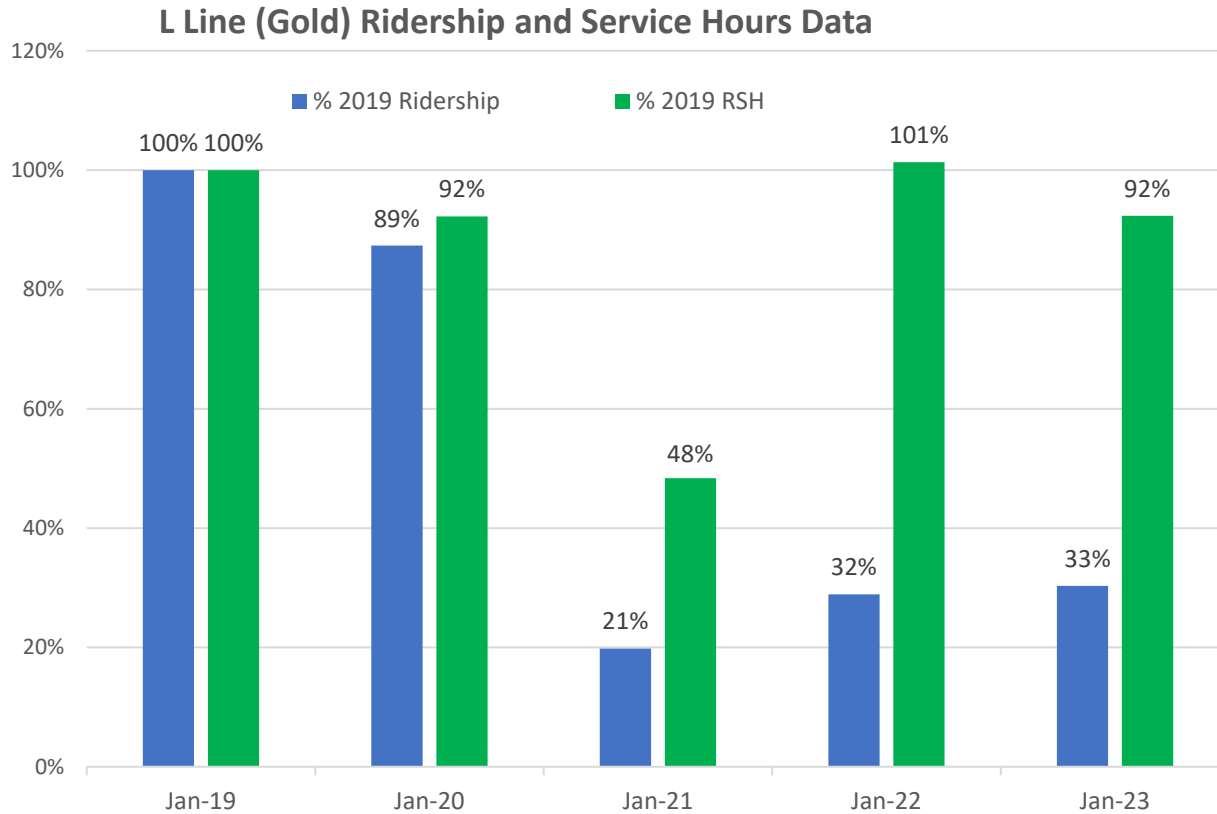
- 42% decrease in Total Crime on Expo Line largely due to decrease in “Property” Crimes.

Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

L Line (Gold) Ridership and Service Hours Data

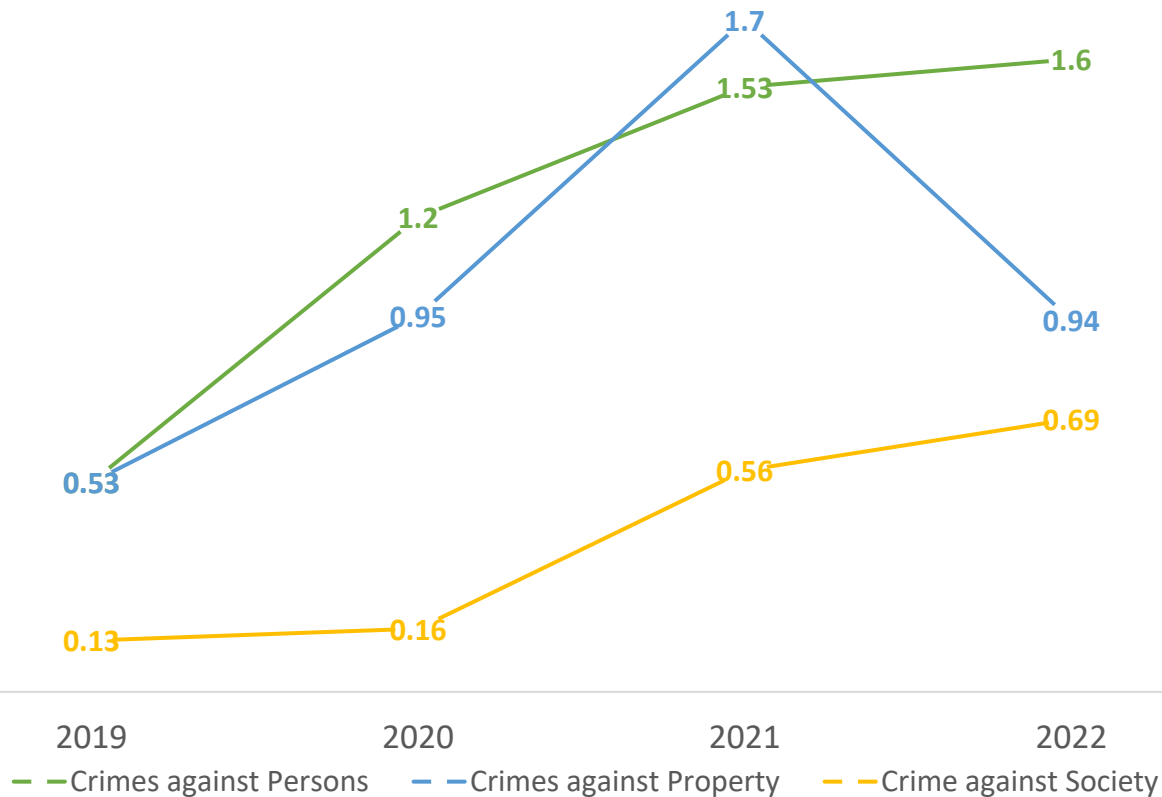


L Line (Gold) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Ridership (Total Month)	1,446,750	1,292,448	307,777	464,316	475,248
Service (Hours/weekday)	345.3	318.5	167	349.9	318.9

- Ridership has the most impact, continues to be a challenge and has only recovered to 33 percent.
- One unique impact to this Line also remains truncated for Regional Connector construction.

Annual Crime Rate Data- L Line (Gold)

L LINE (GOLD) CRIME DATA
(CRIMES PER 100K)



- Crime against Persons on the Gold Line increased in 2021 as a result of an increase in aggravated assaults, robbery and battery incidents. Larceny incidents were the reason for the increase in Crimes Against Property in 2021.
- 2022 saw a decrease in Crimes Against Property incidents and a slight increase in Crimes Against Persons. Aggravated Assaults and battery incidents were the reason for the increase. Narcotics use/possession is the reason for the increase in Crimes Against Society in 2022 .

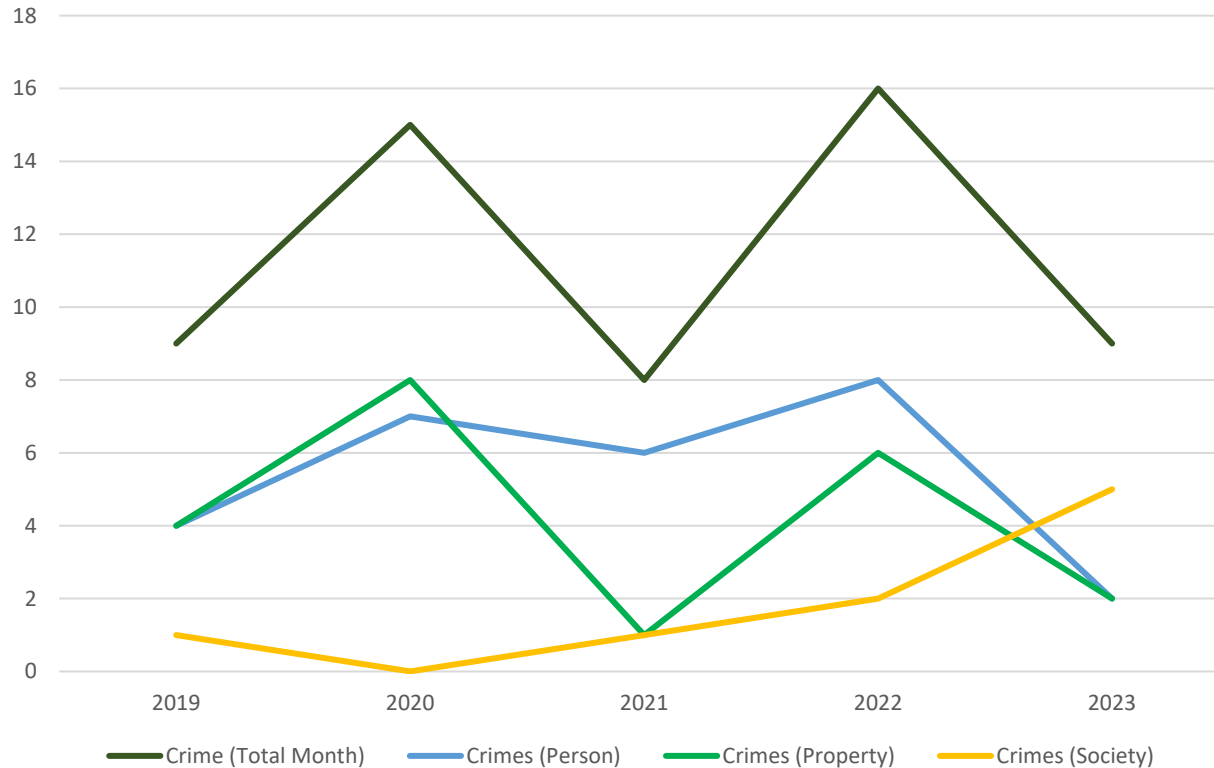
Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society's prohibition against engaging in certain types of activity (i.e. drug violations).

L Line (Gold) Crime Data Trends for January

L Line (Gold) Crime Data



L Line (Gold) Statistics (January)	2019 (January)	2020 (January)	2021 (January)	2022 (January)	2023 (January)
Crime (Total Month)	9	15	8	16	9
Crimes (Person)	4	7	6	8	2
Crimes (Property)	4	8	1	6	2
Crimes (Society)	1	0	1	2	5

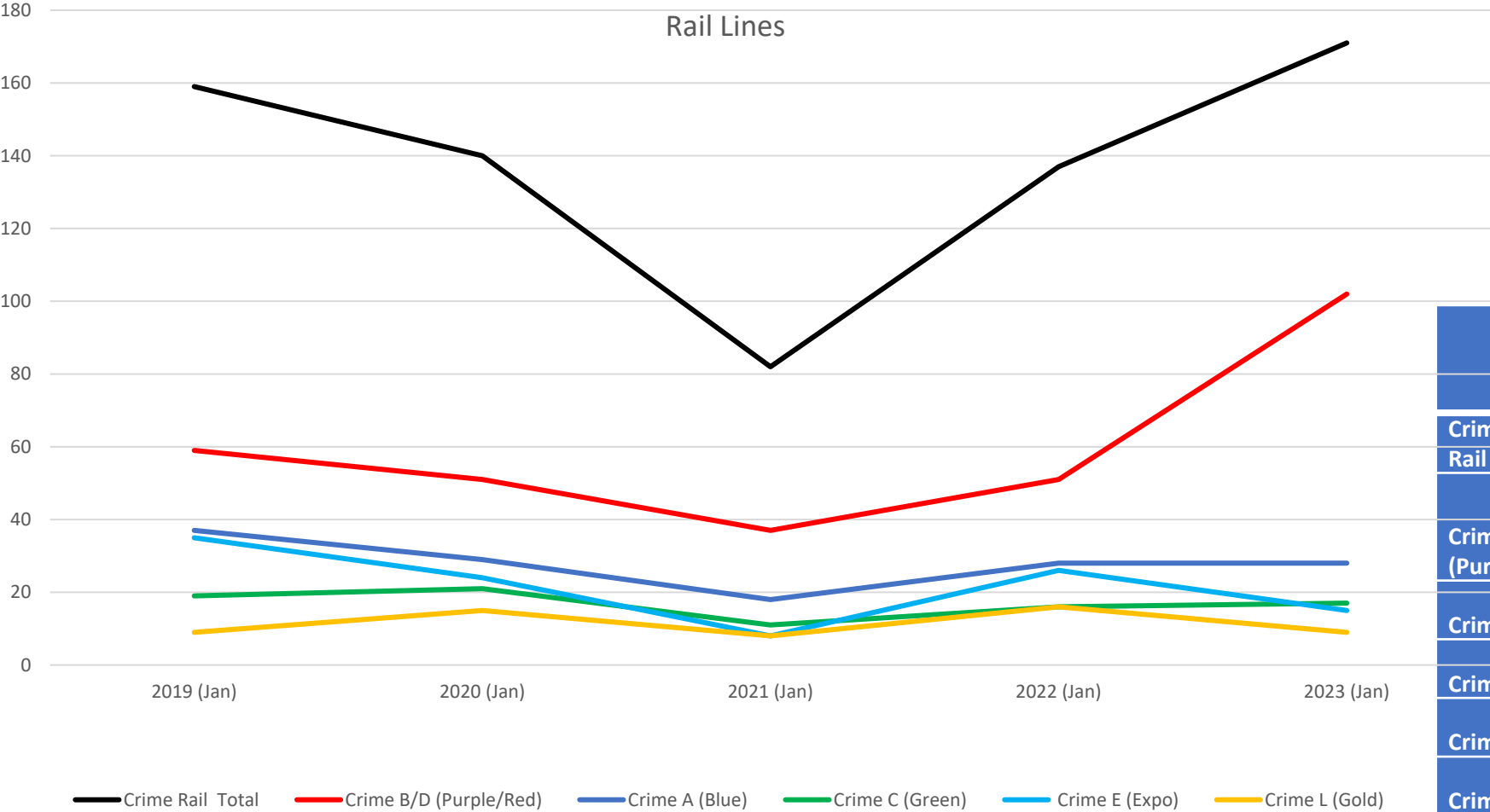
- Light Rail L Line (Gold) shows increased crime in January 2022 but lower crime in January 2023

Crimes Against Person- Violent crimes (i.e. homicide, aggravated assaults) are those in which the victims are always individuals.

Crimes Against Property - Crimes to obtain money, property, or some other benefit (i.e. theft, vandalism, robbery).

Crimes Against Society - Represent society’s prohibition against engaging in certain types of activity (i.e. drug violations).

Crime Data Trends Rail Lines -January



	2019 (Jan)	2020 (Jan)	2021 (Jan)	2022 (Jan)	2023 (Jan)
Crime Rail Total	159	140	82	137	171
Crime B/D (Purple/Red)	59	51	37	51	102
Crime A (Blue)	37	29	18	28	28
Crime C (Green)	19	21	11	16	17
Crime E (Expo)	35	24	8	26	15
Crime L (Gold)	9	15	8	16	9

Summary

- Bus service has been fully restored, with reduced daily service cancellations. Ridership continues to recover strongly, and is typically more transit dependent.
- Overall rate of crime is very low on the bus system. The reported incidents of crime on the bus system has decreased (January over January), however there is a significant increase in incidents of drug violations.

- Rail service levels and ridership overall remain below pre-COVID levels
- B/D (Red/Purple) subway rail shows a significant spike in crime comparing January 2023 with past years, even with ridership at less than 60 percent recovered.
- While crime on other rail lines in January 2023 was below January 2019 levels, ridership is also well below 2019 levels.
- Other factors such as system cleanliness, code of conduct, headways, and changed commuting patterns with telecommuting are also factors likely to be influencing ridership recovery, especially on rail which has in the past had a higher commuter ridership than bus.



Board Report

File #: 2022-0868, File Type: Policy

Agenda Number: 23.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 16, 2023

SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute contract modifications to extend the current multi-agency transit law enforcement contracts annually for up to three additional years, through June 30, 2026, utilizing funds to be requested during future fiscal years' budget processes, contingent on compliance with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy; and
- B. REPORTING back to the Board in April 2023 on the feasibility of establishing an in-house Metro Transit Police Department to support Metro's Public Safety Mission and Value Statements.

ISSUE

At its February 2017 meeting, the Board approved the award of three individual five-year, firm-fixed unit rate contracts to the City of Long Beach (LBPD), City of Los Angeles (LAPD), and County of Los Angeles (LASD) for multi-agency law enforcement services to support its day-to-day bus and rail operations across Metro's entire service area. Those contracts are set to expire on June 30, 2023.

On April 29, 2022, Request for Proposals (RFP) PS45017 for transit law enforcement services was issued as a competitive solicitation in accordance with Metro's Acquisition Policy. A total of five proposals were received by the due date of October 10, 2022.

Based upon the evaluation of the responses, it is in Metro's best interest to modify the existing contracts to require compliance with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy; and extend the period of service annually for up to three additional years, subject to the yearly appropriation of the Board, rather than award contracts that are not

consistent with Metro's Public Safety Mission and Values.

This recommendation is consistent with Metro's commitment to creating a safe and secure transit system for Metro passengers and employees and understanding of the positive impact the right law enforcement presence, in conjunction with other approaches to safety, can have on the system's safety.

In addition, a report back to the Board in April 2023 on the feasibility of another potential consideration an in-house Transit Police Department to supplement a layer that aligns with Metro's Public Safety and Vision Statements.

BACKGROUND

Ensuring rider and employee safety is imperative to Metro's ability to provide a world-class transportation system that enhances the quality of life for all who use the Metro system.

In 2017, LBPD, LAPD, and LASD were awarded a five-year contract for multi-agency law enforcement services, collectively valued at \$645,675,758. The contracts have been amended seven times, and the total contract value for the six-year period is \$911,875,378 through June 30, 2023.

The specific tasks that the law enforcement agencies are responsible for:

1. Responding to calls needing law enforcement intervention, including safety emergencies;
2. Conducting joint anti-terrorism drills, training sessions, and intelligence sharing with other local, state, and federal law enforcement agencies;
3. Riding Metro buses and trains, patrolling bus and rail stations/corridors, and maintaining high visibility at key Metro critical infrastructure locations;
4. Conducting proactive anti-crime operations when not handling a dispatched call;
5. Participating in Metro emergency and disaster preparedness planning and drills; and
6. Collaborating with social service agencies to address the impact of homelessness on the transit system.

Through the Public Safety Advisory Committee (PSAC), public safety surveys of Metro ridership, surveys of employees, surveys of people experiencing homelessness, customer experience surveys, surveys specific to the concerns of women, and conveyed in public comment at Metro Board Meetings, the Board and staff have heard many diverse perspectives regarding opportunities to improve public safety on the Metro system and within Metro facilities.

As a result, at its December 2021 meeting, the Board unanimously approved modifications to the scope of work for the multi-agency law enforcement contracts and adopted the following Public Safety Mission and Value Statements:

Mission Statement:

Metro safeguards the transit community by taking a holistic, equitable, and welcoming approach to

public safety. Metro recognizes that each individual is entitled to a safe, dignified, and human experience.

Values Statements:

- Implement a Human-Centered Approach
- Emphasize Compassion and a Culture of Care
- Recognize Diversity
- Acknowledge Context
- Committed to Openness and Accountability

At its February 2022 meeting, the Board received the framework for the Reimagined Public Safety Plan -- a new, human-centered public safety plan based on the idea that each individual is entitled to a safe, dignified, and human experience. This plan is reflective of Metro's new Public Safety Mission and Values Statements adopted by the Board in December 2021.

Over the past year, Metro has taken numerous positive steps to implement that plan, including the deployment of community-based alternatives to law enforcement, the development and ongoing monitoring of pilot safety and security programs, and the incorporation of input and refinements regarding the efficacy of interventions. At the same time, Metro gained input on and tested ways law enforcement can be most effective as a part of the strategy to ensure a safe system for all.

As the current contracts expire on June 30, 2023, staff initiated a competitive procurement process in April 2022. Proposals were received in October 2022 and were evaluated in accordance with the terms of the RFP, which sought to incorporate the lens of the new Public Safety Mission and Value Statements. However, as summarized in Attachment A, two of the proposing agencies took material exceptions to the scope of work as well as Metro's contract terms and conditions. As a result, staff has determined that it is in the best interest of Metro to cancel the RFP, extend the current contracts, and explore the feasibility of creating an in-house Transit Police Department that could serve as an effective approach to implementing Metro's reimagined public safety plan that upholds Metro's Public Safety Mission and Value Statements.

DISCUSSION

As Metro focuses on rebuilding ridership levels which declined during the pandemic, facilitating a safe and enjoyable transit experience is the top priority. However, in the 2022 Metro Customer Experience Survey, riders expressed concern about their safety at bus stops and train stations and on buses and trains, especially at night. Overall, out of the 40 service factors rated by Metro riders, all but one of the issues ranked as most needing significant improvement involve safety:

- Presence of security staff on *buses* and *trains*
- Enforcement of Metro rules on *trains* and *buses*
- Personal security on Metro *trains* and *buses* at night
- Personal security at Metro *train stations* and *bus stops* at night
- How well Metro addresses homelessness on *buses* and *trains*

- Shade at bus stops

OIG Audit Findings Related to Law Enforcement Contracts

Annual audit reports by the Office of the Inspector General (OIG) over the past several years reflect the challenges Metro has faced in the deployment of contracted law enforcement services. Concerns that have been identified include poor police visibility on buses, trains, and at stations, inconsistent staffing at key critical infrastructure locations, and ineffective monitoring and oversight of contracted law enforcement personnel to ensure they are patrolling on the Metro system. Many of the challenges are recurring in the audit reports and have not been remedied. According to the most recent OIG audit report (2022-0790), the police agencies are unable to provide information on deployment metrics, including the number of train and bus boardings, how much time officers spend riding trains and buses, and how much time officers spend at train stations. For example, according to the 2022 OIG audit report, LASD patrol deputies are assigned to ride trains on only 12 of the 178 weekly shifts. Instead, they are deployed in vehicles assigned to patrol three separate shifts. In addition, deputies are assigned in vehicles across LA County to improve response times, but that reduces their visible presence in the Metro system. The OIG audit report also found that 54% of the LAPD calls for service involving Metro were answered by neighborhood patrol units, not the LAPD officers assigned to Metro at the time of the call.

In response to the OIG's findings as well as customer and employee feedback, staff sought to make refinements in the solicitation for multi-agency law enforcement services to ensure it was consistent with Metro's Public Safety Mission and Values, was complementary to the other parts of the new public safety plan, and - importantly - ensured delivery of consistent law enforcement service for Metro customers and employees. For example, the new solicitation included requirements to improve the transparency of law enforcement operations, and that allowed Metro to directly monitor and oversee deployment locations, staffing levels, and the histories of staff deployed to patrol the system.

Request for Proposals

Five proposals were received from four proposers in response to the procurement: Beverly Hills Police Department (BHPD), Long Beach Police Department (LBPD), Los Angeles Police Department (LAPD), and Los Angeles County Sheriff's Department (LASD) - which submitted a proposal for the multi-agency policing model as well as a proposal for a systemwide policing model. The new solicitation included scope of services and terms and conditions that embraced Metro's Public Safety and Vision Statements.

During the proposal evaluation process, Metro sought clarifications and confirmation of exceptions, including material exceptions, proposers requested to the scope of services and terms and conditions. Note: *Material exceptions means significant or important enough to make a meaningful difference or impact. In the case of a response to a solicitation, a material exception would be a provision in the proposal that deprives Metro of something essential to the solicitation.* "Best and Final" responses from two of the proposers highlighted material exceptions related to greater oversight and accountability desired by Metro to align with the Board approved Public Safety Mission and Value Statements and proposed Public Safety Data Policies (Attachment A). In general,

proposers noted that adherence to the required scope of services, including terms and conditions, would conflict with their Departments' normal and customary practices and policies in the provision of law enforcement services.

As stated in RFP No. PS45017, the proposers were required to acknowledge that they "understood that if it is not in the best interest of LACMTA to accept proposed exceptions, notice will be provided to the Proposer to accept the Terms and Conditions as stated in the RFP or be eliminated for further consideration." Furthermore, as stated in the RFP Instructions to Proposers section, proposers were advised that they "must comply in all material respects with the RFP" and "Metro reserves the right to cancel the entire RFP".

Under a multi-agency approach to policing, material exceptions by any one proposer would result in law enforcement services that fail to meet Metro's overall system needs as specified in the RFP, and on that basis, it is in the best interest of Metro to not award new contracts. Ultimately, non-adherence would result in the delivery of inconsistent standards that would erode the trust of our customers and employees in Metro's ability to keep them safe on the system.

Extension of Current Contract

Metro's law enforcement partners, complemented by robust alternative deployment solutions, are an important part of ensuring Metro riders and employees are -and feel - safe on the system. LBPD and LASD took no material exceptions to the RFP and LAPD has a department Bias-Free Policing policy. Therefore, staff recommends continuing the current law enforcement contracts for up to three years while new approaches consistent with our Public Safety Mission Values are piloted and evaluated. The contract extension would be compliant with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy.

For example, as an alternative to exclusively relying on law enforcement partners to patrol buses and trains, the Board is being asked to consider during this Board cycle, the funding of 48 additional Transit Security Officers that will create Permanent Bus Riding Teams, who are deployed to specific lines with higher frequencies of public safety issues, with a primary objective of deterring bus operator assaults and code of conduct violations.

In addition, if the Board extends the current contracts for multi-agency law enforcement services, in addition to the aforementioned duties and responsibilities, law enforcement partners will be deployed for strategic assignments for which their involvement has proven to be beneficial, including but not limited to:

- Partnering on Ancillary Clean-up Teams to ensure a safe work environment for maintenance crews;
- Operating as partners in the Emergency Operations Center, including coordination activities, intelligence sharing, and providing anti-terrorism details to ensure specific stations are secure during special events;
- Collaborating with the OIG's office in obtaining exclusion orders for repeat offenders.
- Partnering on the Respect the Ride Pilot;

- Partnering on “End of Line” efforts, including counts and surveys of people experiencing homelessness; supporting training for Metro Ambassadors;
- Partnering on initiatives to address specific issues (e.g., drug use enforcement, MacArthur Park station improvements) that are detrimental to the customer experience and specifically require law enforcement response;
- Providing extra patrols in the Gateway parking structure; and
- Community and employee outreach.

In-House Transit Police Department for Greater Oversight & Accountability

This procurement process, and the realization that the requested scope of services, including terms and conditions, would conflict with the contract law enforcement agencies’ normal and customary practices and policies, underscores the fact that a contracted law enforcement approach may never allow Metro to have sufficient transparency and oversight over the deployment of non-Metro personnel.

Many other transit agencies have addressed this dynamic by establishing their own police departments. As described in Table 1 below, eight of the largest U.S. transit agencies have their own transit police department. The exceptions are the Chicago Transit Authority which utilizes contract police services provided by the Chicago Police Department (CTA), and the San Francisco Municipal Railway (MUNI), which receives police services through the San Francisco Police Department.

Table 1: Police Departments within Ten of the Largest U.S. Transit Agencies

Transit Agency	Unlinked Passenger Trips* 2019 (Thousands)	Has Transit PD
1) Metropolitan Transit Authority - New York City ** (NYCT)	3,451,139	✓
2) Chicago Transit Authority (CTA)	455,743	
3) Massachusetts Bay Transportation Authority (MBTA)	366,716	✓
4) Washington Metropolitan Area Transit Authority (WMATA)	354,656	✓
5) Southeastern Pennsylvania Transportation Authority (SEPTA)	308,266	✓
6) New Jersey Transit Corporation (NJ TRANSIT)	267,270	✓
7) San Francisco Municipal Railway (Muni)	223,338	
8) King County Metro Transit (KCMT)	128,666	✓
9) San Francisco Bay Area Rapid Transit (BART)	128,217	✓
10) Metropolitan Atlanta Rapid Transit Authority (MARTA)	117,759	✓

*APTA defines unlinked passenger trips as “The number of passengers who board public

transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.”

**NYCT has a combination of in-house transit police and local law enforcement.

An internal police department feasibility study is warranted because even though it would likely pose challenges, there may be advantages to creating an internal Transit Police Department to supplement/replace some of the services of the local law enforcement agencies where the friction points exist, summarized as follows:

- **Accountability:** An internal police department would facilitate a greater degree of oversight, control, and accountability over the deployment and budgeting of policing resources.
- **A Culture of Service and Visibility:** An internal police department would allow for the adoption of a culture that emphasizes service consistent with the agency’s policies and values. Transit policing is different from local policing, with the former emphasizing “engaged visibility,” specifically in places where customers feel most vulnerable - on the platforms and terminals where they wait for buses and trains and aboard the vehicles themselves. “Engaged visibility” allows police officers to positively interact with riders and employees who want it, leading to the provision of services and deterrents to crime and disorder. Local policing traditionally results in response to calls for service, which leads to enforcement of the law.
- **Hiring to meet Metro’s values:** An internal transit police department would allow the agency to hire and train police officers who fit the service mission of the agency, consistent with Metro’s Public Safety Mission and Values Statements and the agency’s proposed Bias-free Policing Policy.
- **Deployment where it’s needed most:** Riders, frontline employees, as well as the OIG audit reports, recommend the deployment of officers on foot patrol rather than in vehicles, as riders and employees are not able to engage with officers in vehicles and are less apt to recognize their presence. An internal transit police department could create more autonomy over deployment strategies. Note: an internal police department would still leverage the basic services from all the local police departments and the Sheriff at no charge.

DETERMINATION OF SAFETY IMPACT

The authorization of an extension to the multi-agency law enforcement contracts, layered with additional public safety strategies, will promote the safety and security of passengers and employees and improve Metro’s ability to safeguard critical transportation infrastructure.

FINANCIAL IMPACT

The total funding for the contract modifications will be addressed through the annual budget process. The source of funds will be local operating funds, including fares, sales tax Proposition A, C, TDA, and Measure R, which are eligible for bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1: Committing to improving security. To achieve this goal, Metro must rely on a multi-layered, integrated safety and security program.

ALTERNATIVES CONSIDERED

The Board may direct staff to continue negotiations with the proposers. This alternative is not recommended as key terms and conditions were not agreed on, after requests for clarification and confirmation of exceptions to the scope of services and terms and conditions, which is non-responsive to the Board direction for a reimagined public safety approach.

The Board could elect to contract with LASD to be the single law enforcement provider for the system. As allowed by the RFP, LASD originally submitted two proposals, one of which was to be the single law enforcement provider for the entire system. While LASD formally withdrew that proposal during the evaluation period, they indicated an interest in providing services for the entire system if Metro requested it. However, while LASD notably did not take any exceptions for the terms and conditions of the contract, they reaffirmed their desire to be the lead on deployment approaches for the system. However, LASD has asserted that responding to calls for service within a reasonable amount of time requires them to be patrol vehicle based. Therefore, relying exclusively on a contract with LASD for law enforcement of services is not anticipated to address customer and employee concerns, and facilitate the type of service envisioned to meet the agency's public safety goals.

The Board may decline to approve the contract modifications to extend the current multi-agency transit law enforcement contracts for up to an additional three years, through June 30, 2026, utilizing funds to be requested during future fiscal year's budget process. This alternative is not recommended as Metro does not have an alternative in place to address serious public safety incidents and risks on the Metro system, which is a component of the reimagined public safety plan.

NEXT STEPS

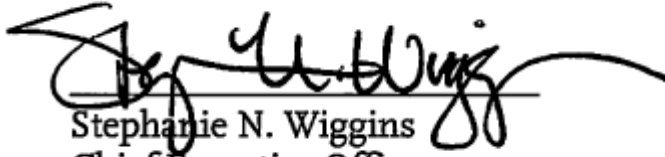
Staff will report back on the feasibility of establishing an in-house Public Safety Department in April 2023. In addition, staff will begin negotiations of contract extensions with the three existing law enforcement partners.

ATTACHMENTS

Attachment A - Summary of Material Exceptions to Scope of Services and Terms and Conditions

Prepared by: Carolina Coppolo, Senior Executive Officer
Debra Avila, Deputy Chief of Vendor/Contract Management

Reviewed by: Gina Osborn, Chief Safety Officer
Stephanie Wiggins, Chief Executive Officer



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - SUMMARY OF MATERIAL EXCEPTIONS TO RFP

EXCEPTION	PURPOSE	BHPD	LBPD	LAPD	LASD
SP-15 LACMTA Mgmt of Contractor's Personnel	Allow flexibility of deployment to improve visible engagement for riders and employees.	X		X	
SP-19 Changes in Deployment	Allow Metro to adjust resources when implementing new public safety programs.			X	
GC-07 Organizational & Key Personnel	Allow removal of Dept personnel by Metro when deemed to be in Metro's best interest.	X			
GC-38 Contractor's Interaction with the Media and the Public	Metro approval is required prior to certain public relations disclosures & to inform Metro upon receipt of citizen complaints, including their disposition.	X			
Exceptions to the Scope of Services					
Section 1.1, Item R – Specific Responsibilities	Compliance with the principles of 8 Can't Wait.	X			
Section 1.4 Service Coverage	Allow Metro to unilaterally reduce or increase resources as it implements new programs.	X			
Section 1.5 Mgmt of Admin Duties of Contractor's Personnel	Certain complaint reporting requirements, including having a civilian oversight body.	X		X	
Section 3.0 Reporting Requirements	Requires various kinds of reporting, including body worn camera data, and providing Metro the ability to identify, track, and log mobile assets in real time.	X		X*	
Section 3.1 Performance Requirements & Liquidated Damages	Imposes liquidated damages related to the provision of services at lower than required levels and sustained misconduct complaints against officers performing the services.	X		X**	

*LAPD took partial exception – namely, a weekly report on the number and general nature of complaints against the contract, after-action reports following special operations and/or major incidents, distribution of law enforcement sensitive reports, and ability to identify, track, and log mobile assets.

**LAPD took partial exception – namely, the number of sustained misconduct complaints against the Contractor's field law enforcement personnel on the Metro system and key personnel changes by the Contractor.

Transit Law Enforcement Services

GINA OSBORN, CHIEF SAFETY OFFICER

CAROLINA COPPOLO, SR. EO PROJECT MANAGEMENT

Public Safety Mission Statement and Values

“Metro safeguards the transit community by taking a holistic, equitable and welcoming approach to public safety. Metro recognizes that each individual is entitled to a safe, dignified and human experience.”

- > Implementing a **human-centered approach**
- > Emphasizing **compassion** and a **culture of care**
- > Recognizing **diversity**
- > Acknowledging **context**
- > Committing to **openness** and **accountability**

Board adopted 12/2/21



Reimagined Public Safety Direction

Current Model

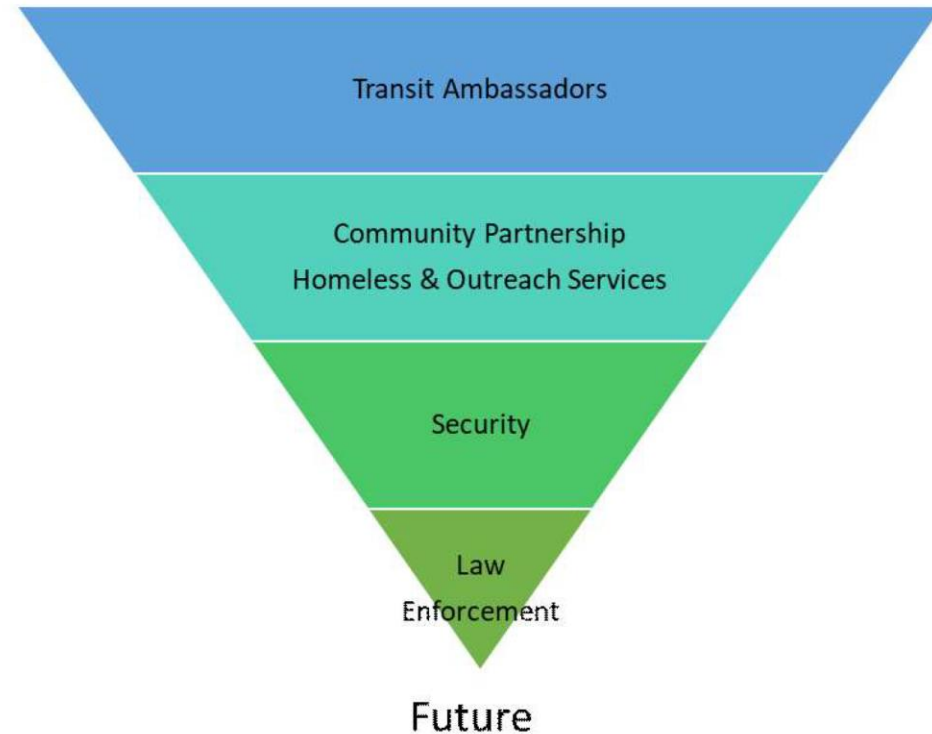
- Prescriptive and Fixed
- Inconsistent Rule Compliance
- Reactive Response
- Obscure Data & Outcomes
- Enforcement-Focused through a singular tactical response (“one size fits all”)
- Siloed



Reimagined Public Safety Direction

New Model

- Data-Driven and Flexible
- Equitable Rule Compliance
- Proactive Response
- Transparent Outcomes
- Strategic Enforcement through analytics-led safety & security using a layered approach
- Collaborative



Law Enforcement Services RFP

- Five proposals (four multi-agency and one systemwide) were received in response to the RFP
- BAFO Results:
 - Two agencies took material exceptions to the scope of services and terms and conditions
 - RE: oversight, accountability, and control of deployment
 - Systemwide proposal for coverage was withdrawn
- Under a multi-agency approach to policing, material exceptions by any one proposer would result in law enforcement services that fail to meet Metro's overall system needs as specified in the RFP
- RFP States that Proposers must comply with all material aspects of the RFP

Extensions of Existing Contracts

- All current law enforcement partners have executed the latest contract modification which includes Board directed revisions to the scope of work (i.e. comply with principles of 8 Can't Wait)
- Metro's law enforcement partners, complemented by robust alternative deployment solutions, are an important part of ensuring Metro riders and employees are – and feel – safe on the system.
- Extensions require negotiations of rates and deployment with the Long Beach Police Department, Los Angeles Police Department, and Los Angeles County Sheriff's Department

In-House Transit Police Department

Transit Agency	Unlinked Passenger Trips* 2019 (Thousands)	Has Transit PD
1) Metropolitan Transit Authority – New York City (NYCT)	3,451,139	✓ - hybrid
2) Chicago Transit Authority (CTA)	455,743	no
3) Massachusetts Bay Transportation Authority (MBTA)	366,716	✓
4) Washington Metropolitan Area Transit Authority (WMATA)	354,656	✓
5) Southeastern Pennsylvania Transportation Authority (SEPTA)	308,266	✓
6) New Jersey Transit Corporation (NJ TRANSIT)	267,270	✓
7) San Francisco Municipal Railway (Muni)	223,338	no
8) King County Metro Transit (KCMT)	128,666	✓
9) San Francisco Bay Area Rapid Transit (BART)	128,217	✓
10) Metropolitan Atlanta Rapid Transit Authority (MARTA)	117,759	✓

8 of the 10 Largest US Transit Agencies have a Transit Police Department.

Potential Benefits of In-House Transit PD

- Accountability: A greater degree of oversight, control, and accountability over the deployment and budgeting of resources
- Culture of Service & Visibility: Emphasizes engaged visibility vs. response to calls
- Hiring to Meet Metro's Public Safety Values: Allow the hiring of officers that meet the service mission of the Agency
- Deployment Where It's Needed the Most: More autonomy over deployment strategies

Staff Recommendation

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute contract modifications to extend the current multi-agency transit law enforcement contracts annually for up to three additional years, through June 30, 2026, utilizing funds to be requested during future fiscal years' budget processes, contingent on compliance with the principles of Metro's Bias-Free Policing Policy and the Public Safety Analytics Policy; and
- B. REPORT back to the Board in April 2023 on the feasibility of establishing an in-house Metro Transit Police Department to support Metro's Public Safety Mission and Value Statements.

Thank You
