



FUNDING MEMO

To:	South Santa Monica Bay Watershed Area Steering Committee	From:	Safe, Clean Water Program Regional Coordination Team
Project:	Torrance Airport Stormwater Basin Project	Date:	October 23, 2023
Project Lead:	City of Torrance	Call for Projects Year:	Round 5 FY24-25
Watershed Area:	South Santa Monica Bay	Project Location:	3301 Airport Drive Torrance, CA 90505

Reference: Leverage Funding Memo for Torrance Airport Stormwater Basin Project

Leveraged funding is a key program goal in the Safe, Clean Water Program Implementation Ordinance (Chapter 18.04). This and other Funding Memos are generated for all eligible newly submitted Safe, Clean Water Program Infrastructure Program projects in Round 5 FY24-25. The intent of this funding memo is to strengthen the identification of leverage funding sources and support WASCs in funding priorities and partial funding decisions. Below is a summary of the project benefits, overview of the funding request, potential sources of leverage funding for this project, and an assessment of funding competitiveness in those programs.

PROJECT SUMMARY

The Project Application describes the proposed project in this way:

The Torrance Airport Stormwater Basin Project is in southwestern Los Angeles County in the City of Torrance (population 148,427), the eighth largest city in Los Angeles County. Torrance is approximately 20 miles southwest of downtown Los Angeles in the highly urbanized South Bay region. Torrance is considered the heart of the South Bay area and is bounded by the Pacific Ocean to the west, and neighboring cities such as Gardena, Redondo Beach, Hermosa Beach, Lomita, Palos Verdes Estates, Rolling Hills Estates, and Carson to the east, north, and south. The project location is owned and operated by the City of Torrance and is located within the Machado Lake Watershed.

The Torrance Airport Stormwater Basin Project will divert stormwater from the Los Angeles County Flood Control District's (LACFCD) 1970 Bond Issue Project No. 9827 Unit 1, Line B (Dwg. No. SD-1034) reinforced concrete box storm drain that originates in the Palos Verdes Peninsula and travels across the Torrance Airport and east to Machado Lake via Wilmington Drain. The stormwater will be diverted from the LACFCD storm drain, pre-treated, and stored in an underground reservoir for controlled release to the sewer system for treatment at the Joint Water Pollution Control Plant (JWPCP) in Carson operated by the Sanitation Districts of Los Angeles County (LACSD). The JWPCP is also the site of the Metropolitan Water District's Advanced Purification Center, a part of the Regional Recycled Water Program, that in partnership with LACSD will purify the diverted stormwater and treated sewage then recharge to the aquifer



through injection wells and spreading grounds thereby reducing demand on the imported Colorado River water supply.

PROJECT BENEFITS

The Project claims to provide the following benefits, as copied verbatim from the Project Application:

- Water Quality: Completion of the Torrance Airport Stormwater Basin project will divert pollutant loads in stormwater runoff that would otherwise discharge to Wilmington Drain and Machado Lake in order to meet PVP WMG TMDL waste load allocations for nutrients (Total Nitrogen and Total Phosphorus) and sediment-borne legacy organochlorine pesticides and PCBs in runoff from the project tributary area, which represents $\frac{1}{4}$ of the total Machado Lake Watershed tributary area. The project will also eliminate dry weather discharges and any associated contributions to dry weather indicator bacteria impairments in Wilmington Drain as well as reduce indicator bacteria loads during wet weather. Additionally, the pretreatment system for the project will remove trash and debris from the diverted flows.
- Water Supply: In 2019, the Metropolitan Water District of Southern California, in partnership with the LACSD, began operation of the Regional Recycled Water Advanced Purification Center at the adjacent Joint Water Pollution Control Plant (JWPCP) in Carson. This demonstration project currently treats 500,000 gallons per day and environmental planning is underway for a full-scale program to treat 150 million gallons per day at the same location. Stormwater diverted to the plant will help to increase water supply and resilience for the City of Torrance and the region. The average annual water supply benefit expected for this project is 131.8 acre-feet per year. This project will also provide water supply benefits by releasing stormwater to the JWPCP during dry-weather periods. Due to water conservation efforts, treatment plants are typically operating at low capacity during dry-weather periods. Implementing BMPs that store and release stormwater during non-peak hours relieves stress on the system during wet-weather events and increases the volume delivered during dry-weather events.
- Flood Risk Mitigation: The project provides direct flood management benefits by capturing and removing 8 AF of stormwater from the storm drain system during storm events. Stormwater diversion increases capacity in downstream storm drains and improves the ability to handle larger storms anticipated due to climate change. Additionally, since the City's Local Hazard Mitigation Plan (LHMP) identifies the use of low impact development strategies to reduce runoff and erosion during flood events, the existing dirt drainage ditch on the northeast side of the airport will be replaced with a bioswale consisting of bioretention media and native low-lying grasses which will promote reduced velocity of surface runoff in this area as well as incidental percolation. This will reduce the volume of runoff and sediment entering the storm drain system from the airport operations.
- Urban Heat & Shade: To reduce local heat island effect and lack of tree cover associated with the airport, trees and native vegetation will be incorporated into the post-construction landscape plan to increase tree count and shade in the vicinity of the project site. Approximately 180 trees will be added to the areas surrounding the airport including the entry way to the airport and the Western Museum of Flight, and along roadways around the perimeter of the airport, strategically sited away from alignment with the approach pathway of airplanes.
- Shade & Vegetation: In addition to the trees mentioned above, the new bioswale will incorporate native, climate appropriate grasses and soil amendments. Additional native, climate appropriate plantings will be incorporated into the site design around the entrance to the airport near the



Western Museum of Flight. The new vegetation is anticipated to sequester approximately 27 lbs of CO₂ per year (assuming 1.13 lbs/ac/yr).

- **Disadvantaged Community Benefit:** The Torrance Airport Stormwater Basin Project will reduce pollutant loading to the downstream impaired water body (Machado Lake) located within Ken Malloy Harbor Regional Park and thereby provide direct water quality benefits to the underserved communities surrounding the park. The targeted storm drain at the Torrance Airport Stormwater Basin Project outfalls to Wilmington Drain and then to Machado Lake and is located within Ken Malloy Harbor Regional Park which serves as a recreational gathering point for the local community. The lake and park are situated just west of the Harbor Freeway and south of Pacific Coast Highway, adjacent to Los Angeles Harbor College. Significant investments to upgrade the park amenities have been made by the City of Los Angeles, including invasive plant removal, replanting of native species, park landscaping and irrigation, and installation of park fixtures such as fishing piers, fencing, walkways, and interpretive signage. The park is located in the City of Los Angeles's Harbor City neighborhood, within an area identified as a disadvantaged community census block group and within a mile of two severely disadvantaged community census block groups, according to the State of California mapping tool data from 2014-2018.

OVERVIEW OF FUNDING NEED FOR PROJECT

The Torrance Airport Stormwater Basin Project is currently requesting \$9,211,201 of Safe, Clean Water Program Round 5 funding for FY24-25. The Project is tentatively requesting a total of \$19,190,402 of Safe, Clean Water funding through FY28-29 for Construction and Operations & Maintenance (O&M) project phases. The Project's total cost is \$27,034,402 (Planning, Design, Construction, [O&M]) [award to date + funding request + leveraged funding].

The Project previously received \$906,000 in FY20-21 of Safe, Clean Water Program funding for Infrastructure Program - Design.

As disclosed in the Project application, the Project has leveraged \$938,000, appropriated for FY22, from the United States Environmental Protection Agency's Community Grants Program (Clean Water State Revolving Fund).

- **Total SCW funding requested for FY24-25:** \$9,211,201
- **Total SCW funding awarded to date:** \$906,000 (Infrastructure Program – Design)
- **Total SCW funding requested:** \$19,190,402 (Infrastructure Program – Construction and O&M)
- **Total Infrastructure Project cost:** \$27,034,402 (Infrastructure Program – Planning, Design, Construction, [O&M]) [Award to date + funding request + leveraged funding]
- **Cost share and/or existing funding already leveraged:** \$938,000



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	Year 1 – Current Ask	Year 2	Year 3	Year 4	Year 5	Future Funds	Total Request
Request	\$9,211,201	\$9,211,201	\$256,000	\$256,000	\$256,000	\$ --	\$19,190,402
Phase	Construction	Construction	O&M	O&M	O&M	N/A	

Status and schedule of project:

- **Date of completion of Project planning and design:** 12/2023
- **Anticipated date of completion of Project construction:** 06/2027

FUNDING OPPORTUNITIES

The following funding/grant program opportunities align with the Torrance Airport Stormwater Basin Project. Funding/grant program opportunities are categorized into topic areas based on the claimed project benefits in the Safe, Clean Water Program project application. Each funding/grant program listed includes an assessment of the project’s funding competitiveness in its description.

Funding competitiveness assessments will fall under three levels:

- **Strong:** The Project has a strong potential to be competitive for program funding. The Project provides numerous benefits and aligns strongly with the funding program’s goals and priorities.
- **Moderate:** The Project has a moderate potential to be competitive for program funding. The Project features some benefits that align with the funding program’s focus.
- **Low:** The Project has a low potential to be competitive for program funding. The Project features a benefit that aligns with the funding program’s focus but does not directly align with funding priorities.

URBAN HEAT

[Integrated Climate Adaptation & Resiliency Program’s \(ICARP\) Extreme Heat and Community Resilience Grant Program](#) funds planning and implementation projects that reduce the impacts of extreme heat and build community resilience. The Program will build frameworks for change and invest in local, regional, and tribal projects that strengthen communities that are vulnerable to heat. The ICARP program plans to award a total of \$36 million in grants for the first funding round, with 40% of total funds allocated to planning grants and 60% of total funds for implementation grants.

Draft Grant Guidelines were released on October 12, 2023, and the following information is subject to change in the Final Grant Guidelines. The ICARP Program’s funding award amounts categories are: Small Planning Grants (\$100,000 and \$250,000), Large Planning Grants (\$300,000 and \$750,000), Small Implementation Grants (\$100,000 and \$450,000), and Large Implementation Grants (\$500,000 and \$5 million). No match funding is required. Implementation grants may fall under four tracks: Track A) Build Public Awareness and Notification, Track B) Strengthen Community Services and Response, Track C) Increase Resilience of Our Built Environment, and Track D) Utilize Nature-based Solutions.



The Torrance Airport Stormwater Basin Project has a ***moderate potential*** to be competitive for this ICARP grant program. The Project aligns well with ICARP's grant program, given its overlapping nature-based, urban heat and shade benefits claimed by the Project Applicant in the Safe, Clean Water application.

VEGETATION

[California Department of Water Resources' \(DWR\) Urban Streams Restoration Program \(USRP\)](#) funds projects to restore streams impacted by urban development to a more nature state. Project types include stream cleanups, bank stabilization projects, revegetation, recontouring of channels to improve floodplain functions and localized flood protection, acquisition of strategic floodplain properties. Grant administration for the USRP is now combined with the **[Riverine Stewardship Program](#)**; however, each program has separate grant guidelines. The USRP funds projects across California. A major objective of the USRP is community engagement and support. Grant applications must have two applicants: one local public agency or non-profit organization and one local community group. There is a 20%, non-state source, cost share requirement for projects funded with Proposition 68 funds. The cost share requirement may be waived for disadvantaged communities.

The Torrance Airport Stormwater Basin Project has a ***low potential*** to be competitive for the USRP. The Project's vegetation and water quality benefits to the downstream Lake Machado, claimed in the Safe, Clean Water application, align with DWR's grant program's focus; however, this grant program requires two applicants, including one that is a local community group. The USRP additionally requires significant outreach before and after the project is completed. Given the Project's Safe, Clean Water Project Application and current project phase, this program does not strongly align with the USRP.

Funding programs change frequently. The above identified funding opportunities are initial recommendations, and further research should verify project-specific eligibility requirements, latest funding levels, and appropriate timelines. Use the links above to research these programs further. If you are unsure about your project eligibility or competitiveness, reaching out to program coordinators via contact emails or webinars is a good way to get your questions answered. The **[California Grants Portal](#)** and **[California Financing Coordinating Committee Funding Fairs](#)** can serve as resources to identify additional funding opportunities.

Questions can be asked of the **[Watershed Coordinator](#)** or the **[Regional Coordination Team](#)**.



FUNDING MEMO

To:	South Santa Monica Bay Watershed Area Steering Committee	From:	Safe, Clean Water Program Regional Coordination Team
Project:	Dominguez Channel Parkway BMPs Prioritization Project	Date:	December 7, 2023
Project Lead:	City of Torrance	Call for Projects Year:	Round 5 FY24-25
Watershed Area:	South Santa Monica Bay	Project Location:	Dominguez Channel Torrance, CA 90503

Reference: Leverage Funding Memo for Dominguez Channel Parkway BMPs Prioritization Project

Leveraged funding is a key program goal in the Safe, Clean Water Program Implementation Ordinance (Chapter 18.04). This and other Funding Memos are generated for all eligible newly submitted Safe, Clean Water Program Infrastructure Program projects in Round 5 FY24-25. The intent of this funding memo is to strengthen the identification of leverage funding sources and support WASCs in funding priorities and partial funding decisions. Below is a summary of the project benefits, overview of the funding request, potential sources of leverage funding for this project, and an assessment of funding competitiveness in those programs.

PROJECT SUMMARY

The Project Application describes the proposed project in this way:

The Dominguez Channel Parkway BMPs Prioritization Project (Project) is being implemented by the City of Torrance (City) to identify and assess alternatives for improving water quality of dry-weather runoff generated within the City to comply with Dominguez Channel TMDLs. The Project sites for potential Best Management Practice (BMP) implementation are spread throughout the City within the Dominguez Channel (DC) Watershed. The Project focuses on minimizing significant discharge from dry-weather sources for prioritized outfalls: Outfall 4-2-1 (STA 684+40), SD-1054, and Outfall BCEG-7 (Torrance Lateral).

PROJECT BENEFITS

The Project claims to provide the following benefits, as copied verbatim from the Project Application:

- Water Quality: The sites were based on the location of the storm drain networks, existing site conditions such as soil infiltration rates and groundwater elevations, the proximity to the Dominguez Channel, locations of evident dry-weather runoff in the field, and available area within the City's right-of-way. The Project focuses on minimizing significant discharge from dry-weather sources for prioritized outfalls. Dry-weather runoff flow is captured by catch basins and storm drain networks, which result in increased discharges at major outfalls in the DC Watershed: Outfall 4-2-1 (STA 684+40), SD-1054, and Outfall BCEG-7 (Torrance Lateral).



Dry-weather runoff calculations were based on an assumed flow rate of 84 gallons per acre over a daily 6-hour period.

Dry-weather runoff usually comes from over-irrigation which primarily happens during late evening to early morning. Dry-weather flow from the two watersheds will be intercepted and diverted to the sewer system, or to tree box filters and dry-wells, depending on the location. This dry-weather only project is designed to capture, infiltrate, treat and release, or divert 100% of all tributary dry-weather flows.

The Project will implement structural BMPs (located on the intersections of Redondo Beach Boulevard and Yukon Avenue; Cherry Avenue and Crenshaw Boulevard; and Torrance Boulevard and Western Avenue) that prevent or reduce the discharge of pollutants in runoff. Vegetated swales and permeable surfaces are included in the Project enhancements of Charles H. Wilson Park.

- Water Supply: Dry-weather runoff that infiltrates into the ground has the potential to augment the water supply via a prioritized groundwater basin and to be considered for reuse. Also, recycling water [via] a [Low Flow Diversion] (LFD) connected to the sanitary sewer system will also contribute to enhanced water supply benefits. This Project will be claiming water supply benefits for the West Coast Basin via infiltration of dry-weather runoff into a series of dry-wells. The West Coast Basin is comprised of several aquifers such as the Silverado aquifer that yields the most groundwater extracted annually. A portion of the flows from this Project will also be diverted to an LFD and sent to a recycling facility. The flows captured by the project are conveyed into LACSD's sanitary sewer system where they will ultimately be treated for use as recycled/reclaimed water. These flows will assist the City of Los Angeles in meeting sustainability goals set in the Green New Deal, as they will increase the local water supply and lower the demand on imported water. The Project will also retain some flows onsite to irrigate landscaping within the Tree Box Filters. The Project's annual water capture is approximately 258 ac-ft/year. Total life cycle costs over a 50-year period is \$493,088 which brings the cost effectiveness to \$1,247/ac-ft captured annually.
- Park Space, Habitat, or Wetland Space: The park will be enhanced and would ensure continued recreational use of Charles H. Wilson Park by Farmers Market attendees on a weekly basis. The Project's improvement at Charles H. Wilson Park include fifteen (15) new trees, 9,715 square footage of new landscaping, 11,430 square-footage of new vegetate[d] swales, 10,875 linear-footage of medians with curb cuts, and 11,800 square-footage of pervious concrete pavement which will contribute to enhancing park space. The Project will create passive-use green space with the removal of pavement, which will be replaced with natural materials.
- Recreational Opportunities: Walking is a valuable recreational activity that occurs during the Farmers Market, which helps maintain a healthy community and serves as a non-vehicular form of transportation. The new landscaping placed adjacent to Jefferson Street and Crenshaw Boulevard along pedestrian pathways into and out of the park will enhance the walkable space and encourage healthy, active lifestyles. Community members and Farmers Market attendees will be encouraged to walk to the park as the accessway is enhanced instead of driving, making exercise more accessible. The addition of vegetated swale medians, landscaping, and trees will contribute to enhancing recreational opportunities such as the Farmers Market.
- Urban Heat & Shade: The Project will include fifteen (15) new trees in Charles H. Wilson Park's parking lot which will reduce heat island effect and increase shade. The tree species will be selected based on excellent carbon sequestration quality, canopy size, and drought tolerance.



- **Shade & Vegetation:** As mentioned above, the Project will include improvements in Charles H. Wilson Park’s parking lot that provide community investment benefits which include the following: fifteen (15) new trees, 9,715 square footage of new landscaping, 11,430 square-footage of new vegetate[d] swales, 10,875 linear-footage of medians with curb cuts, and 11,800 square-footage of pervious concrete pavement in the Charles H. Wilson Park’s parking lot, and three (3) filterra boxes with vegetation in Redondo Beach Boulevard and Yukon Avenue. New landscaping would include native and drought tolerant plants to support wildlife habitat and mitigate adverse environmental effects within the Project area. The addition of vegetated swale medians, landscaping, and trees will contribute to increasing the number of trees and/or vegetation to increase carbon reduction and improve air quality.

OVERVIEW OF FUNDING NEED FOR PROJECT

The Dominguez Channel Parkway BMPs Prioritization Project is currently requesting \$269,628 of Safe, Clean Water Program Round 5 funding for FY24-25. The Project is tentatively requesting a total of \$5,000,374 of Safe, Clean Water funding through FY27-28 for Planning, Design, Construction, Bid/Award. The Project’s total cost is \$5,007,374 (Planning, Design, Bid/Award, and Construction).

The Project has previously received \$300,000 in Safe, Clean Water Program funding for the Technical Resource Program (TRP) in FY21-22. The Project has not previously received Infrastructure Program funding.

As disclosed in the Project application, the Project Proponent has not leveraged external funding.

- **Total SCW funding requested for FY24-25:** \$269,628
- **Total SCW funding awarded to date:** \$300,000 (TRP)
- **Total SCW funding requested:** \$ 5,007,374 (Infrastructure Program – Planning, Design, Bid/Award and Construction)
- **Total Infrastructure Project cost:** \$5,007,374 (Planning, Design, Bid/Award, Construction)
- **Cost share and/or existing funding already leveraged:** None

	Year 1 – Current Ask	Year 2	Year 3	Year 4	Year 5	Future Funds	Total Request
Request	\$ 269,628	\$ 1,784,679	\$ 1,476,533	\$ 1,476,533	\$ --	\$ --	\$ 5,007,374
Phase	Planning, Design	Planning, Design	Planning, Design, Construction, Bid/Award	Construction, Bid/Award	N/A	N/A	

Status and schedule of project:

- **Date of completion of Project planning and design:** 06/2025
- **Anticipated date of completion of Project construction:** 07/2028



FUNDING OPPORTUNITIES

The following funding/grant program opportunities align with the Dominguez Channel Parkway BMPs Prioritization Project. Funding/grant program opportunities are categorized into topic areas based on the claimed project benefits in the Safe, Clean Water Program project application. Each funding/grant program listed includes an assessment of the project's funding competitiveness in its description.

Funding competitiveness assessments will fall under three levels:

- **Strong:** The Project has a strong potential to be competitive for program funding. The Project provides numerous benefits and aligns strongly with the funding program's goals and priorities.
- **Moderate:** The Project has a moderate potential to be competitive for program funding. The Project features some benefits that align with the funding program's focus.
- **Low:** The Project has a low potential to be competitive for program funding. The Project features a benefit that aligns with the funding program's focus but does not directly align with funding priorities.

URBAN GREENING & RECREATION

[Los Angeles County Regional Parks and Open Space District's \(RPOSD\) County Neighborhood Parks and Healthy Communities, Urban Greening Program – Measure A Annual Allocations Grant Programs](#) funds planning and implementation projects that promote community-based park investments, neighborhood parks, healthy communities, and urban greening. Eligible projects must be located in a high-need or very-high-need study area as outlined in the County's Parks Needs Assessment. Applications are rolling with no deadline. The annual allocations grant program is funded annually by 13 percent of the Measure A expenditure plan and is replenished each fall. There is no cost-share requirement.

The Dominguez Channel Parkway BMPs Prioritization has a **strong potential** of securing funding through this program. The Project aligns with urban greening and park need study area funding priorities as identified in the County Neighborhood Parks and Healthy Communities, Urban Greening Program. According to RPOSD's Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016), the Project location address is in City of Torrance – North, Study Area #174, and is identified as an area with high-need for parks.

ACTIVE TRANSPORTATION

[California Transportation Commission's Active Transportation Program \(ATP\)](#) funds both infrastructure and non-infrastructure projects that promote increased use of active modes of transportation, such as biking and walking. The ATP program held a kick-off workshop on August 16, 2023 for the next round of funding (Cycle 6). More information on Cycle 6 is forthcoming.

The Dominguez Channel Parkway BMPs Prioritization Project has a **moderate potential** of securing funding through this program. ATP funds are allocated to local Metropolitan Planning Organizations (MPO) in urban areas. Southern California Association of Governments (SCAG), the local MPO, is responsible for allocating funding to projects in its jurisdiction. Under ATP guidelines, SCAG must ensure 25% of funds are distributed to benefit disadvantaged communities. As stated in the Safe, Clean Water



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Program Project Application, the Project does not benefit disadvantaged communities, and thus may not be as competitive the ATP Program's funding priorities.

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Questions can be asked of the [Watershed Coordinator](#) or the [Regional Coordination Team](#).