



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: **Thursday, July 23, 2020**
TIME: **10:00 a.m. – 12:00 p.m.**
LOCATION : **Zoom Meeting at ICTC Offices**

Chairperson: County of Imperial

Vice-Chair: City of Brawley

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting ICTC offices at (760) 592-4494. Please note that 48 hours advance notice will be necessary to honor your request.

Due to the COVID-19 and Executive Order N-25-20, teleconferencing is recommended for the public, however measures will be taken to have access for those who wish to participate in person while still abiding by local, state and federal mandates. Following is teleconference information.

To join the Zoom Meeting by computer using video and audio, please click on the following link:
<https://zoom.us/j/96104240856?pwd=Znc4M01EZVhpQ3J3VTNsSzdZaENIUT09>

The meeting ID and Password are below in the event you may need them.

To join by phone please dial (669) 900-9128
Meeting ID: 961 0424 0856#
Password: 986795#

PUBLIC COMMENTS

Any member of the public may address the Committee for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Committee. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any actions on items that are not on the agenda.

DISCUSSION/ACTION ITEMS

1. Introductions
2. Adoption of Minutes for June 25, 2020 *Action*
3. Regional Climate Action Plan- Existing Conditions Analysis Presentation 15-20 minutes
Presented by Consultant Team: Ascent Environment, Inc. & Rincon
4. ICTC Updates / Announcements 10 minutes
Presented by ICTC Staff
 - a. Transit Planning Updates

**CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL**

- b. Transportation Planning Updates
 - LTA Bond Updates: 2012 & 2018
 - c. Imperial Valley Resource Management Agency (IVRMA)
 - Presentation on IVRMA
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- 5. SCAG Updates / Announcements 10 minutes
Presented by SCAG staff
 - 6. Cities and County Planning / Public Works Updates 10 minutes
All
 - 7. Caltrans Updates / Announcements 10 minutes
Presented by Caltrans Staff
 - 8. General Discussion / New Business 5 minutes
All
 - 9. Adjournment

The next meeting of the ICTC TAC is tentatively scheduled for August 27, 2020. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@imperialctc.org



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TECHNICAL ADVISORY COMMITTEE
DRAFT MINUTES

June 25, 2020

Present:

Guillermo Sillas	City of Brawley
Abraham Campos	City of El Centro
Veronica Atondo	County of Imperial
Jesus Villegas	City of Imperial
Joel Hamby	City of Westmorland
Lily Falomir	City of Calexico
Ismael Gomez	IID

Others:

Mark Baza	ICTC
Virginia Mendoza	ICTC
Marlene Flores	ICTC
Michelle Bastidas	ICTC
David Aguirre	ICTC
David Salgado	SCAG
Javier Luna	City of El Centro
Christian Rodriguez	City of El Centro
Felix DeLeon	City of El Centro
Catherine Gutierrez	City of El Centro
Isabel Garcia	City of Imperial
Victor Garcia	City of Holtville (Holt Group)
Robert Urena	County of Imperial
Ben Guerrero	Caltrans

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The meeting was called to order at 10:08 a.m. A quorum was present, and introductions were made. There were no public comments made.

1. Introductions

2. A *motion* was made to adopt the minutes for May 28, 2020 (**Falomir / Campos**) **Motion Carried.**

3. Local Transportation Authority (LTA) Ordinance Requirements
(Presented by ICTC Staff)

Virginia Mendoza provided a brief summary on the LTA Ordinance Requirements. David Aguirre and Michell Bastidas were present to provide more information on the LTA Ordinance:

- Member agencies to provide a list of completed projects for each fiscal year as a part of the audit process. This information will eventually be made available to the public through the LTA website.
- Staff to conduct an annual training workshop and/or have quarterly roundtables with all member agencies to alleviate any findings regarding documentation and to answer any questions.
- Staff has committed to develop a schedule to assist agencies to turn in their documentation in a timely manner, and to provide agencies a template to assist them in submitting their list of completed projects on an annual basis.

ICTC staff will be exploring a modification to the LTA ordinance that will apply to all agencies' MOE requirements. FY2019-2020 MOE requirements are for the following agencies:

1. City of Brawley - \$440,509.52
2. City of Calexico - \$1,193,033.11
3. City of Imperial - \$35,743.09
4. City of El Centro - \$1,945.39

4. **ICTC Updates / Announcements**

(Presented by ICTC Staff)

- a. **Transit Planning Updates-** David Aguirre provided a brief update on the transit side. Based on the current events surrounding the COVID-19 Pandemic, ICTC is still operating under COVID-19 requirements.

Federal Transit Administration (FTA) CARES Act Award for Imperial Valley Transit: The Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed by Congress with overwhelming bipartisan support and signed into law on March 27, 2020. David Aguirre was happy to announce that ICTC was awarded \$10.5 million from the CARES Act Grant as formally confirmed by the Federal Transit Administration (FTA) on June 24, 2020. The FTA CARES Act Grant was made available to public transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic. The period to utilize the funds depends on our continued response to the COVID-19 pandemic. ICTC plans to utilize the grant in the best way possible with the continued emphasis on providing the Imperial Valley with excellent and reliable services; safe distancing/sanitation practices; and restoring service schedules as ridership demand increases.

- b. **Transportation Planning Updates (by Virginia Mendoza):**

- **California-Baja California 2021 Border Master Plan-** The California-Baja California Border Master Plan is a binational effort to coordinate planning and delivery of projects at land port of entries and the transportation infrastructure serving them. The California-Baja California Border Master Plan was envisioned by the joint working committee as a pilot project between border states. Based on the outcomes of this pilot binational planning process, the California-Baja California approach could be expanded to other border states and customized to address their needs, resulting in a master planning process for the entire U.S.-Mexico border.

The primary objectives of the California-Baja California Border Master Plan are:

- State of the Practice: Increase the understanding of POE and transportation planning on both sides of the border and create a plan for prioritizing and advancing POE and related transportation projects.

- **Request for Authorization / Allocation- SB1, CMAQ, STBG-** Update on State and Federal funding obligations. A complete list of programmed projects was provided as an attachment to the agenda. Each agency provided an update on the current status of each project.
- **SR-78/Glamis Feasibility Study-** Virginia Mendoza provided a brief update on this project. The fourth TWG meeting was held on May 21, 2020 to discuss the alternatives analysis report. The next TWG meeting is scheduled for July 19, 2020 and will present estimates for the short list alternatives.
- **Regional Climate Action Plan (CAP)-** Marlene Flores provided an update on the CAP. In regards to the Data Inventory, all local agencies have provided information for the data collection. For the next TAC meeting, the consultant will present the existing conditions analysis and data reports that were collected. The project is moving forward to the outreach and engagement phase and with COVID-19 state-wide shelter in place, ICTC is shifting to a more virtual approach (website, online community surveys, social media).
- **Imperial County Regional Active Transportation Plan-** Virginia Mendoza provided a brief summary of this project. This project is funded by a grant of \$250,000 under SCAG Sustainable Communities Program. The project will develop a new region-wide ATP by incorporating the existing and underway plans into a regional ATP effort that will prioritize regional project priorities and fund requests.

ICTC's primary goal is to complete a document that will serve as an Act of Transportation Addendum to ICTC's Long Range Transportation Plan (LRTP). The plan will focus on bicycle, pedestrian, SRTS, Complete Streets, First/Last Mile, and other ATP strategies. The Plan will develop inventories of existing gaps and needs. This inventory can then be used to prioritize and request grant funds for improvements that would otherwise not be funded.

c. **LTA Updates 2012 and 2018 (by Virginia Mendoza):**

- 2012 LTA Bond- City of Brawley still has a balance on their respective 2012 LTA Bond account of (\$670,221).
- 2018 LTA Bond- The City of Holtville already utilize all their 2018 LTA money and City of Calexico (\$8,019,678) and City of Calipatria (\$1,396,017).

d. **Imperial Valley Resource Management Agency (IVRMA) (by Virginia Mendoza):**

- Electronic Annual Report (EAR)- Virginia Mendoza provided a brief update on IVRMA's EAR. The report is due on August 1, 2020. IVRMA will be contacting local agencies for the require information that is needed. An updated ordinance letter will be sent to residents and businesses. City of El Centro, Abraham Campos provided key information on IVRMA and how we can facilitate local agencies in the future. IVRMA will be presenting next TAC meeting on services they provide.

5. **SCAG Updates / Announcements (by David Salgado)**

- **Connect SOCAL 120 Day Directive:** On May 7 SCAG's Regional Council approved Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, for federal transportation conformity purposes and approval for all other purposes was postponed for up to 120 days to allow more time to consider the short- and long-term implications of the

COVID-19 pandemic on the plan.

- **SCAG Demographic Workshop:** SCAG and the University of Southern California's Sol Price School of Public Policy will be hosting the 31st Annual Demographic Workshop over two sessions –one on Thursday, June 11, 2020, and the other on Thursday, June 18, 2020 – virtually. The program is free and will focus on responding to demographic changes across the region and the economic impacts of the COVID-19 pandemic.
- **2020 SCAG General Assembly:** Thursday June 4th, SCAG held its 55th Annual General Assembly meeting virtually via Zoom. This was rescheduled due to the cancellation of the annual conference in May. Delegates representing all of the jurisdictions in the SCAG region met where Assembly Speaker Anthony Rendon gave introductory remarks, approved the 2020/2021 General Fund Budget, and elected new Board Officers. Rex Richardson, Councilmember Long Beach was elected as the new SCAG President.
- **2021 Cycle 5 Active Transportation Program (ATP) Grant:** The Active Transportation Program (ATP) is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. Currently there is a total of \$445 million available for fiscal years 2021 to 2025. The “Call for Projects” was released earlier in March 2020. The deadline for applications has been extended to September 15th, 2020. Quick Build applications are still due July 15th, 2020. SCAG is working towards holding an ATP workshop in Imperial County concurrently with the ICTC Technical Advisory Committee meeting at a future date.

6. Cities and County Planning / Public Works Updates:

- Local agencies gave an update on their local projects in progress.

7. Caltrans Updates / Announcements (By: Ben Guerrero)

Local Assistance: Ben Guerrero provided updates on local assistance.

Inactive Projects- As of June 19, 2020, the INACTIVE and FUTURE Inactive list was updated. An invoice is not cleared from either “Inactive” or “Future Inactive” lists until paid by the State Controller’s Office. Provided local agencies adhere to the format described in Chapter 5 of the Local Assistance Procedures Manual (LAPM), invoices typically are paid by check within 60 days of receipt (or 50 days if paid through Electronic Funds Transfer).

Summer 2020 Deadline: Active Transportation Program (ATP) Cycle 5 Call for Projects-

The California Transportation Commission call for Active Transportation Program (ATP) projects began March 25, 2020. The extended deadline is July 15, 2020. September 15, 2020 is the new deadline for all other ATP project types.

September 4, 2020- Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects-

Caltrans Division of Local Assistance (DLA) announced the local Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects on May 5, 2020. The application deadline is September 4, 2020.

Monday, June 29, 2020 (11-12:30) – Webinar on Implementing a Local Roadway Safety Plan (LRSP)- Highway Safety Improvement Program (HSIP) Cycle 11 (around April 2022)

will require a mandatory Local Roadway Safety Plan (or the equivalent) from any agency applying for HSIP project funds. The Federal Highway Administration (FHWA) is hosting a 90-minute webinar to review information for LRSP implementation on Monday, June 29, 2020.

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests- Ben Guerrero provided the schedule of deadlines to send allocation request packages for CTC approval by the July 2020 CTC meeting. Friday, August 14, 2020 is the next deadline.

Temporary Exception for Requiring “Wet” signature on Invoices- The current process of requiring wet signatures on invoice documents in order to process for payment is temporarily exempted. Until further notice, scanned copies of invoices will be accepted. For questions, please contact either the Local Area Engineer, Mr. Guerrero, or Local Assistance Program Support Analyst, Alma Sanchez, via email at Alma.Sanchez@dot.ca.gov

Construction Contract Administration Guidance- Ben Guerrero provided a brief update on the guidance. Construction on critical transportation infrastructure and most public works is designated an “essential service” by the U.S Department of Homeland Security. Ben provided a link for general guidance on potential impacts to current and upcoming projects.

Disadvantaged Business Enterprise (DBE) Running Tally Procedure: Office Bulletin (OB) 20-02- For projects awarded after March 1, 2020, when submitting an invoice for reimbursement that includes a payment to a Disadvantaged Business Enterprise (DBE), no later than the 10th of the following month, the prime contractor/consultant shall email a complete LAPM Exhibit 9-F: DBE Running Tally of Payments to business.support.unit@dot.ca.gov (with a copy to local administering agencies).

Architectural & Engineering Contract Procurement Training Webinar- This recording of a recently delivered class is now available online. Training focuses on Chapter 10 of the LAPM and provides an overview of step-by-step procedures that local agencies must follow to select and procure Architectural & Engineering service contracts related to State and federal aid highway projects.

I-8 / Imperial Avenue Interchange Project- Media release information for this project will be out this month. Caltrans will announce closures beginning early July, 2020. City of El Centro and Caltrans will be working together to provide information on closures of eastbound Interstate 8 on- and off- ramps at Imperial Avenue lasting several months beginning July 5.

8. General Discussion / New Business

- Mark Baza provided several updates on projects. Mark highlighted the SR-86/Customs & Border Protection Checkpoint Expansion project. ICTC and Caltrans continues to work on design and Border Patrol wants to pursue with a new design for the checkpoint and they also announced that they will be providing some funding for this project.
- Mark Baza provided a brief update on the Calexico East Port of Entry Bridge Project. ICTC is in the draft stage for the RFP and moving forward with documentation.
- Next TAC meeting will be on July 23, 2020 via Zoom.

9. Meeting adjourned at 11:28 a.m.



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Memorandum

Date: July 15, 2020
To: ICTC Commission Members
From: Mark Baza, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Commission Meeting on July 22, 2020

- 1) **Federal Transit Administration (FTA) CARES Act Award for Imperial Valley Transit:** The Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed by Congress with overwhelming bipartisan support and signed into law on March 27, 2020.

The Imperial County Transportation Commission (ICTC) is happy to announce the acquisition of a \$10.5 million CARES Act Grant as formally confirmed by the Federal Transit Administration (FTA) on June 24, 2020. The FTA CARES Act Grant were made available to public transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic. Eligible uses include maintaining transit services and the associated operational expenses (only those normally eligible under FTA grant requirements), agency acquisition of personal protective equipment (PPE); safe distancing/sanitation practices; transit operations and lost revenues. The period to utilize the funds depends on our continued response to the COVID-19 pandemic. ICTC plans to utilize the grant in the best way possible with the continued emphasis on providing the Imperial Valley with excellent and reliable services; safe distancing/sanitation practices; and restoring service schedules as ridership demand increases.

- 2) **I-8 / Imperial Avenue Interchange Reconstruction:** Caltrans and construction team have been meeting with City of El Centro and ICTC to discuss details of construction phases and the public information campaign for both the Interchange Project and the Imperial Avenue Extension South Project. *Stage 1 of construction began on Monday, May 6, 2020. During the extended closure, motorists on eastbound I-8 will be detoured along 4th Street/State Route 86 (SR-86) located east of Imperial Avenue. The westbound I-8 on- and off-ramps will remain open for this first stage of work; however, both eastbound and westbound ramps of the I-8/Imperial Avenue interchange will be closed one or two nights the week of July 20 to demolish and remove the bridge. Stage 2 work on the northern portion of I-8 is anticipated to take four to six months to complete and could begin as early as December. During Stage 2, all I-8/Imperial Avenue on- and off- ramps will be fully closed. The interchange is expected to open to traffic by the end of 2022 with project completion by mid-2023.*
- 3) **SR-78/Glamis Multiuse Grade Separated Crossing Feasibility Study:** The study will analyze and develop feasible design alternatives and locations for a Grade Separated Crossing (GSC) for Off-Highway Vehicle (OHV) use at or near SR-78 and the Union Pacific Railroad (UPRR) in Imperial County. The successful consultant will provide conceptual GSC design alternatives, analysis of site alternatives, public/stakeholder outreach and cost estimates for construction, operations and maintenance. The consultant selection process was completed on September 25th. The consultant selected was Kleinfelder. A kick-off meeting was held on Wednesday, October 9, 2019. The first technical working group meeting was held on October 24, 2019. The second technical working group meeting was held on December 10, 2019 at the ICTC office in El Centro. *A project page has been created on the ICTC website at <http://www.imperialctc.org/sr-78-glamis-crossing/>.* As part of the outreach plan, an online

survey was open to the public from January 1st through January 31st, where over 4,000 people completed the survey. A public outreach event was held in Glamis on January 18, 2020 from 9am to 3pm. The third technical working group (TWG) meeting was held on February 13, 2020 in San Diego at Caltrans District 11 offices. *The fourth TWG meeting was held on May 21, 2020 to discuss the alternatives analysis report. The next TWG meeting is scheduled for July 19, 2020 and will present estimates for the short list alternatives.*

- 4) **Calexico East Port of Entry Bridge Widening Project:** The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four-lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. ICTC proposes to deliver the project under Design-Build process, with ICTC leading the Request for Qualifications in May 2020 and Request for Proposals in Summer 2020 for Design and Construction teams. Following the RFQ and RFP process, the Design-Build contract award is scheduled to begin in February 2021. *The NEPA studies and final document were completed in April 2020. ICTC Request for Qualifications are due on July 1, 2020 to the ICTC offices. Subsequently, ICTC will request authorization for the \$20 million in federal funding and proceed with the Request for Proposals for Design-Build in Fall 2020.*
- 5) **State Route 98 from Ollie to Rockwood:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. Caltrans' SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. Widening was completed in October 2019. *Caltrans has completed the design and right of way phase for SR-98 Widening between Rockwood Avenue and Ollie Avenue. On June 24, 2020, CTC authorized construction funding. Construction phase is scheduled to begin in late Summer 2020.*
- 6) **FY 2019 Public Transit Fare Analysis:** The Request for Proposal for a consultant for the ICTC FY 2019 Public Transit Fare Analysis was released on March 1, 2019. The project is for professional services to develop a Public Transit Fare Pricing Analysis. This planning document is expected to provide recommendations for the current fares/fee structure and media for the four public transit services under the Imperial Valley Transit brand for the next three to five years. *The award recommendation was approved at the May 22, 2019 Commission meeting. AECOM was selected to complete the Analysis. A project kick-off meeting was held on June 20, 2019 and the study is underway. The first round of public outreach efforts was held on October 23-24, 2019. Outreach was held in various areas throughout the County including IVC. The fare analysis is in progress, when it is finalized, further outreach will be scheduled. Staff and the consultant team are currently review concepts for digital outreach platforms.*
- 7) **State Route 86 (Northbound) Border Patrol Checkpoint:** In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Currently design is underway. A draft of 35% plans were completed and submitted for review on October 12, 2018. *The 65% design plans in Spring 2020. All stakeholder staff met on May 6, 2020 to review status of 65% plans. CBP Border Patrol has requested a design change and is prepared to provide funding for the additional design costs. With the proposed design change they are hopeful to acquire additional construction funding above the contribution by ICTC/ICLTA. Consultant will prepare cost estimate for the additional design analysis..*
- 8) **Funding for Phase II of the Calexico West Port of Entry:** As previously noted, Congress authorized \$98 million for Phase 1. The U.S. General Services Administration (GSA) began construction for Phase 1 in December 2015 with completion now scheduled for July 2018. Phase 2A was awarded in the amount of \$191million and will include six additional northbound privately-owned vehicle (POV) inspection lanes,

permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure. *Funding for phase 2B is in the President's Budget Proposal in the amount of \$99.7million. Work for phase 2B will include demolition of the old port building and construction of the new pedestrian building. The total estimated cost for phases 2A plus 2B are \$276million. According to GSA Phase 2A is anticipated to be completed Spring 2023.*

- 9) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. *Environmental phase is in progress with consultant team and agency partners, including the City of Calexico, Caltrans and ICTC. The environmental phase is in progress including studies. Next steps: Begin design and property (Right of Way) acquisition process.*
- 10) **LTA Bonds Refunding/Financing Effort:** Based on municipal market and sales tax revenue trends we will remain on pause until we have a better sense of phase 3 openings within the County. In addition to continued lifting of travel restrictions at the border as legal crossings are a significant part of Imperial County's economy. A positive tone in the municipal market continues. There is an increasing number of investors (i.e. cash available) and as they are facing a continuing light calendar we are seeing a compression (lowering) of both absolute yields and spreads. Our Underwriter team (Ramirez & Co., Inc.) will continue to keep an eye on the market and review the most opportune time to move forward with the bond rating and pricing of the bonds. See attached, regarding municipal market trends.
- 11) **Potential Bus Stop in Calipatria:** ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. Final location and infrastructure associated with the potential bus stop(s) is pending discussion with the city of Calipatria staff.
- 12) **Imperial County Regional Climate Action Plan:** Imperial County Regional Climate Action Plan: After the kick-off meeting on June 28, 2019, ICTC established Project Management Procedures and Communication Protocols with the Consultant as well as reviewing the Scope of Work and Schedule. *Completion of the Data Collection from project stakeholders. The outreach plan will begin end of summer 2020.*
- 13) **Imperial Mexicali Binational Alliance Meeting:** The last IMBA meeting scheduled for March 18, 2020 was postponed due to COVID-19. An IMBA meeting was held via Zoom on Thursday, May 14, 2020. The meeting provided updates on the Calexico East and West infrastructure projects. The State of Baja provided updates on the bridge work at the Calexico West Port of Entry. A presentation on the California-Baja California Border Master Plan was made by Cheryl Mason from the San Diego Association of Governments. The new Executive Director of the Mexicali Industrial Development Corporation Rodolfo Andrade gave a presentation of their work plan. Lastly, brief updates were provided by other economic development agencies as well as IMBA members. *The next meeting is scheduled for August 13, 2020 via Zoom Meeting.*
- 14) **Assembly Bill 335 (Garcia):** AB 335 became effective on January 1, 2020. ICTC had on-going meetings with the City of El Centro and County of Imperial Public Works Department to carry out the transition of the Imperial Valley Resource Management Authority (IVRMA) and the Service Authority for Freeway Emergencies (SAFE). On March 2, 2020, ICTC took over the the administration of the IVRMA. ICTC Staff will continue to work closely with IVRMA staff during the transition time and in the future. ICTC has recruited and hired a replacement for the Project Manager position. *ICTC staff is continuing to have meetings with County Public Works staff and Counsel to finalize the documentation to transition the SAFE program to ICTC. The goal is for ICTC to officially take over in the new fiscal year.*

- 15) **Community of Niland Bus Stop Bench and Shelter Request:** The ICTC submitted a formal request to the California Department of Transportation (Caltrans) District 11 requesting their assistance in identifying a location for a bus stop bench and shelter in the Community of Niland along State Route 111 (SR-111). The shelter has been installed in an existing parking lot on the east side of SR-111. *Staff is reviewing the possibility of relocating the bus stop to the location of the newly constructed fire station.*
- 16) **State and Federal funding Obligations:** Beginning October 1, 2019, agencies can move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant program (STBG) and Active Transportation Program (ATP) programmed in FY 2019/2020. *See complete project list attached.*
- 17) **2018 Trade Corridor Enhancement Program:** The Trade Corridor Enhancement Program (TCEP), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC in partnership with Caltrans and the San Diego Association of Governments (SANDAG) were successful in receiving TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry (POE). The goal project is to implement Intelligent Transportation System (ITS) strategies that will improve border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help track vehicle delays, as well as implement changeable message signs on State Routes to inform border travelers of POE delays. Caltrans will serve as the implementing agency of this project and has an estimated completion date of early 2020. *Caltrans has initiated the environmental phase and preliminary design of the project. TCEP funds will be used in collaboration with the BUILD grant award for the design and construction phases.*
- 18) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** \$1.5 Billion annually will go to cities and counties for local road improvements. The following are projected annual revenues of RMRA for the Cities and the County of Imperial for FY 2018/2019. This list of projects for all cities and the county can also be found on the ICTC website at: <http://www.imperialctc.org/senate-bill-1/>

The following is a list of projects funded by SB1 for FY 2018-2019.

Agency	Project
Brawley	Rehabilitation of Legion Street from Highway 86 to Evelyn Street
Brawley	Street Rehabilitation – Phase 11
Calexico	Cesar Chavez Boulevard Improvement
Calexico	De Las Flores Street Improvement
Calexico	Second Street Bridge
Calipatria	Freeman Street Rehabilitation between Brown and Commercial Avenues
El Centro	2018 Streets Overlay and Rehabilitation Project
Holtville	Citywide Pavement Rehabilitation Project
Imperial	Storm Drain Installation – Northwest Quadrant of City – Continuing
Imperial County	Includes a total of 70 road improvement projects. List can be found on the ICTC website here .
Westmorland	North H Street Improvements
Westmorland	Street Rehabilitation Program – Phase 2
Caltrans/ICTC	Calexico East Port of Entry Truck Crossing Improvements
Caltrans	State Route 111 from State Route 98 to Ross Avenue near Calexico
Caltrans	State Route 98 from Rockwood Avenue to east of Cole Road near Calexico
Caltrans	Bridges on Interstate 8 and State Route 86, 98, 11 and 186
Caltrans	State Route 86 from I Street to Brandt Road near Brawley
Caltrans	State Route 86 south of B Street to Martin Road near Westmorland

Below are the projected annual revenues for FY 2019/2020. On May 1, 2019 a list was submitted to the CTC. All Imperial County cities and the county are required to submit their list of projects in order to be eligible for funding distribution.

Agency	RMRA Amount FY 2019-2020
Brawley	\$453,796
Calexico	\$681,911
Calipatria	\$127,530
El Centro	\$766,589
Holtville	\$107,602
Imperial	\$320,638
Westmorland	\$38,483
County of Imperial	\$7,501,204
TOTAL	\$9,997,753*

*Estimate source is from the California League of Cities dated January 22, 2019 - <http://californiacityfinance.com/LSR1901.pdf>

- 19) **State Legislation for Transportation Funding – SB 1 2018 Local Partnership Program (LPP):** The 2018 Local Partnership Program is comprised of formulaic program and competitive programs. In FY2017/2018 total amount available statewide is \$200M and distribution is 50/50 for both formulaic and competitive programs. The formulaic program share distributions for the Local Partnership Program were presented at the CTC meeting in December 6-7, 2017. During the meeting the CTC Commission took action and approved the distribution of funds for the formulaic portion, the funding share for Imperial County in FY2017/2018 is \$538,000. For FY2017/2018, no projects were submitted for the formulaic program and funds will be rolled over to FY2018/2019.

On the following page is the list of projects for Imperial County:

Local Partnership Program (LPP) Programing Date						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
Brawley	2020 Legion Street Improvements	\$ 209,000	\$ 209,000	\$ 418,000	2019-2020	1/30/2020
Calexico	Scaroni Road Improvements	\$ 305,000	\$ 550,000	\$ 855,000	2019-2020	5/16/2019
Calipatria	Calipatria Date Street Sidewalk Improvement Project	\$ 41,000	\$ 41,000	\$ 82,000	2019-2020	5/16/2019
County	Overlay of Picacho Road from Winterhaven Road to Quechan Drive	\$ 523,000	\$ 523,000	\$ 1,046,000	2019-2020	5/16/2019
Imperial	Aten/Clark Road Improvements	\$ 154,000	\$ 327,000	\$ 481,000	2019-2020	5/16/2019
Holtville	Orchard Road/Cedar Avenue	\$ 60,000	\$ 60,000	\$ 120,000	2020-2021	Jun-20
El Centro	Dogwood Road from Villa Road to Commercial Avenue	\$ 339,000	\$ 339,000	\$ 678,000	2020-2021	Jun-20

The following is the link to the 2019 Local Partnership Program guidelines: http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf

20) **Partnerships with IVEDC:**

- a) **Southern Border Broadband Consortium (SBBC):** For FY 2020/2021. SBBC continues to work with local stakeholders to identify, prioritize and advance broadband infrastructure and improvement projects;

facilitate and promote broadband education community wide using survey data; work with the Boys and Girls Club of IV and the Workforce Development Board to create Digital Literacy Centers throughout Imperial County; and develop a preferred scenario for 98% deployment in Imperial County and present to the California Advanced Service Fund and the CPUC in 2020. Recent updates to SBBC's role in the region include a partnership with local healthcare organizations including ECRMC, Pioneers Hospital and Alliance Healthcare to identify telemedicine broadband needs and funding opportunities in Imperial County; working with the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium as part of a SCAG project to identify transportation broadband strategies to reduce VMT and greenhouse emissions; and working with local internet services providers including AT&T to assist successful applications for funding opportunities with the CPUC in locations such as north County, central Imperial and the Imperial Business Park by end of July 2020.

- b) **The Brawley Transit Corridor Brownfield Assessment:** ICTC in partnership with IVEDC received a U.S. Environmental Protection Agency (EPA) Brownfields Communitywide Assessment Grant award of \$300,000 from the Environmental Protection Agency's Brownfields Assessment Program. This assessment will be focused along the transit circulator route within the 13-mile Imperial Valley Transit's (IVTs) Brawley Gold Line Transit Route and the Brawley Transit Center that serves as the IVTs North Imperial County transfer terminal. The commercial corridors in the target assessment area include over 100 known commercial properties and suspected historical gas station sites with known or suspected underground tanks in the target area. ICTC will be the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) or ICTC and IVEDC. SCS Engineers have initiated early Tasks that include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA.

- (1) ***The Finnell Property*** has 3 parcels. It received DTSC approval on March 8, 2019. Phase 1 and Phase 2 reports have been finalized and 3 underground storage tanks have been excavated and disposed of no further action is required.
- (2) ***The Chai Property*** has 2 parcels. It received DTSC approval on March 28, 2019. Phase 1 report completion occurred on October 15, 2019 and no further action is required.
- (3) ***The Lesicka Property*** has 2 parcels. It received DTSC approval on August 29, 2019 and Phase 1 and Phase 2 reports have been finalized and no further action is required.
- (4) ***The Dek Property*** has 1 parcel. It received DTSC approval on April 22, 2020. Phase 1 was improperly completed by a previous engineering firm. 95% of the re-development was completed when the contractor discovered concerning amounts of underground contamination on site. We stepped in and completed a phase 2 and we are currently assessing the situation while collecting additional soil samples and pending laboratory results.
- (5) ***The Pioneers Property*** has 3 parcels. It received DTSC approval on May 11, 2020. Phase 1's were completed on all parcels. 1 parcel which is the site of a former Chevron station closed on 1975 will require a phase 2. The Field Sampling Plan is pending approval from EPA. Once that's approved then the phase 2 will commence.

- 21) **California-Baja California Binational Region:** A Fresh Look at Impacts of Border Delays: Building upon previous Caltrans, SANDAG, and ICTC studies, this project will refine the economic models developed to assess economic impacts of delays at the land ports of entry (POEs) between the San Diego and Imperial Counties region and Baja California, Mexico, on the border region economies. It will also estimate greenhouse gas (GHG) emissions of passenger and commercial vehicles due to northbound and southbound border delays at the six California POEs and propose strategies to reduce GHG emissions at the border region. Lastly, extensive outreach to government agencies, local border communities, and private sector stakeholders was conducted. *A final report is scheduled to be completed in the spring of 2020.*

22) **Meetings attended on behalf of ICTC:**

- June 22, 2020 – Sub-regional Director's Meeting via video conference
- June 23, 2020 – Workplace Violence and Active Shooter Employee Training via Web Ex Webinar
- June 24, 2020 – ICTC Commission, LTA and IVRMA Meetings via Zoom Meeting
- June 25, 2020 – ICTC TAC Meeting via Zoom Meeting
- June 30, 2020 – California-Baja California 2021 Border Master Plan - Policy Advisory Committee



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July 8, 2020

Virginia Mendoza
Imperial County Transportation Commission
1503 North Imperial Avenue
El Centro, California 92243

Subject: Imperial County Climate Action Plan, Existing Conditions Analysis

Dear Ms. Mendoza:

This technical memorandum contains the results of the Existing Conditions Analysis that will inform the development of the Imperial Valley Regional Climate Action Plan (Regional CAP). The Existing Conditions Analysis provides a foundation for the greenhouse gas (GHG) reduction policies that will be included as part of the Regional CAP by providing an understanding of policies, actions and initiatives that are currently in place throughout Imperial county. This analysis also provides the level of implementation and rating of quality, based on five criteria for successful implementation, as assessed by representatives for the respective jurisdictions. The assessed policies, actions and initiatives are categorized based on their connection to state and regional goals and guidelines. Potential funding sources are identified for each policy sector, including:

- Agriculture
- Energy
- Water
- Waste
- Green Infrastructure
- Green Business Development, and
- Adaptation

An additional database of best practice GHG reduction policies from the California Air Resources Board's California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and other local jurisdictions are included in Attachment 1.

The final version of the SCAG Connect SoCal 2020-2045 RTP/SCS was adopted on May 7th, 2020, including updated regional goals and policies. The contents of the 2020-2045 RTP/SCS have similar goals as the 2016 RTP/SCS, including reducing vehicle travel through land use planning, increased active transportation and increased public transit ridership. The local plans assessed in this memo are compared against the 2016 RTP/SCS, as most were developed to be in accordance with this plan, and the 2020-2045 RTP/SCS has not yet been approved for local planning purposes.

Methodology

The Existing Conditions Analysis was conducted by reviewing all relevant planning documents for Imperial County and the incorporated cities and identifying policies that would result in GHG reductions. The results of this exercise were summarized and provided to each jurisdiction for their input on the status and quality of each policy. The status of each policy was indicated as completed, ongoing, or no



progress based on local jurisdiction feedback. The quality of each policy was then given a score by each jurisdiction; a rating of one through five. A score of 1 designates a policy or action that is of low quality based on the below criteria, and is consequently, unlikely to be successfully implemented. A score of 5 indicates that the policy or initiative is of high quality and likely to be successfully implemented. This score was asked to be determined by how many of the essential success criteria were included in the policy. These criteria include:

- Clear objective
- Strategy to obtain objective
- Potential funding
- Metrics to measure progress, and
- Lead responsible party.

This exercise aided in developing an understanding of the types of policies that are successful in Imperial county and can be modeled in the Regional CAP. Policies that have a high-quality score and where implementation is complete or ongoing indicates that they are likely to be successful. Policies with a low-quality score, where implementation has been unsuccessful indicates that the policy may need to be bolstered or may not be effective for Imperial county. The complete list of policies and their status and quality as provided by each jurisdiction are provided in Attachment 2. A summary of the what insight was gleaned from this exercise is provide below in *Initial Policy Score Summary - Successes and Opportunities in Imperial Valley*. It is worth noting that scoring may have been based on a “gut-check,” as compared to a thorough analysis of the success or individual pieces of a policy, action or initiative; however, even this high-level assessment provides indication of the potential success of the policies and actions reviewed. Additionally, as part of the engagement process, each jurisdiction will part take in stakeholder interviews to ask more targeted questions regarding the reasons for unsuccessful implementation. Therefore, this analysis provides the baseline information needed to have informed discussions about GHG reduction and the variety of challenges and successes with implementation.



Results

The results of the Existing Conditions Analysis have been simplified by organizing policies based on their relation to recommended state and regional policies. These recommended state and regional policies are considered to be of high-quality and effective in their contribution towards meeting legislative GHG reduction targets. While many local policies are important and are backed by real intent to reduce GHG emissions, various factors, including availability of funding and appropriately appointed responsible party, influence how they are ultimately drafted and implemented. The comparison of the local policies to state and regional policies allows for an assessment of their potential for achieving GHG reductions, and how they may be modified or bolstered to, contribute to reaching GHG reduction goals.

Table 1 outlines each local policy and its relation to state and regional policies in SCAG 2016 RTP/SCS¹ and the 2017 Scoping Plan². These policy names are provided for reference, with full descriptions of each policy included in Attachment 2. Local policies that do not align with the state or regional plans and policies are not included in Table 1. The status of the policy is assigned a code which corresponds to the following:

- Completed = C (the policy is implemented, and associated actions are complete)
- Ongoing = OG (implementation of the policy is ongoing, and some of the associated actions are complete)
- No Progress = NP (implementation of the policy has not yet begun, and none of the associated actions are complete)

The quality of the policy score (Score) as assigned by the jurisdiction is also included with each policy. The full description of each local policy can be found in Attachment 2. A full list of the regional and state policies can be found in Attachment 1.

Initial Policy Score Summary - Successes and Opportunities in Imperial Valley

Agriculture

The primary focus of policies in the agriculture sectors are aimed toward the conservation of farmland by protecting farmland from conversion to other residential and commercial. This is important for GHG emissions reduction policies, because farmland provides valuable carbon sequestration potential. While most jurisdictions in Imperial County have policies to preserve farmland, these policies generally have low scores (three and below), and only the City of Brawley having completed implementation of any. In order to further understand why these policies have been mostly unsuccessful, the low scores of these policies will be addressed during stakeholder outreach,

¹ SCAG 2016 RTP/SCS policies were obtained from Chapter 5 and the Mobility Innovations Appendix of the Final 2016 RTP/SCS. <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx#appendices>

² 2017 Scoping Plan Policies were obtained from Appendix B: Local Action and Appendix I: Green Buildings Strategy of the Final 2017 Scoping Plan. <https://ww3.arb.ca.gov/cc/scopingplan/meetings/meetings.htm>



Land Use

Land use policies that reduce GHG emissions include those that focus on directing growth towards areas with access to public transit and promote infill development. These strategies can be effective for reducing GHG emissions, as they preserve natural and agricultural lands while creating communities that require less passenger vehicle travel. The City of Calexico has had some success with land use policies, with Economic Development Policies 1.b and 1.e included in the 2015 General Plan, which focus on the renovating unused second floors of buildings in the downtown area, as well as allowing multi-story, mixed-use buildings. The City of Imperial also has higher scored (3 and above) actions included in the 2017 Circulation Element that require mixed-use development near parks and public transit; however, they have not yet become fully implemented policies. The City of El Centro and Imperial County did not have any policies related to promoting infill development in the documents reviewed. The land use policy sector provides significant opportunity for developing new policies in jurisdiction that do not have any and bolstering current policies and actions.

Transportation Sector

Policies and actions intended to reduce GHG emissions from the transportation sector have had mixed success in Imperial Valley. While many of the jurisdictions address this emission source through policies that promote active and alternative transportation, the scores and level of implementation provided for these policies indicate that many have only been partially implemented, or not at all. The lack of success for policies focused towards investment in active transportation infrastructure is an indication that funding could be an issue. Other policies, such as those focused towards developing complete streets and active design guidelines, have had success in the City of Imperial and Calipatria. However, the lack of success and low score of measures in other jurisdictions indicates that these policies may need to be reassessed for their relevance to character of each community.

Although many transportation measures may not yet have been fully implemented, a point of success is that all jurisdictions either having adopted a plan promoting non-motorized transit through active transportation or the inclusion of similar policies in their general plan with ongoing implementation. The City of El Centro's 2019 Active Transportation and Safe Routes to School Plan, and the Imperial County 2018 Active Transportation Plan, align directly with the active transportation strategies of the SCAG 2016 RTP/SCS.³ Continued regional collaboration on active transportation planning and infrastructure can provide the necessary means to reduce vehicle travel within Imperial County. On-road transportation associated with passenger vehicles generates nearly 28% of the California's annual GHG emissions.⁴

Energy Sector

All Imperial County jurisdictions have some type of energy efficiency policies adopted; however, implementation is not consistent. The Cities of Brawley and Calexico have the most comprehensive energy policies, with some of the higher scores of all jurisdictions; however, none have been fully implemented at this point. The other jurisdictions primarily have energy policies from previous general

³ SCAG. 2016. Regional Transportation Plan/Sustainable Communities Strategy. Active Transportation Appendix. Pp.27.
http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_ActiveTransportation.pdf

⁴ CARB. 2019. California Greenhouse Gas Emissions for 2000 to 2017. Pp. 6.
https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf



plan housing elements. While these policies do address energy efficiency in the housing stock, there is much room for improvement with updated policies that address new technologies (e.g. solar power generation), building codes (e.g. only electricity-only power source) and growth patterns.

An opportunity for creating regionally consistent policies focused on GHG reduction strategies is in the energy sector. While most jurisdictions have at least some policies focused on reducing energy consumption, as mentioned previously, only the City of Brawley has comprehensive policies established by their 2015 Climate Action Plan that are currently being implemented and include all of the five success criteria. This presents opportunity for development of energy focused GHG reduction strategies that may include coordinated promotion of State and utility energy efficiency programs (including Energy Upgrade California) and development of energy efficiency reach codes on a regional scale (therefore reducing costs to single jurisdictions associated with feasibility and cost-effectiveness studies). Establishing the mechanisms for funding and implementation coordination and tracking at the regional scale would help jurisdictions successfully improve and implement the energy conservation policies and initiatives they already have created.

Waste Sector

While waste sector sources typically generate a smaller proportion of a jurisdiction's total GHG emissions as compared to the energy and transportation sectors, addressing this emission source is a valuable part of CAPs. The Cities of Brawley, Calexico and Calipatria address waste reduction in the plans reviewed, while the remainder of Imperial County did not have any policies addressing this emission source. The City of Calexico has experienced successful implementation of the waste sector policies from the 2015 CAP, which include implementation of recycling and diversion programs. The lack of waste focused policies in the remainder of the County provides significant opportunity for including effective and implementable measures in the Regional CAP.

Water Sector

The water sector in Imperial Valley is expected to be the smallest source of GHG emissions. The majority of water supplied to the region is fed by the force of gravity, from the Colorado River, requiring no additional energy except in treatment and distribution for potable uses. However, policies that increase water efficiency can increase resiliency against future droughts. Some jurisdictions have policies that address water efficiency landscaping and the use of recycled or grey water where appropriate. However, these policies have generally low scores and unsuccessful implementation. Water is a regional resource in Imperial Valley, therefore the adoption regional policies with input from relevant stakeholders provides opportunity for effective policy development.

Air Quality in the Border Region

Documents pertaining to cross-border air pollution and idling vehicles at the Calexico Ports-of-Entry (POE) were also reviewed as part of this analysis. These policies and the associated recommendations and actions are not included in the Existing Conditions Matrix, as they do not fit precisely with the CARB 2017 Scoping Plan and SCAG 2016 RTP/SCS climate policy recommendations; however, they are relevant to the review of existing conditions and the development of the Regional CAP.

Air quality in Imperial Valley is most recently addressed in the October 2019 Imperial County Air Pollution Control District's (ICAPCD's) *Emissions Reduction Program Plan for the El Centro-Heber-*



Calexico Corridor (ERPP).⁵ This community focused program is aimed to reduce air pollution and improve public health in disproportionately impacted communities and was funded through Assembly Bill (AB) 617. The ERPP includes a total of 28 strategies for reducing air pollutant emissions in the El Centro, Calexico and Heber area of Imperial County. The ERPP strategies that are relevant to development of the Regional CAP are related to urban greening, border traffic vehicle emissions, and replacement of older model school buses with electric models. Strategies I-2 Urban Greening Incentive Programs and L-3 Urban Greening Project Identification include the identification of funding and opportunities for urban greening projects, that can help reduce air pollution exposure to sensitive receptors. These urban greening policies can also contribute to increased carbon sequestration and the reduction of urban heat island effects. Emissions associated with vehicles using the Calexico Ports of Entry (POEs) are also addressed through strategy T-2 Signage to Reduce Idling and T-3 Truck Idling Education and Outreach, which would both contribute to reduced GHG emissions generated by idling trucks. Lastly, strategy M-6 School Bus Replacement addresses emissions associated with diesel fuel burning near sensitive receptors. The replacement of school buses with electric models would effectively reduce GHG emissions, as well as air pollutant emissions.

In addition to the 2019 ERPP, air pollutant emissions from vehicles using the Calexico POEs are addressed in the ICAPCD 2015 *Vehicle Idling Emissions Study at the Calexico East and Calexico West Port-of-Entry*.⁶ This study quantifies the air pollutant emissions generated by vehicles using the Calexico POEs and is based on a collection of real-world border crossing data for the two POEs. The study recommends seven strategies for reducing air pollutant emissions from the border crossing, which include Phase 1 and 2 of the Calexico West reconstruction projects, reducing empty general-purpose truck trips, streamlining commercial inspections, and expanding the Calexico East POE. Phase 1 of the Calexico West reconstruction was completed in September of 2018, with construction of passenger vehicle inspection facilities and new southbound vehicle lanes. Construction of Phase 2 is to begin in June of 2020, including increased secondary inspection area and increased northbound and southbound lanes. Of the strategies considered in the study, the underway and completed construction for reducing congestion at the border crossing will be the most effective means for reducing GHG emissions.

⁵ ICAPCD. 2019. Emissions Reduction Program Plan for the El Centro-Heber-Calexico Corridor. https://c1b3e492-1448-4e62-b7f8-7aaf61550a90.filesusr.com/ugd/99eb03_080a305618f5453cb0c69272eb622946.pdf

⁶ ICAPCD. 2015. Vehicle Idling Emissions Study at the Calexico East and Calexico West Port-of-Entry. http://www.imperialctc.org/media/managed/pdf/Idling_Vehicle_Study_Calexico_POEs_Final_20151030_Study_only.pdf



Table 1 Existing Conditions Matrix

Emission Sector	Brawley			Calexico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County			
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	
Agriculture	State Policy: Incorporate farmland conservation in local land use plans (2017 Scoping Plan)																								
	Climate Action Plan (2015)			General Plan (2015)			2035 General Plan Update (2013)			Vision 2050 Strategic Plan (2015)			General Plan Update (2017)									Conservation and Open Space Element (2016) Program			
	Measure e.1	NP	-	Ag Policy 1.a	OG	3	Policy LU-4.1	OG	1	Land Use Strategy 1.8	OG	2	COS Policy 2.2	OG	1							5.1.1	NP	1	
	Measure e.2	NP	-	Ag Policy 1.b	OG	3	Policy COS-5.3	OG	3	Land Use Element (2013)			COS Policy 2.5	OG	1										
	General Plan Amendments and Infill Development Strategy (2015)			Ag Policy 2.a	OG	3				Conservation/ Open Space Element (2004)			COS Policy 2.6	OG	1										
	LEU Policy 7.1.2	C	1	Ag Policy 2.d	OG	1																			
	LEU Policy 7.1.4	C	1	Ag Policy 2.e	OG	1																			
	RME Policy 8.1.1	C	1	Ag Policy 2.f	OG	1																			
	RME Policy 8.1.2	OG	1	Ag Policy 2.g	OG	1																			
	RME Policy 8.1.6	OG	1																						
Land Use	Regional Policy: Encourage infill and mixed-use development through sustainable planning and design (SCAG 2016 RTP/SCS)																								
	Climate Action Plan (2015)			Climate Action Plan (2015)			2035 General Plan Update (2013)						General Plan Update (2017)									2008-2013 Housing Element (2009)			
	Measure e.3	OG	1	Land Use Measure 1	OG	3	Policy LU-2.2	OG	3				LU Policy 3.2	OG	1							Objective H-2-2	OG	2	
	2013-2021 Housing Element Update (2013)			General Plan (2015)			Policy LU-5.2	OG	1														Program H-2-2-1	OG	2
	HE Program category #1	C	1	Economic Development Policy 1.b	C	4	Policy C-2.1	OG	1																
	2030 General Plan Update (2008)			Economic Development Policy 1.e	C	4																			
	LEU Policy 3.1.9	OG	1	2013-2021 Housing Element (2013)																					
	RME Policy 1.2.13	OG	1	HE Program category #1	C	5																			
Land Use	State Policy: Streamline Local Permitting and Siting for hydrogen fueling and EV charging infrastructure (2017 Scoping Plan)																								
	Climate Action Plan (2015)			Climate Action Plan (2015)																					
	Measure e.4	NP	-	Land Use Measure 2	OG	3																			
Land Use	Regional Policy: Focus new growth around transit (SCAG 2016 RTP/SCS)																								
	2030 General Plan Update (2008)						2035 General Plan Update (2013)									Circulation Element (2017)									
	LEU Policy 2.1.2	OG	2				Policy LU-3.3	OG	2							Action 5.1.2	OG	4							
	LEU Policy 1.1.11	OG	2													Action 5.1.3	OG	3							
	LEU Policy 5.1.3	OG	2													Action 7.2.1	NP	3							
Land Use	Regional Policy: Reduce parking requirements (SCAG 2016 RTP/SCS)																								
							2035 General Plan Update (2013)																		
							Policy C-5.4	OG	1																
Land Use	Regional Policy: Develop complete communities by concentrating housing, employment, and a mix of retail services located within close proximity to each other (SCAG 2016 RTP/SCS)																								
	2030 General Plan Update (2008)															Circulation Element (2017)			Circulation Element (1999)						
	RME Policy 1.1.3	OG	2													Action 8.2.3	NP	2	Policy 10	NP	-				
	RME Policy 1.2.11	OG	2													Action 8.2.4	NP	3							



Emission Sector	Brawley			Calxico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County		
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score
Transportation	Regional Policy: Invest in active transportation infrastructure (SCAG 2016 RTP/SCS)																							
	Climate Action Plan (2015)			Climate Action Plan (2015)			2035 General Plan Update (2013)			Active Transportation and Safe Routes to School Plan (2019)			Bicycle Master Plan (2014)			Circulation Element (2017)			Bicycle Master Plan (2002)			Active Transportation Plan (2018)		
	Measure d.1	OG	2	Transportation Measure 1	OG	4	Policy C-6.4	OG	3	Implement Active Trans. Projects	OG	4	Objective 1	OG	3	Policy 8.1	OG	4	Goal 1	OG	2	Goal 1	OG	3
	Non-Motorized Transportation Plan (2013)			General Plan (2015)			Policy C-8.1			Implement Wayfinding Sign Network			Objective 2			Action 8.1.1			Objective 1.a			Goal2		
	Objective 1.1	OG	1	Circulation Policy 7.a	OG	4	Policy C-9.2	OG	3	Wayfinding Sign Network	C	4	Objective 3	OG	3	Action 8.1.2	OG	4	Objective 1.b	OG	3	Goal 4	OG	3
	Objective 1.2	OG	1	Circulation Policy 7.c	OG	3	Policy C-9.3	OG	3	Vision 2050 Strategic Plan (2015)			Objective 4			Action 8.1.3			Objective 1.c			Goal 6		
	Objective 1.4	OG	1	Circulation Policy 10.d	OG	3	Policy C-9.4	OG	2	Transportation Strategy 1.2	OG	2	Objective 5	OG	1	Action 8.1.4	OG	3	Goal 2	NP	-	Conservation and Open Space Element (2016)		
	Objective 1.5	OG	1				Policy C-9.5	OG	2	Transportation Strategy 2.8	OG	3	Objective 7	OG	1	Action 8.1.6	OG	3	Objective 2.a	NP	-	Policy 5.2	OG	2
	Objective 1.6	OG	2				Bicycle Master Plan (2002)			Policy 3.1			Objective 3			Action 8.2.5			Objective 2.b			Program 5.2.1		
	Objective 1.7	OG	1				Objective 1	OG	3	Policy 3.4	NP	3	Objective 4	OG	1	Policy 8.3	NP	4	Objective 2.c	OG	2			3
	Objective 1.8	NP	-				Objective 2	OG	1	Conservation Element (2004)			Objective 5			Action 8.3.1			Goal 4					
	Objective 1.9	OG	1				Objective 3	OG	2	Policy 3.3	OG	4	Objective 6	OG	3	Action 8.3.2	NP	4	Objective 4.a	OG	2			
	Objective 1.10	NP	-				Objective 4	OG	1						Action 8.3.2	NP	3	Objective 4.b	NP	-				
	Objective 1.11	NP	-				Objective 6	OG	3						Policy 8.4	NP	3	Objective 4.c	NP	-				
	Objective 2.1	OG	2												Action 8.4.1	OG	3							
	Objective 2.2	NP	-												Action 8.4.2	NP	4	Goal 5	NP	-				
	Objective 2.3	OG	2												Policy 8.6	OG	3	Objective 5.a	NP	-				
	Objective 4.1	OG	2												Action 8.6.1	NP	5	Objective 5.c	NP	-				
	Objective 4.2	NP	-												Action 8.6.2	NP	5	Circulation Element (1999)						
	2030 General Plan Update (2008)																	Policy 9	NP	-				
	IE Policy 5.2.5	NP	-																					
	IE Policy 6.1.3	C	2																					
Transportation	Regional Policy: Improve sidewalk quality (SCAG 2016 RTP/SCS)																							
	Non-Motorized Transportation Plan (2013)			General Plan (2015)						Vision 2050 Strategic Plan (2015)						Circulation Element (2017)			Circulation Element (1999)					
	Objective 1.12	OG	3	Circulation Policy 6.a	OG	3				Land Use Strategy 1.9	OG	5			Policy 8.2	OG	3	Policy 11	OG	3				
				Circulation Policy 6.b	OG	3				Transportation Strategy 2.4	C	4			Action 8.2.1	OG	2	Policy 12	OG	3				
Transportation	Regional Policy: Active transportation education/ encouragement strategies (SCAG 2016 RTP/SCS)																							
	Non-Motorized Transportation Plan (2013)						2035 General Plan Update (2013)			Active Transportation and Safe Routes to School Plan (2019)			Bicycle Master Plan (2014)			Circulation Element (2017)			Bicycle Master Plan (2002)			Active Transportation Plan (2018)		
	Objective 3.1	OG	2				Policy C-8.2	OG	1	Implement Safe Routes to School	OG	3	Objective 6	OG	1	Action 8.1.5	OG	4	Goal 3	OG	3	Goal 3	OG	3
	Objective 3.2	OG	2				Policy C-8.3	OG	3	Establish Education/ Encouragement/ Marketing	NP	2			Policy 8.5	NP	3	Objective 3.a	NP	-	Goal 5	NP	1	
	Objective 3.3	OG	2				Bicycle Master Plan (2002)			Establish Active Transportation Education/ Enforcement			Objective 3			Objective 3.b			Objective 3.c					
	2030 General Plan Update (2008)						Objective 5	OG	1	Establish Tracking and	NP-OG	2												



Emission Sector	Brawley			Calexico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County		
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score
Transportation	IE Policy 5.1.1	OG	1							Monitoring of Pedestrian and Bicycle Travel Vision 2050 Strategic Plan (2015) Transportation Strategy 2.9	OG	2												
	State Policy: Adopt Complete Streets policies and active design guidelines (2017 Scoping Plan)																							
	Non-Motorized Transportation Plan (2013)			General Plan (2015)			2035 General Plan Update (2013)			Vision 2050 Strategic Plan (2015)			General Plan Update (2017)			Circulation Element (2017)			Bicycle Master Plan (2002)			Conservation and Open Space Element (2016) Program		
Objective 1.3	OG	2	Circulation Policy 7.b	OG	3	Policy LU-3.4	OG	2	Transportation Strategy 1.1	NP	3	Circulation Policy 2.1	OG	1	Policy 5.2	OG	3	Objective 5.b	NP	-	5.2.3	NP	1	
Objective 4.3	OG	2	Circulation Policy 10.f	OG	3	Policy LU-6.3	OG	1	Transportation Strategy 2.2	NP	2	Circulation Policy 2.2	OG	1	5.2.1	C	5							
						Policy C-5.5	C	1	Transportation Strategy 2.7	OG	4													
									Vision 2050 Strategic Plan (2015) Policy 3.3	NP	2													
									Policy 3.5	OG	3													
Transportation	State Policy: Partner with local/regional transit agencies to enhance transit ridership (2017 Scoping Plan)																							
	2030 General Plan Update (2008)			General Plan (2015)			2035 General Plan Update (2013)			Vision 2050 Strategic Plan (2015)			General Plan Update (2017)						Circulation Element (1999)			Conservation and Open Space Element (2016) Program		
	IE Policy 5.2.8	OG	2	Circulation Policy 5.a	OG	4	Policy C-6.1	OG	3	Transportation Strategy 1.4	NP	2	Circulation Policy 2.3	OG	1				Policy 8	OG	3	5.1.2	NP	1
IE Policy 5.4.1	OG	1	Circulation Policy 5.e	OG	3				Circulation Element (2004)												5.2.2	OG	3	
IE Policy 6.1.2	OG	2	Circulation Policy 5.f	OG	4				Policy 2.1	OG	2													
IE Policy 6.3.6	OG	2	Circulation Policy 5.h	OG	3				Policy 4.4	NP	1													
RME Policy 1.2.5	OG	1																						
IE Policy 4.1.3	NP	-																						
Transportation	State Policy: Require clean vehicles be purchased as part of municipal vehicle fleet procurement (2017 Scoping Plan)																							
	Climate Action Plan (2015)			Climate Action Plan (2015)																				
Measure d.2	OG	2	Transportation Measure 5	OG	2																			
2030 General Plan Update (2008)																								
IE Policy 6.5.2	OG	2																						
Transportation	Regional Policy: Invest in Safe Routes to School programs and infrastructure (SCAG 2016 RTP/SCS)																							
	Climate Action Plan (2015)			Climate Action Plan (2015)			2035 General Plan Update (2013)			Vision 2050 Strategic Plan (2015)						Circulation Element (2017)								
Measure d.3	OG	1	Transportation Measure 2	OG	3	Policy C-8.4	OG	3	Transportation Strategy 2.3	OG	3				Action 8.2.2	OG	5							
															Action 8.5.1	NP	3							
Transportation	Regional Policy: Neighborhood electric vehicles (SCAG 2016 RTP/SCS)																							
															Golf Cart and Electric Vehicle Neighborhood Circulation Master Plan (2012)									
															Action Program 1	C	1							
															Action Program 2	C	1							
															Action Program 3	OG	1							
															Action Program 4	OG	1							
															Action Program 5	OG	1							



Emission Sector	Brawley			Calexico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County							
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score					
Transportation	Regional Policy: Expand understanding and consideration of public health in the development of local plans and projects (SCAG 2016 RTP/SCS)																												
	2030 General Plan Update (2008)						Vision 2050 Strategic Plan (2015)						Land Use Element (2017)																
	RME Policy 1.1.4	OG	2				Parks and Recreation Strategy 2.8	OG	4				Policy 5.2 Action	OG	4														
							Land Use Strategy 2.9	OG	4				5.2.1 Action	OG	3														
													5.2.2 Action	OG	5														
Transportation	State Policy: Adopt a jurisdiction-wide transportation demand management plan (2017 Scoping Plan)																												
	2030 General Plan Update (2008)												Circulation Element (2017)																
	RME Policy 1.2.2	NP	-										Policy 2.1 Action	NP	1														
													2.1.1 Action	NP	2														
													2.1.2 Action	NP	-														
													2.1.3 Action	OG	3														
Transportation	Regional Policy: Utilize Arterial Signal Synchronization to optimize traffic flow (SCAG 2016 RTP/SCS)																												
	2030 General Plan Update (2008)						General Plan (2015)																						
	IE Policy 4.1.1	OG	2	Circulation Policy 4.c	OG	3																							
	IE Policy 6.3.1	NP	-																										
	IE Policy 6.3.2	NP	-																										
Transportation	State Policy: Require employer-based trip reduction programs and provide funding to support them if feasible (2017 Scoping Plan)																												
	2030 General Plan Update (2008)																												
	IE Policy 4.1.6	NP	-																										
	IE Policy 6.1.1	NP	-																										
	RME Policy 6.5.3	NP	-																										
	RME Policy 1.2.12	OG	3																										
Energy	State Policy: Implement building energy audit and retrofit programs and residential solar programs (2017 Scoping Plan)																												
	Climate Action Plan (2015)						Climate Action Plan (2015)						General Plan Update (2017)						Draft Housing Element Update (2019)			2008-2013 Housing Element (2009)							
	Measure a.1	OG	2	Energy Measure 1	OG	3							COS Policy 6.6	OG	2	Policy 7.1	OG	4				Program H-6-1-2	C	3					
	Measure a.5	OG	5	Energy Measure 5	NP	1																Program H-6-1-7	OG	3					
	Measure a.6	OG	5	Energy Measure 6	NP	1																							
	Measure a.7	OG	5	Energy Measure 7	NP	1																							
	Measure a.9	OG	5																										
	2013-2021 Housing Element Update (2013)						Energy Measure 10																						
	HE Program Category #7	OG	5	Energy Measure 10	NP	1																							
				2013-2021 Housing Element Update (2013)																									
				HE Program Category #7	OG	3																							
Energy	State Policy: Adopt residential and commercial energy conservation, renewable energy, and/or zero net energy ordinances (2017 Scoping Plan)																												
	Climate Action Plan (2015)						Climate Action Plan (2015)						2035 General Plan Update (2013)						2013-2021 Housing Element (2013)										
	Measure a.2	OG	2	Energy Measure 2	OG	3	Policy COS-16.1	OG	2	Policy 4.2	OG	2																	
	Measure a.3	OG	5	Energy Measure 3	NP	1	Policy COS-16.2	OG	1																				



Emission Sector	Brawley			Calxico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County		
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score
Energy	Measure a.4	OG	2	Energy Measure 4	NP	1	Policy COS-16.6	OG	3															
	2013-2021 Housing Element Update (2013)																							
	HE Program Category #7	OG	2	HE Program Category #7	OG	3																		
State Policy: Replace public lighting with energy-efficient lighting (2017 Scoping Plan)																								
Climate Action Plan (2015)																								
Energy	Measure a.10	OG	2	Energy Measure 11	OG	3	2035 General Plan Update (2013) Policy COS-2.2	OG	1															
	State Policy: Adopt Guidelines for incentivizing new buildings to maximize energy conservation designs to promote passive solar energy generation, natural ventilation, effective use of daylight, and on-site electricity generation (2017 Scoping Plan)																							
	2013-2021 Housing Element Update (2013)																							
HE Program Category #7	OG	2				2035 General Plan Update (2013)			2013-2021 Housing Element (2013)				Draft Housing Element Update (2019) Policy 7.1	OG	5	2008-2013 Housing Element (2009) Objective H-6-1	OG	2	2014-2021 Housing Element (2013) Goal 6	OG	3			
						Policy LU-3.2	OG	1	Policy 4.1	OG	2					Program H-6-1-4	C	1	Policy 6.1	OG	3			
						Policy COS-16.4	OG	2	Conservation/ Open Space Element (2004)							Program H-6-1-5	NP	-	Program	OG	3			
						Policy COS-16.5	OG	3	Policy 9.2	OG	3					Program H-6-1-6	NP	-	6.1.1	OG	3			
									Policy 9.3	NP	3								6.1.2	OG	3			
State Policy: Promote property-assessed clean energy financing districts or other financing mechanisms to fund permanent energy-efficiency, water-efficiency, and renewable energy improvements (2017 Scoping Plan)																								
Climate Action Plan (2015)																								
Energy	Measure a.8	OG	5	Energy Measure 8	OG	3																		
				Energy Measure 9	OG	3																		
State Policy: Incorporate renewable energy and energy efficiency into public facilities' capital improvements (2017 Scoping Plan)																								
Energy													General Plan Update (2017) LU Policy 5.5	OG	3									
	State Policy: Permit renewable energy generation facilities as of right in zones with compatible uses (2017 Scoping Plan)																							
Renewable Energy and Transmission Element (2015)																								
																			Goal 1	OG	3			
																			Objective 1.6	OG	3			
																			Goal 3	OG	3			
																			Objective 3.2	OG	3			
																			Objective 3.3	OG	3			
																			Objective 3.5	OG	3			
																			Objective 3.6	OG	3			
																			Goal 5	OG	3			
																			Objective 5.2	NP	1			
																			Policy 13	NP	1			
																			Policy 14	OG	3			
Waste	State Policy: Create an effective solid waste management plan to reduce source generation and to divert waste from landfills to achieve emission reductions and address in General Plan (2017 Scoping Plan)																							
Climate Action Plan (2015)																								
Waste	Measure b.1	OG	2																					
	State Policy: Implement residential and commercial waste prevention, recycling, organics collection, and edible food recovery programs to meet requirements of AB 341, AB 1826, and SB 1383 (2017 Scoping Plan)																							
Climate Action Plan (2015)																								
Waste	Measure b.2	OG	1	Waste Measure 1.b	OG	4	2035 General Plan Update (2013) Policy COS-17.1	OG	2															
				Waste Measure 1.c	OG	4																		
Waste	State Policy: Adopt a construction & demolition waste recycling ordinance (see CALGreen Divisions 4.4 and 5.4) (2017 Scoping Plan)																							



Emission Sector	Brawley			Calexico			Calipatria			El Centro			Holtville			Imperial			Westmorland			County			
	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	Policy	Status	Score	
Waste	Climate Action Plan (2015)			Climate Action Plan (2015)																					
	Measure b.3	OG	1	Waste Measure 4	C	5																			
	State Policy: Implement recycled content procurement practices in all operations (2017 Scoping Plan)																								
Water	Climate Action Plan (2015)			Climate Action Plan (2015)																					
	Measure b.6	NP	-	Waste Measure 7	C	5																			
	State Policy: Adopt water-efficient landscaping ordinances (see CALGreen Divisions 4.3 and 5.3), including the use of compost and mulch, to reduce water use and encourage use of greywater for landscaping, when available (2017 Scoping Plan)																								
Water	Climate Action Plan (2015)			Climate Action Plan (2015)			2035 General Plan Update (2013)			General Plan Update (2017)															
	Measure c.3	OG	3	Water Measure 3	OG	3	Policy COS-9.3	OG	2	Policy COS-9.4	OG	2	COS Policy 4.3	OG	2										
	State Policy: Develop a plan requiring water recycling, and greywater and rainwater reuse and provide funding for incentives and other program delivery mechanisms if feasible (2017 Scoping Plan)																								
Water	Climate Action Plan (2015)			Climate Action Plan (2015)			2035 General Plan Update (2013)			Conservation/Open Space Element (2004)															
	RME Policy 4.1.8	NP	-	Water Measure 1.d	OG	3	Water Measure 1.j	OG	3	Water Measure 1.k	OG	3	Policy COS-9.5	OG	-	Policy 2.4	NP	3							
	State Policy: Develop a plan requiring water recycling, and greywater and rainwater reuse and provide funding for incentives and other program delivery mechanisms if feasible (2017 Scoping Plan)																								



Climate Action Plan Implementation Potential Funding Sources

Implementation of the Imperial Valley Regional Climate Action Plan will require significant investment from all participating jurisdictions; as well as local households, businesses, and agriculture industries. Accordingly, successful implementation of the CAP will require a funding strategy that is flexible and can evolve over time, depending on the availability of funds from various resources. The Potential CAP Measure Funding Sources Matrix (Table 2) provides a description of funding sources that are applicable to existing measures included in the Existing Conditions Analysis, as well as measures that may be included in the CAP. Funding sources provided in this matrix include: federal and state grants available to jurisdictions, tax incentives and rebates for residents, loan programs, and technical assistance. The funding strategies in the matrix are categorized by GHG emissions sector. These funding sources will be strongly linked to each GHG reduction policy included in the CAP and will be essential to identifying successful GHG reduction policies.



Table 2 Potential CAP Measure Funding Sources Matrix

Emission Reduction Sector	Organization	Funding Source	Description
Agriculture	CA Air Resources Board	Carbon Offsets Program	Future potential to achieve financial credits for greenhouse gas (GHG) reduction activities as new carbon offset protocols are adopted
Agriculture	CA Air Resources Board	Carl Moyer 2019 On-Road Voucher Program	Eligible engines may include on-road trucks over 14,000 lbs. gross vehicle weight, off-road equipment such as construction and farm equipment, marine vessels, locomotives, stationary agricultural equipment, forklifts, light-duty vehicles, airport ground support equipment, lawn and garden equipment, and emergency vehicles.
Agriculture	CA Dept of Food and Agriculture	Healthy Soils Initiative	Cover cropping, no-till, reduced-till, mulching, compost application, and conservation plantings
Agriculture	CA Dept of Food and Agriculture	State Water Efficiency and Enhancement Program (SWEEP)	Implement irrigation systems that reduce greenhouse gases and save water on California agricultural operations. Eligible system components include (among others) soil moisture monitoring, drip systems, switching to low pressure irrigation systems, pump retrofits, variable frequency drives and installation of renewable energy to reduce on-farm water use and energy
Agriculture	CA Dept of Food and Agriculture	Alternative Manure Management Program (AMMP)	Financial assistance for the implementation of non-digester manure management practices in California, which will result in reduced greenhouse gas emissions
Agriculture	CA Dept of Food and Agriculture	Dairy Digester Research Program (DDRP)	Financial assistance for the installation of dairy digesters in California, which will result in reduced greenhouse gas emissions
Agriculture	CA Dept. of Food and Agriculture	Healthy Soils Incentive Program	Financial incentives to California growers and ranchers to implement conservation management practices that sequester carbon, reduce atmospheric GHGs), and improve soil health
Agriculture	CA Energy Commission	Renewable Energy for Agriculture Program (REAP)	Funds the installation of onsite renewable energy technologies and related equipment that serve agricultural operations.



Emission Reduction Sector	Organization	Funding Source	Description
Agriculture	CA Strategic Growth Council	Sustainable Agricultural Lands Conservation (SALC) Program	Prevent GHG intensive conversions of land
Agriculture	Imperial Irrigation District	On-Farm Efficiency Conservation Program	The On-Farm Efficiency Conservation Program provides periodic conservation payments to farmers who have entered into Conservation Agreement with IID for water conservation practices.
Agriculture	Natural Resource Conservation Service	Conservation Innovation Grants	Supports public and private sector innovation in resource conservation. CIG projects inspire creative problem-solving that boosts production on farms, ranches, and private forests - ultimately, they improve water quality, soil health, and wildlife habitat
Agriculture	Natural Resource Conservation Service	Conservation Stewardship Program	Support project to improve grazing conditions, increase crop yields, or develop wildlife habitat, including planting of cover crops, grazing plans, implementing no-till cultivation or managing forested areas in a way that benefits wildlife habitat.
Agriculture	Natural Resource Conservation Service	Environmental Quality Improvement Grants	Financial and technical assistance to agricultural and forestry producers to address natural resource concerns and deliver environmental benefits such as improved water and air quality, conserved ground and surface water, reduced soil erosion and sedimentation, and improved or created wildlife habitat
Agriculture	U.S. Natural Resources Conservation Service	Agricultural Conservation Easement Program (ACEP)	Financial and technical assistance to help conserve agricultural lands and wetlands and their related benefits
Agriculture	U.S. Department of Agriculture	Renewable Energy Systems & Energy Efficiency Improvement Guaranteed Loans & Grants	Funding to agricultural producers and rural small businesses for renewable energy systems or to make energy efficiency improvements.
Agriculture	US Department of Agriculture	Sustainable Agricultural Systems Program	Promote transformational change in agriculture sector. Support for projects focused on increasing agricultural productivity; optimizing water and nitrogen use efficiency; protecting yield losses from stresses, diseases, and pests; reducing food-borne diseases; and advancing development of biobased fuels, chemicals, and coproducts



Emission Reduction Sector	Organization	Funding Source	Description
Energy	California Alternative Energy and Advanced Transportation Financing Authority	Go Green Financing	Energy efficiency financing programs for residential and non-residential projects. Can also serve renters as well as owners.
Energy	Imperial Irrigation District	New Construction Energy Efficiency Program (NCEEP)	The NCEEP is an Imperial Irrigation District non-residential new construction and renovation program providing financial incentives for projects that have energy savings design 10% above the current Title 24 requirements.
Energy	Imperial Irrigation District	Energy Rewards Rebate Program	Through IID's residential Energy Rewards Rebate Program, customers can receive incentives for the purchase and installation of qualifying products, including HVAC units, thermostats, ENERGY STAR® refrigerators, attic fans, variable-speed pool pumps and more
Energy	Imperial Irrigation District	Refrigerator Recycling Program	IID's Refrigerator Recycling Program can help residents replace old refrigerators by buying working refrigerators or freezers for \$50, providing pick-up and proper recycling.
Energy	Imperial Irrigation District	EV Charger Rebates	EV Charger Rebates includes up to a \$500 rebate to customers who purchase and install a Level 2 (240V) plug-in electric vehicle charger.
Energy	Imperial Irrigation District	Energy Rewards Rebate Program	IID's Commercial Energy Rewards Program offers incentives and rebates for the replacement of qualifying HVAC unites, PTAC units, programmable thermostats, energy efficient motors and vending misers to non-residential customers.
Energy	Imperial Irrigation District	Customer Energy Solutions Program	CESP offers incentives and technical expertise for custom energy efficiency projects at your business. Not all projects will qualify, interested customers should apply for a preliminary energy analysis to determine their project's eligibility. Energy efficiency projects considered include lighting, process loads and HVAC/refrigeration upgrades. CESP also includes New Construction Energy Efficiency Measures, which encourage early design involvement by offering building owners a wide range of services, such as design review, analysis and approval in the design phase and owner financial incentives.



Emission Reduction Sector	Organization	Funding Source	Description
Energy	Imperial Irrigation District	Green Grants	Green Grants are available to non-profit organizations located in IID's service area. Funding is limited to energy efficiency/management upgrades and investments in renewable resources that are not covered under any other existing public benefit program offered by IID.
Energy	Internal Revenue Service (IRS) and State of California	Solar Tax Incentives	Tax credits for installation of solar systems; CA property tax exemption for solar installations.
Energy	Private Solar Dealers/Installers	End-users buy or lease systems with costs offset by long-term energy savings. Solar developers and construct and manage new solar systems to supply end-users pursuant to a power purchase agreement.	Private companies offer their customers financing programs for purchasing and installing systems, lease programs, and power purchase agreements to convert to solar energy.
Energy	Private Initiative	Metered Energy Efficiency Program (MEETS)	Financing energy efficiency improvements using energy expenditure cost savings, including new construction and clean energy retrofits.
Energy	Various	Property Assessed Clean Energy (PACE)	Financing for energy efficiency and clean energy improvements and retrofits.
Waste	CalRecycle	GHG Reduction Equipment Loan Fund	Replace equipment with more energy efficient equipment, including equipment used for preprocessing and digestion of organics, and preprocessing and manufacturing of recycled content materials.
Waste	CalRecycle	Pilot Reuse Grant Program	Pilot program to demonstrate projects to promote reuse of products to achieve waste reduction.
Waste	CalRecycle	Food Waste Prevention and Rescue Grant Program	Supports new or expanding existing food waste prevention projects (source reduction or food rescue for people) in California to reduce the amount of food being disposed in landfills.



Emission Reduction Sector	Organization	Funding Source	Description
Waste	CalRecycle	Organics Grant Program	Supports expanding existing capacity or establishing new facilities in California to reduce the amount of California-generated green materials, food materials, and/or Alternative Daily Cover being sent to landfills
Waste	CalRecycle	Recycled Fiber, Plastic, and Glass Grant Program	Supports expanding existing capacity or establishing new facilities in California that use California-generated postconsumer recycled fiber (old corrugated cardboard, paper board, or textiles), plastic, or glass to manufacture products
Waste	CalRecycle	Beverage Container Recycling Grants (City/County Payment Program and Competitive Grants)	Assists organizations with establishing convenient beverage container recycling and litter abatement projects, and to encourage market development and expansion activities for beverage container materials
Water	Dept. of Water Resources	CalConserve Water Use Efficiency Loan Program (Only \$3.25 million of \$10 million committed)	Loan program to local agencies for specific types of water conservation and water use efficiency projects and programs to achieve urban water use targets
Water	Dept. of Water Resources	Integrated Regional Water Management Implementation Grant Program	Provides funding for implementation projects that meet the intent of Proposition 1, Chapter 7, including water efficiency and recycled water use
Water	Dept. of Water Resources	Sustainable Groundwater Management Grant Program	Other eligible project types are projects and programs that support water supply reliability, water conservation and water use efficiency and water banking, exchange, and reclamation.
Water	Dept. of Water Resources	Agriculture Water Use Efficiency (Closed 2016)	Funds agriculture water use efficiency projects.
Water	Dept. of Water Resources	Agriculture Water Use Efficiency CDFA-DWR (Closed 2017)	Funds projects that demonstrate the potential multiple benefits of conveyance enhancements combined with on-farm agricultural water use efficiency improvements and greenhouse gas reductions



Emission Reduction Sector	Organization	Funding Source	Description
Green Business Development	California Energy Commission	Low-Carbon Fuel Production Program	Supports new and expanded renewable, ultra-low-carbon transportation fuel production at advanced fuel production plants and help the California fuel industry, vehicle manufacturers, and operators work toward a low-carbon future. Providing support for more low-carbon fuels will reduce GHG emissions, decrease air pollution, and help achieve the state’s climate change and clean air goals
Green Business Development	California Transportation Commission/Caltrans	Trade Corridor Enhancement Program	Provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement
Green Business Development	Department of Housing and Community Development	CDBG Planning Grants	Funds planning and implementation activities for development of viable communities by providing decent housing, and a suitable living environment, and expanding economic opportunities principally for individuals, families, and households of low and moderate income
Green Infrastructure	CA Department of Parks and Recreation	Community Access Program	Activities and transportation that will give residents new access to outdoor recreation programs.
Green Infrastructure	CA Natural Resources Agency	CA Trails and Greenway	Nonmotorized infrastructure development and enhancements that promote new or alternate access to parks or other natural environments.
Green Infrastructure	CA Natural Resources Agency	Urban Green Infrastructure Program	Multi-benefit green infrastructure investments benefiting disadvantaged communities
Green Infrastructure	CA Natural Resources Agency and CA Strategic Growth Council	Urban Greening Program	Plant trees to sequester carbon, plant trees to shade buildings, and construction of bike paths/lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.
Green Infrastructure	Statewide Parks Program	Statewide Park Program	Build new parks.
Adaptation	California Natural Resources Agency	Urban Greening Grant Program	Urban greening projects that reduce GHG emissions and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy



Emission Reduction Sector	Organization	Funding Source	Description
Adaptation	California Office Emergency Services	Hazard Mitigation Grant Program	Funding to assist in the development of LHMPs.
Adaptation	Wildlife Conservation Board	Climate Adaptation and Resiliency Programs	Funding for climate adaptation and resiliency projects that will result in enduring benefits to wildlife



Next Steps

The results of the Existing Conditions Analysis will be the foundation for the development of the GHG reduction policies and implementation measures of the Imperial Valley Regional Climate Action Plan. This analysis provides a comprehensive understanding of policies that are currently in place, their levels of success, and the support provided by state and regional goals and funding. The next step is to use this foundation to develop a preliminary catalogue of effective GHG reduction policies and implementation measures that can be further vetted by the local jurisdictions, agencies, local stakeholders, and the community.

Sincerely,
Rincon Consultants, Inc.

A blue ink signature of Erik Feldman, consisting of a stylized 'E' and 'F' followed by a horizontal line.

Erik Feldman, MS LEED AP
Principal-in-charge

A blue ink signature of Lexi Journey, featuring a large 'L' and 'J' with a decorative flourish.

Lexi Journey, MESM
Project Manager

A blue ink signature of Andrew Beecher, written in a cursive style.

Andrew Beecher
Technical Analyst

Attachments

Attachment 1 Greenhouse Gas Reduction Measure Database

Attachment 2 Existing Conditions Analysis: Jurisdiction Responses

Attachment 1

Greenhouse Gas Reduction Measure Database

California Air Resources Board - 2017 Scoping Plan - Local Action	
https://ww3.arb.ca.gov/cc/scopingplan/2030sp_appb_localaction_final.pdf	<u>Sector</u>
Streamline permitting and environmental review and reduce fees for small-scale renewable energy systems	Energy
Adopt a community solar program to help realize economies of scale and help residents without appropriate rooftop space to participate in clean energy generation	Energy
Promote property-assessed clean energy financing districts or other financing mechanisms to fund permanent energy-efficiency, water-efficiency, and renewable energy improvements in the residential and commercial sectors	Energy
Incentivize energy-efficiency upgrades for existing buildings at the time of a major remodel or change of ownership	Energy
Reduce permit fees and streamline permitting requirements for energy-efficiency and renewable energy-related building renovations	Energy
Implement building energy audit and retrofit programs and residential solar programs	Energy
Adopt residential and commercial energy conservation, renewable energy, and/or zero net energy ordinances (consider requirements for audits or upgrades at major renovation or time of sale)	Energy
Incorporate renewable energy and energy efficiency into public facilities' capital improvements	Energy
Replace public lighting with energy-efficient lighting	Energy
Permit renewable energy generation facilities as of right in zones with compatible uses	Energy
Create incentive programs to promote the building energy-efficiency projects	Energy
Implement large-scale energy storage in commercial and industrial buildings to control peak loads	Energy
Require new residential and commercial construction to install solar or be solar ready (see California Energy Code)	Energy
Encourage the development of brightfields – brownfields that are used to develop solar energy – through tax incentives, streamlining, and use of locally-owned land	Energy
Pursue renewable energy development on municipal buildings or purchase renewable energy to power municipal operations	Energy
Require on-site renewable energy generation by large-scale residential and commercial projects	Energy
Incentivize energy-efficiency upgrades to existing buildings, where appropriate, upon issuing a permit for substantial modification	Energy
Update Lead Agency's transportation impact analysis guidelines and congestion management plans to comply with Senate Bill (SB) 743	Land Use/ Transportation
Adopt general plan policies and diagram designations and zone map and standards that are consistent with the Sustainable Communities Strategy	Land Use/ Transportation
In appropriate locations, adopt: 1) as-of-right zoning, and 2) design standards and guidelines, to enable mixed use, walkable, compact, infill development that includes a range of housing types and affordability levels	Land Use/ Transportation
Build infrastructure necessary for residential development in existing communities, and ensure any urban growth boundaries are paired with significant infill promotion strategies and removal of infill development barriers	Land Use/ Transportation
Streamline permitting and environmental review and reduce fees for construction of secondary units to promote infill in targeted areas	Land Use/ Transportation
Streamline local permitting and siting for hydrogen fueling and electric vehicle (EV) charging infrastructure	Land Use/ Transportation
Adopt a jurisdiction-wide transportation demand management plan which sets numeric targets or caps for the proportion of non-single occupancy vehicle (SOV) trips associated with new development, and/or overall vehicle miles traveled (VMT) target	Land Use/ Transportation
Require employer-based trip reduction programs and provide funding to support them if feasible	Land Use/ Transportation

California Air Resources Board - 2017 Scoping Plan - Local Action	
Update code of ordinances to reduce parking requirements and eliminate parking minimums; impose parking maximums	Land Use/ Transportation
Institute paid parking for local on-street parking, structures and lots	Land Use/ Transportation
Adopt and implement electric vehicle (EV) and hydrogen readiness plans	Land Use/ Transportation
Adopt voluntary green building standards that exceed minimum State building standards for EV Capable parking spaces (e.g., by requiring installation of EV chargers and/or a larger number of EV-capable parking spaces) or match local climate action plan goals	Land Use/ Transportation
Replace public fleet vehicles and trips with electric or alternative fueled vehicles as much as feasible and provide EV chargers in public spaces	Land Use/ Transportation
Adopt and implement a bicycle and pedestrian master plan which includes targets for trips taken by bicycle and on foot	Land Use/ Transportation
Adopt complete streets policies and active design guidelines	Land Use/ Transportation
Develop a transportation impact fee program to fund low-carbon transportation	Land Use/ Transportation
Support biogas use in the transportation sector	Land Use/ Transportation
Provide incentives for certifying development plans and projects using LEED for Neighborhood Development or similar third-party certification system.	Land Use/ Transportation
Partner with local/regional transit agencies to enhance transit ridership	Land Use/ Transportation
Adopt a Transportation Management Ordinance to require carpool, electric vehicle, and/or vanpool preferential parking spaces close to the major employment areas	Land Use/ Transportation
Adopt a Safe Routes to School Program that encourages youth to walk or ride bicycles to schools or at schools where students drive, reduce the number of student parking spaces to encourage walking, biking and carpooling	Land Use/ Transportation
Develop Safe Routes to transit programs for pedestrians and bicyclists	Land Use/ Transportation
Develop intelligent traffic management systems to improve traffic flow	Land Use/ Transportation
Incentivize use of alternative fuel or high-fuel efficient vehicles by public agencies and private businesses	Land Use/ Transportation
Require local public agencies to contract with fleets that set targets and policies for lowering the average GHG emissions of their fleet vehicles	Land Use/ Transportation
Require clean vehicles be purchased as part of municipal vehicle fleet procurement	Land Use/ Transportation
Adopt regional joint-purchase agreements to facilitate local fleets to purchase EVs, hybrids, telematics, and other technology that can reduce GHG emissions	Land Use/ Transportation
Require local specific plans for rideshare-designated parking spaces, new bus stops, employment centers, and commercial areas	Land Use/ Transportation
Expand transit and rail services and clean-fueled transit vehicles	Land Use/ Transportation
Promote ridesharing and last-mile connections	Land Use/ Transportation
Create incentives for electric landscaping power tools and off-road equipment	Land Use/ Transportation
Promote smart driving strategies through public education and outreach	Land Use/ Transportation
Restrict idling for all vehicles, especially in sensitive areas such as near schools	Land Use/ Transportation
Incorporate farmland conservation in local land use plans	Agriculture

California Air Resources Board - 2017 Scoping Plan - Local Action	
Provide incentives for carbon sequestration and carbon-based conservation farming techniques, including the use of biochar and compost from biomass wastes that would have otherwise been landfilled or open burned	Agriculture
Promote value-added alternatives, such as composting, energy, biochar, and wood products, and prohibit open burning of agricultural biomass wastes	Agriculture
Develop incentives to reduce applications of pesticides and fertilizers and increase use of compost	Agriculture
Support development of farmers markets and provide guidance and support for local farmers, especially in disadvantaged communities	Agriculture
Develop programs to encourage use of composting to enhance soil for carbon sequestration and soil healthy farms plans	Agriculture
Promote grazing management and animal dietary strategies to reduce methane emissions from enteric fermentation	Agriculture
Require best management practices for livestock waste for confined animal facilities	Agriculture
Incorporate Natural and Working Lands (NWL) conservation into local land use plans including adoption of a natural and working lands climate plan, land climate plan, and the recognition of the climate resiliency benefits of NWL	Natural and Working Lands
Adopt policies that encourage management practices known to enhance carbon sequestration on NWL	Natural and Working Lands
Adopt policies to expand and improve management of urban forests for net long-term carbon storage	Natural and Working Lands
Adopt urban forestry and green infrastructure programs	Natural and Working Lands
Adopt zoning to allow empty lots and other underutilized space to be converted into community gardens and greenspace	Natural and Working Lands
Adopt ordinances preserving and enhancing carbon sequestration of wetlands, forests, croplands, and grasslands	Natural and Working Lands
Adopt plans to conserve lands, water, and other natural features and resources for habitat function, watershed protection, air and water quality protection, and other ecosystem services	Natural and Working Lands
Adopt ordinances preserving trees in urban areas through the review of proposed land use developments where trees are present on either public or private property	Natural and Working Lands
Adopt plans and support projects for forest management activities to restore California forest lands that have high tree mortality and unnaturally dense fuel loads to a fire resilient condition that will mitigate wildfire size and severity	Natural and Working Lands
Promote and encourage the development of value-added alternatives, such as composting, energy, biochar, and wood products to avoid open burning of forest biomass wastes	Natural and Working Lands
Develop strategies to value the benefits of forest fuels reductions on upper watershed water quality, quantity, and timing	Natural and Working Lands
Adopt water-efficient landscaping ordinances (see CALGreen Divisions 4.3 and 5.3), including the use of compost and mulch, to reduce water use and encourage use of greywater for landscaping, when available	Water
Develop a plan requiring water recycling, and greywater and rainwater reuse and provide funding for incentives and other program delivery mechanisms if feasible	Water
Develop a plan to quantify and reduce GHG emissions at publicly operated treatment works (POTWs)	Water
Develop a residential water efficiency auditing program	Water
Create an incentive program to promote efficient water use projects	Water
Eliminate Homeowner Association requirements for lawns and landscaping	Water
Work with local water agencies to evaluate the impact of proposed new developments and land use plans on groundwater and long-term water supply	Water

California Air Resources Board - 2017 Scoping Plan - Local Action	
Prohibit disposal of organic materials at landfills and/or prohibit the jurisdictions' hauler(s) and self-haulers from taking organic material to landfills	Waste
Require edible food recovery programs; require collected organic waste materials be used as feedstock for composting and anaerobic digestion; include assessment of 15 years organics recycling capacity needs in the General Plan; and provide appropriate zoning in compatible areas for large and community scale composting and digestion operations	Waste
implement residential and commercial waste prevention, recycling, organics collection, and edible food recovery programs to meet requirements of Assembly Bill (AB) 341, AB 1826, and SB 1383	Waste
Require generators of edible food to have contracts/agreements with food recovery organizations and prohibit edible food from being disposed or destroyed	Waste
Adopt ordinances to meet zero waste goals by 2020	Waste
Adopt ordinances requiring hauling routes and fuels that minimize vehicle emissions compared to current practices (e.g., through use of renewable fuels, route optimization plan, etc.)	Waste
Adopt a construction & demolition waste recycling ordinance (see CALGreen Divisions 4.4 and 5.4)	Waste
Adopt an ordinance for zero waste from construction and demolition waste	Waste
Adopt green building standards that include targets to exceed minimum State building standards for new construction, including requiring new construction to include bin space for organics recycling (see CALGreen Divisions 4.4 and 5.4 as well as Appendices A4.4 and A5.4)	Waste
Require that landfills incorporate the financial impact of organics disposal reductions pursuant to SB 1383 into their Financial Assurance plans	Waste
Create an effective solid waste management plan to reduce source generation and to divert waste from landfills to achieve emission reductions and address in General Plan	Waste
Ensure compost materials meet standards to be used in rural lands application for carbon sequestration	Waste
Expand anaerobic digestion capacity at existing wastewater treatment plants to allow them to accept food waste	Waste
Require zero waste at public events, including food recovery and recycling	Waste
Require food waste reduction at commercial facilities such as restaurants, hotels, hospitals, etc., including food donations	Waste
Require large commercial landscapers and public projects to use compost-based nutrients and soil amendments on landscaping and plants instead of artificial fertilizers and soil amendments	Waste
Implement recycled content procurement practices in all operations	Waste
Implement a plan for food recovery for municipal food operations	Waste
Establish waste diversion programs like "pay as you throw" where people pay per pick up amount	Waste
When determined to be feasible and achievable within the local jurisdiction, adopt "Tier 2" residential and commercial green building standards of the California Green Building Standards (CALGreen Code2), or a third-party green building rating system such as the LEED or GreenPoint Rated for new construction and existing building retrofits.	Green Buildings
Incentivize implementation of CALGreen Code building code voluntary provisions to divert and recycle construction and demolition waste, and use locally sourced building materials and recycled content building materials, including mulch/compost, to the extent possible	Green Buildings
Adopt Guidelines for incentivizing new buildings to maximize energy conservation designs to promote passive solar energy generation, natural ventilation, effective use of daylight, and on-site electricity generation	Green Buildings
Encourage the use of on-site renewable energy combined with storage	Green Buildings

California Air Resources Board - 2017 Scoping Plan - Local Action	
Link green building with transportation planning to encourage lowest possible transportation impacts	Green Buildings
Develop strategies and goals to reduce urban heat islands through cool roofs, urban forestry (shade trees) and cool non-roof surfaces, including covered parking areas with PV systems to provide shading	Green Buildings
Require cool roofs and/or green roofs on new construction, for all buildings or a subset (commercial, multi-family, etc.) of building types	Green Buildings
Require cool paving and/or light reflective permeable surfaces in sidewalks, patios, driveways, parking lots, or other paved areas	Green Buildings

2016 SCAG RTP/SCS	
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_05_RoadToGreaterMobilityAndSustainableGrowth.pdf	Sector
LAND USE STRATEGIES	
Reflect the Changing Population and Demands	Land use
Provide higher-density infill development that will add to local housing stock	Land use
Pursue production of permanent affordable housing through deed restrictions or development by non-profit developers	Land use
Focus New Growth Around Transit	Land use
Enact and enforce affordable housing requirements	Land use
Reduce parking requirements	Land use
Promote adaptive reuse of existing structures	Land use
Provide density bonuses tied to family housing units, such as three- and four-bedroom units	Land use
Develop mixed-use development standards that include local serving retail	Land use
Increase Complete Streets Investments around High Quality Transit Areas	Land use
Plan for Growth Around Livable Corridors	Land use
Increase investment in transportation improvements	Land use
Increase investment in active transportation improvements in and connecting to complete streets	Land use
Update land use policies to include development of mixed-use retail centers at key nodes along corridors, increased neighborhood-oriented retail at more intersections, and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment	Land use
Provide More Options for Short Trips	Land use
Develop Neighborhood Mobility Areas (NMAs) by adopting land use policies that shift retail growth from large centralized retail strip malls to smaller distributed centers throughout an NMA, in order to improve us of active transportation or Neighborhood Electric Vehicles (NEVs)	Land use
Provide state and regional incentives for NEV purchases	Land use
Plan for NEV charging stations	Land use
Designate a local network of low speed roadways for NEV use	Land use
Adopt regulations allowing for smaller NEV parking stalls	Land use
Develop complete communities by concentrating housing, employment, and a mix of retail services located within close proximity to each other	Land use
Support Local Sustainability Planning	Land use
Encourage infill and mixed-use development through sustainable planning and design	Land use
Adopt sustainable zoning codes that make development standards more environmentally friendly and equitable	Land use
Protect Natural and Farmlands	Land use
Use habitat conservation plans and other tools to link land use decisions with comprehensive conservation plans in order to streamline development	Land use
TRANSPORTATION STRATEGIES	
Preserve Existing System	Transportation
Support a "Fix-it-First" principle to protect and preserve existing transportation system infrastructure	Transportation
Consider life-cycle costs beyond construction in maintenance of current system	Transportation
Continue to work with stakeholders to identify and support new sustainable funding sources and/or increased funding levels for preservation and maintenance	Transportation
Manage Congestion through Transportation Demand Management (TDM)	Transportation

2016 SCAG RTP/SCS	
Implement rideshare incentives and rideshare matching	Transportation
Implement parking management and parking cash-out policies	Transportation
Implement preferential parking or parking subsidies for carpoolers	Transportation
Implement intelligent parking programs	Transportation
Promote and expand Guaranteed Ride Home programs	Transportation
Provide incentives for telecommuting and flexible work schedules	Transportation
Integrate mobility hubs and first/last mile strategies	Transportation
Provide incentives for employees who bike and walk to work	Transportation
Invest in active transportation infrastructure	Transportation
Invest in Safe Routes to School programs and infrastructure	Transportation
Manage Congestion through Transportation Systems Management (TSM)	Transportation
Develop Corridor Sustainability Studies (CSS), to build upon Corridor System Management Plans (CSMP) by including multimodal perspectives such as Complete Streets and Smart Mobility Frameworks	Transportation
Utilize Integrated Corridor Management approach within a corridor to evaluate opportunities to move people and goods in the most efficient ways possible, while ensuring greatest operational efficiencies are achieved	Transportation
Utilize Arterial Signal Synchronization to optimize traffic flow	Transportation
Utilize Dynamic Corridor Congestion Management to coordinate highway ramp metering with arterial signals, and/or inform traveling public of expected travel times	Transportation
TRANSIT	
Implement and expand transit priority strategies, such as transit signal priorities, queue jumpers and bus lanes	Transportation
Implement regional and inter-county fare agreements and media	Transportation
Implement new Bus Rapid Transit (BRT) and limited-stop bus service	Transportation
Increase bicycle carrying capacity on transit and rail vehicles	Transportation
Expand and improve real-time passenger information systems	Transportation
Implement first/last mile strategies to extend the effective reach of transit	Transportation
Implement local circulators	Transportation
Active Transportation	Transportation
Better align active transportation investments with land use and transportation strategies to reduce costs and maximize mobility benefits	Transportation
Increase the competitiveness of local agencies for federal and state funding	Transportation
Develop strategies that serve people from 8-80 years old to reflect changing demographics and make active transportation attractive to more people	Transportation
Expand regional understanding of the role that short trips play in achieving RTP/SCS goals and performance objectives, and provide strategic framework to support local planning and project development geared toward serving these trips	Transportation
Expand understanding and consideration of public health in the development of local plans and projects	Transportation
Active Transportation Transit Integration Strategies	Transportation
Implement first/last mile to rail strategies to encourage active transportation access to rail lines	Transportation
Plan active transportation projects to enhance Livable Corridors	Transportation
Implement bike share service in heavily urbanized areas	Transportation
Active Transportation Short Trips Strategies	Transportation
Improve sidewalk quality	Transportation
Expand local bikeway network	Transportation
Integrate active transportation within Neighborhood Mobility Areas	Transportation
Active Transportation Education/Encouragement Strategies	Transportation

2016 SCAG RTP/SCS	
Implement Safe Routes to School to encourage children to walk and bicycle to school	Transportation
Implement education. Encouragement campaigns to educate the public on the importance of safety in all forms of transportation	Transportation
Highways and Arterials	Transportation
Focus on achieving maximum productivity through strategic investments in system management and demand management	Transportation
Focus on adding capacity to close gaps in the system and improve access where needed	Transportation
Support policies and system improvements that will encourage the seamless operation of our roadway network from a user perspective	Transportation
Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS where feasible	Transportation
Focus on addressing non-recurring congestion with new technology	Transportation
Support complete Streets opportunities where feasible and practical	Transportation
MOBILITY INNOVATIONS	
Zero Emission Vehicle (ZEV) Strategies	Transportation
Extend ZEV rebates for low-, moderate-, and above moderate-income residents in disadvantaged communities	Transportation
Assist applicants for California Energy Commission (CEC) & ARB funding for Regional ZEV charging network	Transportation
Implement Workplace and Multifamily Housing plug-in electric (PEV) charging stations through planning and education efforts	Transportation
Neighborhood Electric Vehicles	Transportation
Apply Complete Streets policies in Neighborhood Mobility Areas (NMAs) that support both active transportation and NEVs	Transportation
Provide shared bike/slow speed vehicles on high speed arterials in order to bridge the gap between Neighborhood Electric Vehicles (NEV) accessible areas	Transportation
Encourage local support for EV charging stations accessible to NEVs	Transportation
Shared Mobility Supportive Policies	Transportation
Encourage supportive sustainable land use planning that results in mixed-use compact walkable areas	Transportation
Encourage public support of car sharing and ride sourcing	Transportation
Encourage jurisdictions to implement and expand bike share networks	Transportation
Encourage local reform to taxi, charter vehicle and ride sourcing regulations that maximize the environmental and social benefits of new modes	Transportation

Other Recent and Relevant GHG Reduction Measure Example	
Summary of Documents Reviewed: San Mateo County CAP - In Development WRCOG CAP (2014) 2019 Reach Codes: Options and Opportunities	
<u>San Mateo County - In development - Draft CAP</u>	<u>Sector</u>
Electrification of new construction	Energy
Adopt a building code to eliminate natural gas in new construction	Energy
Partner with Peninsula Clean Energy (PCE) and PG&E to identify a location for and install storage technology in tandem with renewable energy infrastructure.	Energy
Provide/promote local workforce development opportunities related to building electrification, including cross-training plumbing and electrical trades, engaging industry to provide trainings for all electric technologies, and providing educational resources for inspectors or permit/plan checkers. Leverage program to create quality and healthy opportunities for parts of the community workforce most impacted by climate change.	Energy
Electrify existing building stock	Energy
Perform an electrification needs and opportunities assessment in order to clarify where and for what purpose natural gas is used, investigate electric technologies that can be used as a substitute, and prioritize places where the equipment is already at the end of its life.	Energy
Create a public-private partnership around mid-stream incentives and/or bulk buys of heat pump water heaters. Where feasible, find partners that are small and underrepresented businesses.	Energy
Support low-income households to improve energy affordability through energy efficiency, electrification, and weatherization. Upgrade select low-income homes that would otherwise be disqualified from housing assistance programs.	Energy
Educate, engage, and incentivize building owners and real estate and property management representatives to address split-incentive issues, including developing tenant improvement guidelines and green lease contracting templates.	Energy
Educate community on energy affordability and cost-savings benefits of all-electric retrofits, highlighting life-cycle cost reductions for all-electric appliances combined with energy efficiency and energy conservation measures	Energy
Increase microgrids to generate local renewable energy and improve resiliency	Energy
Use utility distribution system capacity maps to prioritize microgrid, solar + storage, and other distributed energy resources (DER) project opportunities, focusing on communities of concern and/or emergency related infrastructure. Leverage funding opportunities already available through Peninsula Clean Energy (PCE).	Energy
Establish microgrid pilot projects and distributed energy resources at critical facilities across San Mateo County (e.g., schools, hospitals, fire, police), prioritizing opportunities to serve low-income and vulnerable populations	Energy
Streamline permit processes (city, county, state, utility) for new distributed energy resources (DER) technologies, including for storage.	Energy
Utilize locally sourced renewable energy and biogases to reduce emissions and build resiliency	Energy
Identify and prioritize locations to pursue opportunities to develop local solar power generation on brownfield and other sites. Create map of potential and priority sites and facilitate deployment.	Energy
Expand the reach of the green business program to support small businesses in unincorporated areas.	Energy
Increase electric vehicle adoption	Transportation
Amend County Building Code to require new multifamily dwellings to provide at least 10% of parking spaces with Level 2 EV ready spaces and an additional 40% with Level 1 EV ready spaces as well as required panel capacity. For new non-residential buildings When 10 or more parking spaces are constructed, 10% of the available parking spaces on site shall be equipped with Level 2 EV charging stations. An additional 10% shall be provided with at least Level 1 EV Ready Spaces and an additional 30% shall be at least EV Capable.	Transportation
Install public electric vehicle charging stations in unincorporated areas. Research distributed, shared EV charging.	Transportation

Other Recent and Relevant GHG Reduction Measure Example	
Develop regulations that would allow an independent charging stations to be erected in the right of way or any zoning district or land use type.	Transportation
Perform alternative fuel outreach, focusing on electric.	Transportation
Encourage urban density, parking standards, and pedestrian-friendly planning	Transportation
Introduce traffic calming in new construction and complete streets into all future development plans. Implement on cases of redesign, resurfacing and repaving/repainting.	Transportation
Reduce parking requirements in residential and commercial developments near high frequency transit in unincorporated areas (Parking Ordinance).	Transportation
Update Pedestrian and Bicycle Design guidelines for unincorporated areas as part of the Unincorporated SMC Bicycle and Pedestrian Master Plan. Improve bicycle infrastructure near civic, commercial, and community activity areas and conduct community planning to support the building of a comprehensive protected bicycle network to support bicycle mode shift. Increase the number of bicycle racks and storage facilities near civic, commercial, and community activity areas .	Transportation
Conduct a broad update to the parking regulations to make more efficient use of land and space with technology (i.e. stackers), to help achieve mixed-use goals.	Transportation
Integrate Pavement to Parks concepts and green infrastructure into transportation plans and projects with a focus on equity and ensure equitable access to green spaces/infrastructure.	Transportation
Increase affordable housing options across all income levels, near existing/planned transit, through production and preservation. Allocate appropriate development and preservation funding levels via an affordable housing preservation fund	Transportation
Ensure that VMT generation from new non-residential developments is compatible with the VMT reductions envisioned in this plan. Set VMT targets for new non-residential developments that further the mode-shift that will be necessary to accomplish transportation emissions reduction goals. Work with Planning Department staff to establish a new standard for expected VMT per employee.	Transportation
Establish bike parking and other bike facilities in new non-residential development.	Transportation
Reduce organics in the residential, commercial, and agricultural waste stream.	Waste
Implement an Edible Food Recovery Program for unincorporated areas as required under SB 1383. Establish an excess edible food baseline and then assist food recovery organizations in establishing pickup and redistribution.	Waste
Enhance recycling and composting outreach and technical assistance and investigate offering incentives to commercial and agriculture entities in unincorporated areas of San Mateo County.	Waste
Explore and implement feasible capital improvement projects for reducing organics in the waste stream, such as organics extraction presses and anerobic digesters.	Waste
Partner with agriculture-related organizations to reduce and divert waste generated in the agriculture sector, including farms, ranches and equestrian facilities through composting and biodigester use.	Waste
<u>Western Riverside COG CAP (2014)</u> http://www.wrcog.cog.ca.us/DocumentCenter/View/188/Subregional-Climate-Action-Plan-CAP-PDF?bidId=	<u>Sector</u>
Regional	
Mandatory adoption of CalGreen energy efficiency standards (Title 24,Part 6)	Energy
Provide financing for business owners to make energy efficient, renewable energy and water conservation improvements (HERO Commercial Program)	Energy
Provide financing for homeowners to make energy efficient, renewable energy and water conservation improvements (HERO residential Program)	Energy
Provide financing for business owners to make energy efficient, renewable energy and water conservation improvements (Utility Program)	Energy
Enact pricing mechanisms to discourage automobile traveling by increasing travel costs	Transportation
Reduce the amount of vehicle miles traveled from commuting by encouraging telecommuting practices	Transportation
Ensure efficient movement of good through measures such as "truck climbing" lanes	Transportation
Facilitate electric vehicle use by providing necessary infrastructure	Transportation
Enact mandatory requirement to divert 50% of construction and demolition waste from the landfill	Transportation

Other Recent and Relevant GHG Reduction Measure Example	
stream	
Meet state requirements to reduce urban per capita water use	Water
Local	
Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	Energy
Replace traffic and streetlights with high-efficiency bulbs.	Energy
Strategically plant trees to reduce the urban heat island effect	Urban Greening
Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	Transportation
Provide additional options for bicycle parking.	Transportation
Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.	Transportation
Encourage Transportation Demand Management strategies	Transportation
Collaborate with local and regional transit providers to increase transit service provided in the subregion.	Transportation
Collaborate with local and regional transit providers to provide more frequent transit in the subregion.	Transportation
Incorporate technology to synchronize and coordinate traffic signals along local arterials.	Transportation
Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	Transportation
Provide for a variety of development types and uses	Transportation
Design neighborhoods and sites to reduce VMT.	Transportation
Encourage walking by providing pedestrian-only community areas.	Transportation
Reduce requirements for vehicle parking in new development projects.	Transportation
Implement high frequency transit service in the subregion to provide alternative transportation options.	Transportation
Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.	Transportation
Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan.	Transportation
Introduce a fixed-route transit service in the jurisdiction.	Transportation
Implement development requirements to accommodate Neighborhood Electric Vehicles and supporting infrastructure.	Transportation
Increase access to transit by providing free or reduced passes.	Transportation
Provide green waste collection bins community-wide.	Waste
Divert food and paper waste from landfills by implementing collection system.	Waste
<u>California Energy Codes and Standards: 2019 Reach Codes: Options and Opportunities</u> https://localenergycodes.com/content/2019-local-energy-ordinances/	<u>Sector</u>
Require non-residential and high-rise residential new construction to meet CALGreen Tier1/Tier2 requirements	Energy
Require residential new construction to meet CALGreen Tier1/Tier2 requirements	Energy
Require non-residential new construction to install PV systems	Energy
Require residential retrofits for buildings undergoing renovations of certain permit amount	Energy
Require cool roofs for new construction, where applicants cannot use cool roof credits to meet energy code requirements	Energy
Ordinance requiring date-certain upgrades for existing rental properties	Energy
Require multifamily domestic hot water systems retrofits to install automatic demand controls for hot water systems with a recirculation system	Energy
Require compliance with CALGreen Tier 1/Tier 2 for new constructions with dual plumbing to support indoor alternative water supply (gray water)	Energy
Require compliance with CALGreen Tier 1/Tier 2 for new constructions with dual plumbing for non-potable indoor water uses (water closets, urinals, etc.)	Energy
Require plumbing of outdoor water use for non-potable water supply in new construction	Energy

Other Recent and Relevant GHG Reduction Measure Example	
Require adoption of CALGreen Tier 1/Tier 2 for commercial kitchen new construction and retrofit addressing cubed ice makers, food steamers, food waste disposers, dishwashers and commercial pre-rinse spray valves	Energy
Require adoption of CALGreen Tier 1/Tier 2 for elevators, requiring regenerative drive systems	Energy
Require adoption of CALGreen Tier 1/Tier 2 for escalators, requiring variable voltage, variable frequency motors	Energy
Require residential new construction to accommodate carbon-free electrical equipment with pre-wired 240 Volt circuits	Energy
Require residential new construction to allow for adequate electrical panel design capacity for current or eventual electrification	Energy
Require minimum number of EV ready parking spaces at multi-family residential new construction meets CALGreen Tier 1/Tier 2 standards	Energy
Require minimum number of EV ready parking spaces at non-residential and hotel/motel new construction meets CALGreen Tier 1/Tier 2 standards	Energy
Require energy audits at time or retrofit of time of sale of residential buildings	Energy
Require energy benchmarking at time of sale, time of lease renewal or at date certain requirements for non-residential buildings	Energy

Attachment 2

Existing Conditions Analysis: Jurisdiction Responses

City of Brawley Sustainability Initiative Review			
Summary of Plans Reviewed: City of Brawley Climate Action Plan (2015) Non-Motorized Transportation Plan (2013) General Plan Amendments and Infill Development Strategy (2015) 2013-2021 Housing Element Update (2013) 2030 General Plan Update (2008)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
City of Brawley Climate Action Plan (July 2015)	Sector	Status	Quality of Measure
Measure a.1: Continue to Implement the General Plan Resource Management Element Policies: Encourage energy conservation technological devices through City's development review process	Energy	Ongoing	2
Measure a.1: Continue to Implement the General Plan Resource Management Element Policies: Adopt Title 24 Energy Regulations	Energy	Ongoing	1
Measure a.1: Continue to Implement the General Plan Resource Management Element Policies: Encourage IID to implement an incentive program to retrofit existing developments with energy efficient lighting and HVAC systems	Energy	Ongoing	2
Measure a.2: Buildings Exceed Title 24 Energy Efficiency Standards: Encourage projects to exceed Title 24 standards and thereby reduce energy use and reduce GHG emissions	Energy	Ongoing	2
Measure a.3: New Construction Energy Efficiency Program (NCEEP): The NCEEP is an IID non-residential new construction and renovation program providing financial incentives for projects that have energy savings design 10% above the current Title 24 requirements	Energy	Ongoing	5
Measure a.4: Buildings Exceed Minimum CAL Green Requirements: Encourage new development to exceed the 2013 California Green building Code standards which took effect January 1, 2014	Energy	Ongoing	2
Measure a.5: Promote Energy Audits of Existing Buildings: Encourage homeowners and businesses including the owners of multi-family properties to conduct energy audits and implement the energy savings recommendations	Energy	Ongoing	5
Measure a.6: Promote Participation in Utility Company Residential and Business Rebates: Inform homeowners and businesses of available rebates and incentives to complete energy efficiency improvements	Energy	Ongoing	5
Measure a.7: Weatherization: Promote existing weatherization programs and coordinate with Campesinos Unidos in informing residents of available resources	Energy	Ongoing	5
Measure a.8: Promote the Brawley HERO Program: Promote the HERO Program which allows homeowners to borrow money to fund an array of conservation and renewable energy projects including water efficiency projects as well as the installation of electric vehicle charging infrastructure	Energy	Ongoing	2
Measure a.9: Promote the Installation of Energy Efficient Appliances: Encourage project applicants to install energy efficient appliances in new residential and non-residential developments	Energy	Ongoing	5

City of Brawley Sustainability Initiative Review			
Measure a.10: Explore a Street Light LED Conversion Project: Rep[place existing streetlight fixtures with new LED fixtures to provide better quality light, enhance public safety ad reduce energy costs	Energy	Ongoing	5
Measure a.11: Encourage Project Applicants to Plant Shade Trees: Provide incentives so that project applicants plant shade trees	Energy	Ongoing	2
Measure a.12: Increase Energy Efficiency of Existing City Buildings: Establish a goal to reduce City government energy use by 10% by 2020 and 25% by 2030 and implement cost-effective improvements and upgrades to achieve that goal	Energy	Ongoing	2
Measure b.1: Continue to Implement General Plan Resource Management Element Programs: Source Reduction and Recycling	Solid Waste	Ongoing	2
Measure b.1: Continue to Implement General Plan Resource Management Element Programs: Regional Landfills	Solid Waste	Ongoing	2
Measure b.2: Continue to Implement the Solid Waste Diversion and Per Capita Disposal Rate Program: Continue to divert solid waste and reduce the per capita disposal rate	Solid Waste	Ongoing	1
Measure b.3: Recycle Demolished Construction Materials: Continue to enforce Municipal Code Chapter 7C Construction and Demolition debris Recycling Program	Solid Waste	Ongoing	1
Measure b.4: Increase Commercial Recycling: Provide education, outreach and monitoring to increase the amount of commercial recycling	Solid Waste	Ongoing	2
Measure b.6: Waste Prevention, Recycling and Purchasing Recycled Products Policy: Implement the City Council adopted Administrative procedure	Solid Waste	No Progress	
Measure b.7: Community Cleanup Program: Continue the program of Spring and Fall Community Cleanup Days	Solid Waste	Ongoing	5
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.1 - Promote city-wide water conservation to reduce the projected demand for water service and associated treatment.	Water	Ongoing	3
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.2 -Protect groundwater resources from depletion and sources of pollution.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.3 -Conserve imported water by requiring water conservation techniques and water conserving appliances, in rehabilitated and new projects.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.4 - Require all new developments to install low-flow showers and toilets. Consider implementing a low-flow replacement program for showers and toilets in existing facilities.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.5 -Encourage the replacement of existing water fixtures, toilets, and landscaping with water-conserving counterparts.	Water	Ongoing	2

City of Brawley Sustainability Initiative Review			
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.6 - Encourage IID to promote water conservation practices and safety in agricultural activities.	Water	Ongoing	5
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.7 -Implement programs to educate adults and children about the importance of water conservation and methods to reduce water use	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.8 -Support the development and usage of waste water recycling production and use wherever possible and economically feasible	Water	No Progress	
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.9 -Require water meters on all new construction and development and consider implementing a program to install meters on all existing water services.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.10 -Encourage the use of drought resistant plant species in ornamental landscaping in new development and rehabilitation projects.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.10 - Support the IID in its efforts to maintain local water supplies and underground or cover irrigation canals for safety and conservation purposes.	Water	Ongoing	5
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.11 - Implement the 2010 and 2015 Urban Water Management Plan Demand Management Measures.	Water	Ongoing	2
Measure c.1: Implement the 2008 General Plan Water Conservation Policies: RME Policy 4.1.12 - Continue to comply with the State Water Resource Control Board mandatory water conservation regulations.	Water	Ongoing	3
Measure c.2: Implement the 2010 and 2015 Urban Water Management Plan Demand Management Measures	Water	Ongoing	2
Measure c.3: Continue to Enforce the City's Water Efficient Landscapes Ordinance: Pursuant to State law the City has adopted the required ordinance.	Water	Ongoing	3
Measure c.4: Continue to Enforce the City Ordinance Prohibiting Wasteful Use of Water: Ordinance No. 2014-03 was adopted on August 12, 2014	Water	Ongoing	3
Measure d.1: Continue to Implement the <i>City of Brawley Non-Motorized Transportation Plan</i>: The plan offers alternatives to the automobile for making trips and thereby reduces vehicle miles traveled and GHG emissions	Transportation	Ongoing	2
Measure d.2: Establish a Clean Vehicle Replacement Policy: Implementation of the policy will increase the number of hybrid and AFV in the City and City-contracted fleets.	Transportation	Ongoing	2
Measure d.3: Continue to Implement the Safe Routes to School (SRTS) Program: Implementation of the program encourages children to walk and bicycle to school.	Transportation	Ongoing	1

City of Brawley Sustainability Initiative Review			
Measure d.4: Off-road Vehicle Measures: Promote off-road vehicle and equipment upgrades, retrofits, and replacements	Transportation	No Progress	
Measure d.5: Transportation Measures Reducing VMT: Promote bus transit, carpooling, and other measures to reduce vehicle miles traveled	Transportation	Ongoing	2
Measure e.1: Brawley Greenbelt: Promote compact infill growth (and preserve agriculture) by creating a Brawley Greenbelt	Land Use	No Progress	
Measure e.2: Planned Growth Boundary Line: The City will establish a Planned Growth Boundary Line.	Land Use	No Progress	
Measure e.3: Facilitate Infill Development: Continue to implement the <i>Brawley Downtown Specific Plan</i>	Land Use	Ongoing	1
Measure e.4: Complete Zoning for Electric Vehicle Infrastructure: Zoning regulations should be in place to be in a state of readiness as the number of EVs increase	Land Use	No Progress	
<u>General Plan Amendments and Infill Development Strategy (June 2015)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
LEU Policy 7.1.2: Restrict uses on agriculturally designated land to agricultural uses, accessory uses and appropriate conditional uses, where feasible, recognizing that the City could not substantially grow without removing some agricultural land from production.	Land Use	Completed	1
LEU Policy 7.1.4: Rezone non-urban reserve agricultural land for non-agricultural uses only after urban reserve lands have been developed. Agricultural lands should be developed only as a means for providing needed urban development land for City growth needs and to allow for a <i>minimum five-year supply of developable land</i> .	Land Use	Completed	1
RME Policy 8.1.1: All Important Farmland, including the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, as defined by State and Federal agencies, <i>outside</i> , the City's boundaries should be reserved for agricultural uses.	Land Use	Completed	1
RME Policy 8.1.2: Encourage infill development and <i>establish buffers</i> between agricultural and non-agricultural uses.	Land Use	Ongoing	1
RME Policy 8.1.6: Prohibit 'leapfrogging' or checkerboard patterns of non-agricultural development in designated agricultural areas.	Land Use	Ongoing	1
<u>2013-2021 Housing Element Update (December 2013)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
HE Program Category #1: Implement an infill development strategy through development incentives	Land Use	Completed	1
HE Program Category #7: Encourage the use of energy conserving techniques in the siting and design of new housing	Energy	Ongoing	2
HE Program Category #7: Actively enforce all state energy conservation requirements for new residential construction	Energy	Ongoing	1
HE Program Category #7: Allow use of rehabilitation assistance fund to make residences more energy efficient	Energy	Ongoing	2
HE Program Category #7: Continue to make local residents aware of the free home energy surveys performed by IID as a means to reduce energy consumption and, in turn, overall long-term housing costs	Energy	Ongoing	5

City of Brawley Sustainability Initiative Review			
HE Program Category #7: Encourage and promote the maximum use of solar energy systems and other more aggressive energy conservation techniques, including construction techniques similar to and including LEED certification in housing units throughout the City thereby increasing opportunities for energy conservation and reducing overall long term housing costs	Energy	Ongoing	2
Non-Motorized Transportation Plan (May 2013)	Sector	Status	Quality of Measure
Objective 1.1: Provide bicycle and pedestrian access to major employment and retail centers, schools, parks, the Central Business District, and other destinations	Transportation	Ongoing	1
Objective 1.2: Plan, design, and construct roadways that include facilities for bicyclists where feasible, Class I shared-use paths for pedestrians, bicyclists, and disabled persons	Transportation	Ongoing	1
Objective 1.3: When developing new schools, parks, residential communities, and retail/employment centers, include bicycle and pedestrian facilities that expand the bicycle pedestrian network or connect to proposed or existing routes	Transportation	Ongoing	2
Objective 1.4: Reduce vehicle fuel consumption and the number of vehicle miles traveled by increasing non-motorized transportation trips	Transportation	Ongoing	1
Objective 1.5: Increase the number of transit facilities with bicycle and pedestrian facilities	Transportation	Ongoing	1
Objective 1.6: Integrate bicycle facilities as part of the design and construction of new roadways and upgrades or resurfacing of existing roadways	Transportation	Ongoing	2
Objective 1.7: Establish a bicycle network that offers opportunities for walking and cycling for all ages and abilities	Transportation	Ongoing	1
Objective 1.8: Maintain the bicycle and pedestrian network by establishing a regular maintenance program	Transportation	No Progress	
Objective 1.9: Pursue grant funding programs for implementing the bikeway and walkway network	Transportation	Ongoing	1
Objective 1.10: Assign a staff person or appoint a committee to coordinate and implement and maintain the bikeway and walkway system	Transportation	No Progress	
Objective 1.11: Cooperatively pursue joint multi-agency funding applications for implementation that will expand the bicycle and pedestrian network	Transportation	No Progress	
Objective 1.12: Encourage retrofit installation of sidewalks in industrial, commercial and residential districts and require sidewalks for new developments	Transportation	Ongoing	3
Objective 2.1: Implement projects that improve the safety of bicyclists and pedestrians at key destinations	Transportation	Ongoing	2
Objective 2.2: Support traffic enforcement activities that increase pedestrian and bicyclists safety	Transportation	No Progress	
Objective 2.3: Evaluate impacts on bicyclists and pedestrians when designing new or reconfiguring streets	Transportation	Ongoing	2
Objective 3.1: Develop educational programs that promote the safe and efficient travel of cyclists and pedestrians	Transportation	Ongoing	2

City of Brawley Sustainability Initiative Review			
Objective 3.2: Establish a regular education program that targets school and adults to inform and educate about safety techniques for cyclists, pedestrians and drivers	Transportation	Ongoing	2
Objective 3.3: Develop maps and wayfinding signage and striping to assist navigating the bikeways and walkways	Transportation	Ongoing	2
Objective 4.1: Provide bicycle storage facilities and/or bicycle racks for new parks, retail and employment centers	Transportation	Ongoing	2
Objective 4.2: Provide amenities such as benches, shade features, pedestrian-scale lighting, and water fountains	Transportation	No Progress	
Objective 4.3: Develop guidelines and/or standards to require bicycle parking with new commercial and industrial development and all new schools and civic buildings	Transportation	Ongoing	2
2030 Brawley General Plan Update (September 2008)	Sector	Status	Quality of Measure
LEU Policy 2.1.2: Encourage larger scale commercial uses in areas that are easily accessible to major transportation facilities	Land Use	Ongoing	2
LEU Policy 3.1.9: Encourage mixed-use of commercial, residential and institutional uses within the Central Business District.	Land Use	Ongoing	1
IE Policy 1.1.11: Encourage new development which facilitates transit services, provides non-vehicular circulation and minimizes vehicle miles traveled	Transportation	Ongoing	2
IE Policy 4.1.1: Implement traffic signal coordination on arterial streets to maximum extent practical, integrate signal coordination efforts with those of adjacent jurisdictions, and implement other operational measures where possible to maximize the efficiency of the existing circulation system and to minimize delay and congestion	Transportation	Ongoing	2
IE Policy 4.1.3: Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots	Transportation	No Progress	
IE Policy 4.1.6: Encourage employers to reduce vehicular trips by offering employee incentives	Transportation	No Progress	
IE Policy 5.1.1: Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to Brawley	Transportation	Ongoing	1
IE Policy 5.1.2: Ensure accessibility of public transportation for elderly and disabled persons	Transportation	Ongoing	2
IE Policy 5.1.3: Promote new development that is designed in a manner which facilitates provision or expansion of transit service	Transportation	Ongoing	2
IE Policy 5.1.4: Encourage developers to work with agencies to providing transit service with the objective of maximizing the potential for transit use by residents and/or employees	Transportation	Ongoing	1
IE Policy 5.1.5: Encourage the provisions of safe transit stops	Transportation	Ongoing	2
IE Policy 5.2.5: Develop programs that encourage the safe utilization of easements and/or right-of-way along flood control channels, public utility right-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails	Transportation	No Progress	
IE Policy 5.2.8: Encourage safe biking by supporting safety clinics/courses sponsored by various local and state agencies	Transportation	Ongoing	2

City of Brawley Sustainability Initiative Review			
IE Policy 6.1.1: Work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT reduction strategies	Transportation	No Progress	
IE Policy 6.1.2: Collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit; establish mass transit mechanisms for the reduction of work related and non-work related vehicle trips; and promote mass transit ridership through careful planning of routes, headways, origins, destinations and types of vehicle	Transportation	Ongoing	2
IE Policy 6.1.3: Identify and develop non-motorized transportation corridors	Transportation	Completed	2
IE Policy 6.3.1: Synchronize traffic signals throughout the City and with adjoining cities and counties while allowing free flow of mass transit	Transportation	No Progress	
IE Policy 6.3.2: Consider constructing and improving traffic signals with Automated Traffic Surveillance and Control systems at appropriate intersections.	Transportation	No Progress	
IE Policy 6.3.4: Encourage construction of HOV lanes where necessary to relieve air pollution and reduce congestion. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality	Transportation	No Progress	
IE Policy 6.3.6: Work with local transit providers to incorporate best design practices for transit as part of new development projects	Transportation	Ongoing	2
IE Policy 6.5.1: Support the development of alternative fuel infrastructure that is publicly accessible	Transportation	No Progress	
IE Policy 6.5.2: Consider purchasing alternative fuel vehicles for city use	Transportation	Ongoing	2
IE Policy 6.5.3: Establish programs for priority parking on City streets or in City parking lots for alternative fuel vehicles	Transportation	No Progress	
RME Policy 1.1.3: Locate multiple family developments close to commercial areas to encourage pedestrian travel rather than vehicular travel.	Land Use	Ongoing	2
RME Policy 1.1.4: Develop neighborhood parks and joint use facilities near future concentrations of residents to encourage pedestrian travel to the recreation facilities	Land Use	Ongoing	2
RME Policy 1.2.2: Seek to reduce VMT through incentives, regulations and/or Transportation Demand Management	Transportation	No Progress	
RME Policy 1.2.3: Promote modified work schedules which reduce peak period auto travel	Transportation	No Progress	
RME Policy 1.2.4: Promote all forms of transit serving the City and the urbanized portions of Imperial County	Transportation	Ongoing	2
RME Policy 1.2.5: For planned high-density and mixed use developments, project proponents should consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plan	Land Use	Ongoing	1
RME Policy 1.2.11: Promote the development of new commercial, industrial and recreational businesses to provide local jobs for City residents and reduce commuting traffic	Land Use	Ongoing	2

City of Brawley Sustainability Initiative Review			
RME Policy 1.2.12: Adopt and implement zoning codes that encourage telecommuting programs and home-based businesses	Transportation	Ongoing	3
RME Policy 1.2.13: Create opportunities to receive State transportation funds by adopting incentives for planning and implementing infill development projects within urbanized areas that include employment opportunities and multi modal transportation nodes	Transportation	Ongoing	1

City of Calexico Sustainability Initiative Review			
Summary of Plans Reviewed: City of Calexico Climate Action Plan (2015) General Plan Update (2015) 2013-2021 Housing Element Update (2013)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
City of Calexico Climate Action Plan (August 2015)	Sector	Status	Quality of Measure
Transportation Measure 1: Continue to Implement Policies that Encourage Walking and Biking: The 2007 General Plan <i>Circulation Element</i> and 2003 <i>Bicycle Master Plan</i> contain policies that encourage alternative modes of transportation.	Transportation	Ongoing	4
Transportation Measure 2: Continue to Implement the Safe Routes to School Program: Implementation of the program encourages children to walk and bicycle to school	Transportation	Ongoing	3
Transportation Measure 3: Encourage and Facilitate Pedestrian Mobility and Use of Public Transportation: Implement the Calexico Border Intermodal Transportation Center Feasibility Study	Transportation	Completed	5
Transportation Measure 4: Bus Transit and Carpooling: Reduce vehicle miles traveled by encouraging increases in bus transit use and carpooling	Transportation	Ongoing	3
Transportation Measure 5: Establish a Clean Vehicle Policy: Implementation of the policy will increase the number of hybrid and AFV in the City and City-contracted fleets	Transportation	Ongoing	2
Transportation Measure 6: Off-Road Vehicle Measures: The City will promote off-road vehicles and equipment upgrades, retrofits, and replacements	Transportation	Ongoing	2
Land Use Measure 1: Facilitate Infill Development by Implementing the General Plan <i>Land Use Element</i>: Continue to implement the relevant policies and programs of the 2009 <i>Calexico Downtown Plan</i> , 2013-2021 <i>Housing Element</i> and 2015 <i>General Plan</i>	Land Use	Ongoing	3
Land Use Measure 2: Complete Zoning for Electric Vehicle Infrastructure: Zoning regulations should be in place to be in a state of readiness as the number of EV's increase	Land Use	Ongoing	3
Energy Measure 1: Continue to Implement the General Plan <i>Public Facilities/Services Element</i>: The Element objective is to encourage a responsible development pattern for any new public buildings, maximize the usefulness of existing buildings, and conserve energy whenever possible	Energy	Ongoing	3
Energy Measure 2: Buildings Exceed Title 24 Efficiency Standards: Encourage residential and non-residential projects to exceed Title 24 standards and thereby reduce energy use and reduce GHG emissions	Energy	Ongoing	3
Energy Measure 3: New Construction Energy Efficiency Program (NCEEP): The NCEEP is an IID non-residential new construction and renovation program providing financial incentives for projects that have energy savings design 10% above the current Title 24 requirements	Energy	No Progress	1
Energy Measure 4: Buildings Exceed Minimum CAL Green Requirements: Encourage new development to exceed the 2013 California Green building Code standards which took effect January 1, 2014	Energy	No Progress	1

City of Calexico Sustainability Initiative Review			
Energy Measure 5: Promote Energy Audits of Existing Buildings: Encourage homeowners and businesses including the owners of multi-family properties to conduct energy audits and implement the energy savings recommendations	Energy	No Progress	1
Energy Measure 6: Promote Participation in Utility Company Residential and Business Rebates: Inform homeowners and businesses of available rebates and incentives to complete energy efficiency improvements	Energy	No Progress	1
Energy Measure 7: Weatherization: Promote existing weatherization programs and coordinate with Campesinos Unidos in informing residents of available resources	Energy	No Progress	1
Energy Measure 8: HERO Program (Energy Efficiency): Promote energy efficiency improvements through the City's housing rehabilitation and HERO programs. The HERO Program allows homeowners to borrow money to fund an array of conservation and renewable energy projects including water efficiency projects as well as the installation of electric vehicle charging infrastructure	Energy	Ongoing	3
Energy Measure 9: Housing Division Rehabilitation Programs: Promote energy efficiency improvements through the City's CDBG Housing Rehabilitation Loan Program	Energy	Ongoing	3
Energy Measure 10: Promote the Installation of Energy Efficient Appliances: Encourage project applicants to install energy efficient appliances in new residential and non-residential developments	Energy	No Progress	1
Energy Measure 11: Explore a Street Light LED Conversion Project: Replace existing streetlight fixtures with new LED fixtures to provide better quality light, enhance public safety and reduce energy costs	Energy	Ongoing	3
Energy Measure 12: Encourage Project Applicants to Plant Shade Trees: Provide incentives so that project applicants plant shade trees	Energy	Completed	4
Waste Measure 1.a: Implement the 2007 General Plan Solid Waste Management Objective and Policies: The City should monitor the operations of the solid waste collection contractor to ensure the adequate level of service	Solid Waste	Ongoing	4
Waste Measure 1.b: Implement the 2007 General Plan Solid Waste Management Objective and Policies: Encourage and support regional and statewide recycling programs that aim to reduce the solid waste stream	Solid Waste	Ongoing	4
Waste Measure 1.c: Implement the 2007 General Plan Solid Waste Management Objective and Policies: Continue to administer existing recycling programs and enact new ones as necessary to achieve current 50% solid waste diversion goal as set forth by the California Integrated waste Management Board	Solid Waste	Ongoing	4
Waste Measure 1.d: Implement the 2007 General Plan Solid Waste Management Objective and Policies: Actively pursue methods of educating the public on solid waste recycling and reuse	Solid Waste	Ongoing	4
Waste Measure 1.d: Implement the 2007 General Plan Solid Waste Management Objective and Policies: The City should support regional efforts to expand and locate new landfills	Solid Waste	Ongoing	4

City of Calexico Sustainability Initiative Review			
Waste Measure 1.e: Implement the 2007 General Plan Solid Waste Management Objective and Policies: explore the possibility of the development of a Material Recovery Facility (MRF)	Solid Waste	Ongoing	4
Waste Measure 2: Continue to Implement the Solid Waste Diversion and Per Capita Disposal Rate Programs: Continue to divert soils waste and reduce the per capita disposal rate	Solid Waste	Ongoing	4
Waste Measure 3: Implement the City's AB 939 Recycling Program: The goal of the program is to increase solid waste recycling	Solid Waste	Completed	5
Waste Measure 4: Implement the City's Mandatory Construction and Demolition Debris Recycling Program: Continue to enforce Municipal Code Chapter 8.38 Mandatory Construction and Demolition Debris Recycling Program	Solid Waste	Completed	5
Waste Measure 5: Implement the City's Commercial Recycling Program: Provide education, outreach and monitoring to increase the amount of commercial recycling	Solid Waste	Ongoing	4
Waste Measure 6: Increase Composting of Waste: Provide education, outreach and monitoring to increase the amount of composting	Solid Waste	Ongoing	4
Waste Measure 7: Implement the City's Waste Prevention, Recycling and Purchasing Recycled Products Policy: Implement the City Council adopted Administrative Procedure	Solid Waste	Completed	5
Waste Measure 8: Calexico Community Cleanup Program: The City will continue to provide community outreach for this program	Solid Waste	Ongoing	4
Water Measure 1.a: Implement the 2007 General Plan Water Conservation Policies: All residential developments shall require low-volume toilets, showers and faucets	Water	Ongoing	3
Water Measure 1.b: Implement the 2007 General Plan Water Conservation Policies: New development projects should install water-conserving appliances	Water	Ongoing	3
Water Measure 1.c: Implement the 2007 General Plan Water Conservation Policies: The City shall continue to require the use of primarily drought-tolerant and/or native plants in new development through the review and approval process by City staff. The use of turf grass for lawns should be limited.	Water	Ongoing	4
Water Measure 1.d: Implement the 2007 General Plan Water Conservation Policies: Residential projects having common green areas and all commercial, manufacturing, and public projects shall require to install automatic irrigation systems. New commercial, industrial and housing projects that contain common greenbelts should use reclaimed "grey" water for irrigation.	Water	Ongoing	3
Water Measure 1.e: Implement the 2007 General Plan Water Conservation Policies: Promote water conservation, reduce urban runoff, and prevent groundwater contamination within development projects, property maintenance, City operations, and all other related activities requiring City discretionary approval.	Water	Ongoing	3

City of Calexico Sustainability Initiative Review			
Water Measure 1.f: Implement the 2007 General Plan Water Conservation Policies: Adopt and enforce regulations and engage in educational efforts to eliminate pollution from runoff	Water	Ongoing	4
Water Measure 1.g: Implement the 2007 General Plan Water Conservation Policies: Participate in any pertinent local, regional, state and federal programs to protect and enhance water quality	Water	Ongoing	4
Water Measure 1.h: Implement the 2007 General Plan Water Conservation Policies: Support efforts to improve water quality of the New River or other proposals aimed at improving the area surrounding the River, such as development and implementation of an integrated water quality management plan that meets the goals and objectives of the Colorado River Basin Regional Water Quality Control Board (Region 7) for the New River	Water	Ongoing	4
Water Measure 1.i: Implement the 2007 General Plan Water Conservation Policies: The usage of drip irrigation shall be required where feasible	Water	Ongoing	3
Water Measure 1.j: Implement the 2007 General Plan Water Conservation Policies: Alternative water conservation systems such as grey water usage in residences shall be examined and initiated, if feasible.	Water	Ongoing	3
Water Measure 1.k: Implement the 2007 General Plan Water Conservation Policies: New residential construction shall be replumbed for reclaimed water through a dual on-site distribution system. Anticipated non-potable uses including landscaping, lawn, maintenance and crop irrigation.	Water	Ongoing	3
Water Measure 1.l: Implement the 2007 General Plan Water Conservation Policies: Residential units connected to the community sewage collection system shall not use salt-based water softeners	Water	Ongoing	3
Water Measure 2: Implement the 2010 and 2015 Urban Water Management Plan Demand Management Measures: The City Council approved the 2010 UWMP in June 2011. The 2015 UWMP is due to the State Department of Water Resources by July 1, 2016.	Water	Completed	5
Water Measure 3: Continue to Enforce the City's Water Efficient Landscapes Ordinance: Pursuant to State law the City has adopted the required ordinance.	Water	Ongoing	3
Water Measure 4: Continue to Enforce the City Ordinance Prohibiting Wasteful Use of Water: Ordinance No. 1155, § 2 was adopted on August 19, 2014 and created Municipal Code Chapter 13.40-Restrictions on Outdoor Use of Water During Drought Conditions	Water	Completed	5
City of Calexico General Plan (September 2015)	Sector	Status	Quality of Measure
Circulation Policy 4.a: The City shall encourage ride sharing in both the public and private sectors as a means of reducing overall traffic generation	Transportation	Ongoing	3
Circulation Policy 4.c: The City shall work with Caltrans to evaluate and implement a feasible and optimal signal timing plan along Highway 111/Imperial Avenue and Birch Street (RS-98)	Transportation	Ongoing	3

City of Calexico Sustainability Initiative Review			
Circulation Policy 5.a: The City shall work with ICTC and other local and regional transit agencies to develop an adequate public transportation system that best serves the needs of the entire community	Transportation	Ongoing	4
Circulation Policy 5.b: The City shall develop a short-range transit plan to implement an efficient and useful public transit system	Transportation	Ongoing	3
Circulation Policy 5.d: Encourage maximum utilization of existing transit system in Calexico through education and provision of bus shelters and benches	Transportation	Ongoing	4
Circulation Policy 5.e: The City should require developers of new industrial, residential, or commercial projects to coordinate with the local transit providers to best incorporate design features that increase the potential for public transit service and provide effective use as the City grows.	Transportation	Ongoing	3
Circulation Policy 5.f: Implement the proposed Calexico Intermodal Transportation Center proposed by ICTC	Transportation	Ongoing	4
Circulation Policy 5.h: Support continuation of the existing shuttle service used by workers from Mexico to reach work places in the City of Calexico and within Imperial County	Transportation	Ongoing	3
Circulation Policy 6.a: All urban standard streets should have improved sidewalks on both sides of the road	Transportation	Ongoing	3
Circulation Policy 6.b: Rural streets which lead to schools or bus stops should have improved sidewalks on one side of the road	Transportation	Ongoing	3
Circulation Policy 7.a: The City shall implement the 2003 Bicycle Master Plan, and any amendments thereto, to promote bicycle travel as an alternative mode of transportation	Transportation	Ongoing	4
Circulation Policy 7.b: Encourage cycling by planning accordingly and incorporating bike racks when developing new schools, parks, residential communities, and retail/employment centers.	Transportation	Ongoing	3
Circulation Policy 7.c: Integrate Master Plan bicycle facilities as part of the design and construction of new roadways and upgrade of existing roadways	Transportation	Ongoing	3
Circulation Policy 10.d: Actively look for opportunities to repurpose right-of-way to enhance connectivity for pedestrians, bicyclists, and transit in order to link schools, parks, and recreation areas, residential, commercial, retail areas and civic uses	Transportation	Ongoing	3
Circulation Policy 10.f: Incorporate the Complete Streets design principles into all City plans, manuals, rules, regulations and programs as appropriate while remaining flexible to the unique circumstances of different streets.	Transportation	Ongoing	3
Economic Development Policy 1.b: Renovate currently unused second floors of existing Downtown buildings	Land Use	Completed	4
Economic Development Policy 1.e: Allow multi-story, mixed-use buildings outright	Land Use	Completed	4
Economic Development Policy 4.d: Develop and recruit new businesses that create job opportunities and utilize local skills	Land Use	Ongoing	3

City of Calexico Sustainability Initiative Review			
Agricultural Policy 1.a: Encourage infill and adjacent new development to provide for the efficient use of existing infrastructure, avoid "leap frog" new development and to reduce impacts to agriculture	Land Use	Ongoing	3
Agricultural Policy 1.b: Where possible, encourage infill development as a means to preserve outlying open space and to conserve resources	Land Use	Ongoing	3
Agricultural Policy 2.a: Preserve Prime Farmland in the Sphere of Influence by maintaining a compact urban form and focusing on quality development within the City limits	Land Use	No Progress	2
Agricultural Policy 2.d: Preserve agricultural land within the Sphere of Influence by focusing on growth within the City limits and requiring comprehensive Residential Specific Plan measures to preserve some agricultural land within the area covered by the Specific Plan	Land Use	No Progress	1
Agricultural Policy 2.e: Work with the Imperial County Planning Department to adopt zoning measures that will contribute to agricultural conservation and preservation of lands located with the Calexico Sphere of Influence	Land Use	No Progress	1
Agricultural Policy 2.f: Develop measures in cooperation the County of Imperial to conserve and preserve agricultural lands located in the Sphere of Influence including incentives for landowners to maintain land in productive agricultural uses	Land Use	No Progress	1
Agricultural Policy 2.g: Work with the Local Agency Formation Commission (LAFCO) to create and maintain a consistent approach to the conservation of agricultural land through the designation of reasonable and logical Sphere of Influence boundaries	Land Use	No Progress	<u>1</u>
<u>2013-2021 Housing Element (2013)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
HE Program Category #1: Promote and encourage more intensive use of under-utilized land for residential construction, particularly within walking distance of Downtown Calexico	Land Use	Completed	4
HE Program Category #1: Encourage mixed-use housing and commercial development in downtown Calexico	Land Use	Completed	5
HE Program Category #1: Investigate adaptive reuse of vacant commercial structures in the downtown area for housing, possibly in a mixed-use fashion	Land Use	Completed	5
HE Program Category #1: Implement an infill development strategy through development incentives	Land Use	Ongoing	4
HE Program Category #7: Encourage the use of energy conserving techniques in the siting and design of new housing	Energy	Ongoing	3
HE Program Category #7: Actively enforce all state energy conservation requirements for new residential construction	Energy	Ongoing	4
HE Program Category #7: Allow use of rehabilitation assistance fund to make residences more energy efficient	Energy	Ongoing	3
HE Program Category #7: Make local residents aware of the free home energy surveys performed by IID as a means to reduce energy consumption and , in turn, overall long-term housing costs	Energy	Ongoing	3

City of Calexico Sustainability Initiative Review			
HE Program Category #7: Encourage and promote the maximum use of solar energy systems and other more aggressive energy conservation techniques, including construction techniques similar to and including LEED certification in housing units throughout the City thereby increasing opportunities for energy conservation and reducing overall long term housing costs	Energy	Ongoing	3

City of Calipatria Sustainability Initiative Review			
Summary of Plans Reviewed: 2013-2021 Housing Element Update (2017) 2035 General Plan (2013) Pedestrian Safety Study (2005) Bicycle Master Plan (2002)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
<u>2035 General Plan Update (2013)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Policy LU-2.2: Encourage development of a range of housing types that are located in close proximity to jobs and services	Land Use	Ongoing	3
Policy LU-3.1: Promote land development practices that reduce energy and water consumption, air and water pollution, and greenhouse gas emissions, incorporating such techniques as: - Concentration of uses and design development to promote walking and use of transit in lieu of automobile; - Capture and re-use of stormwater for onsite irrigation; - Orientation of buildings to maximize opportunities for solar energy use, daylight and ventilation; - Use of permeable paving materials; - Shading of surface parking and walkways.	Land Use	Ongoing	5
Policy LU-3.2: Encourage new development to use “green” building technologies in accordance with a green building standard, such as Leadership in Energy and Environmental Design (LEEDTM), or other equivalent.	Land Use	Ongoing	1
Policy LU 3.3: Develop land uses that enhance the existing transportation network, minimize the impacts of vehicles in the city, and encourage the use of alternative modes of transportation.	Land Use	Ongoing	2
Policy LU-3.4: Require that new development include pedestrian access to enhance the community’s pedestrian character and pedestrian linkages between the urban center, residential neighborhoods, and open spaces.	Land Use	Ongoing	2
Policy LU-4.1: Minimize disruption of agriculture by maintaining a compact urban form and by directing new growth to areas containing the least productive agricultural land.	Land Use	Ongoing	1
Policy LU-5.2: Permit high density and high intensity development on vacant and underutilized properties in the Downtown District.	Land Use	Ongoing	1
Policy LU-6.3: Require new development in the Downtown District to be pedestrian oriented, including pedestrian-oriented storefronts, entrances toward pedestrian ways, landscaping such as shade trees, benches, and other pedestrian amenities.	Land Use	Ongoing	1
Policy COS-2.2: Reduce operational and maintenance costs of parks and facilities through efficiency improvements listed in subchapter III.G.		Ongoing	1
Policy COS 5.3: Promote infill development on land within the City before agricultural land is taken out of production.	Land Use	Ongoing	3
Policy COS-9.1: Implement a balanced, water conservation strategy as an effective way to manage demand by maximizing the efficiency of existing urban water use through conservation measures/programs and developing	Water	Ongoing	1

City of Calipatria Sustainability Initiative Review			
alternative, reliable sources to sustain present and future water needs			
Policy COS-9.3: Ensure that new development projects are designed to minimize potable water use based on the requirements of the California Green Building Standards Code (CalGreen Code) and encourage new development to achieve greater water use efficiencies (CalGreen Tier I and II levels) than are required by the Code.	Water	Ongoing	2
Policy COS-9.4: Minimize water consumption by existing and new development through an emphasis on drought-tolerant landscaping techniques, use of water-efficient plumbing, and water reclamation.	Water	Ongoing	2
Policy COS-9.5: Encourage the use of high efficiency irrigation technology and recycled site water to reduce the use of potable water for irrigation.	Water	Ongoing	
Policy COS-9.6: Encourage and support local water conservation programs of the Imperial Irrigation District.	Water	Ongoing	1
Policy COS-14.2: Minimize emissions of air pollutants, including greenhouse gases, generated by electricity and natural gas consumption, waste disposal, and vehicles through implementation of the energy conservation policies and actions listed in subchapter III.G, the solid waste recycling policies listed in subchapter III.H, and the alternative transportation policies in the Circulation Element.		Ongoing	1
Policy COS-14.3: Promote walking, biking, and use of public transit to reduce dependency on motor vehicles.	Transportation	Ongoing	1
Policy COS-15.1: Reduce community-wide emissions of greenhouse gases by at least 15% from 2005 levels as stipulated in AB 32.		Ongoing	1
Policy COS-15.2: Minimize the impact of future development in the city on global climate change	Land Use	No Progress	1
Policy COS-15.3: Coordinate with other regional agencies, such as the County of Imperial, for the purpose of developing greenhouse gas reduction strategies.		Ongoing	1
Policy COS-16.1: Require new construction to go beyond minimum energy efficiency standards established in the CalGreen Code by meeting Tier I or Tier II levels for projects over 10,000 square feet in size.	Energy	Ongoing	2
Policy COS-16.2: Require new development to minimize the consumption of nonrenewable energy sources.	Energy	Ongoing	1
Policy COS-16.3: Require community/neighborhood designs that minimize energy use. For example: - Identify and implement programs to facilitate safe and pleasant pedestrian circulation. - Establish and maintain a communitywide system of bicycle lanes and coordinate the development of a regional bicycle system with neighboring jurisdictions. - Promote the development of fueling facilities for alternative fuel vehicles. - Promote development and redevelopment of mixed use designs that allow residents to live near where they work and shop.	Energy	Ongoing	5

City of Calipatria Sustainability Initiative Review			
<p>Policy COS-16.4: Promote site designs that minimize energy use. For example: - Develop building groups or clusters with plazas or open areas that promote exterior accessibility and enjoyment within a protected environment.- Construct internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation.- Where possible, locate reflective surfaces on the north and east side of buildings to minimize potential heat gain and reflection to adjacent buildings.- Use light-colored pavement to reduce the urban “heat island” effect.- Orient the maximum amount of non-reflective glass possible toward the south to maximize solar access.- Incorporate the use of broad, deciduous trees in landscape plans, especially near buildings and in and around large expanses of parking lots or other paved areas.</p>	Energy	Ongoing	2
<p>Policy COS-16.5: Promote building designs that minimize energy use. For example: - Use appropriate building shapes and locations to promote maximum feasible solar access to individual units. - Design individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture. - Promote light colored roofs to reduce the urban heat island effect, unless a passive heating system is incorporated with a darker roof. - Use canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months. - Install windows and vents in commercial and industrial buildings to provide the opportunity for natural ventilation. - Incorporate deciduous vines on walls, trellises and canopies to shade south and west facing walls to cool them in summer months.</p>	Energy	Ongoing	2
<p>Policy COS-16.6: Support and encourage the installation of solar photovoltaic panels, solar hot water heaters, and other forms of renewable energy production.</p>	Energy	Ongoing	1
<p>Policy COS-16.7: Minimize the amount of energy consumed by City operations by taking a leadership role in the application of new technologies at City facilities. As feasible, cooperate with Southern California Edison and the Imperial County Air Pollution Control District to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.</p>	Energy	Ongoing	1
<p>Policy COS-16.8: Support state and federal legislation that would, in an appropriate manner, make progress toward eliminating wasteful energy consumption.</p>	Energy	Ongoing	2
<p>Policy COS-17.1: Continue to meet or exceed state requirements for the diversion of solid waste from landfills</p>	Waste	Ongoing	2

City of Calipatria Sustainability Initiative Review			
Policy COS-18.1: To change patterns of consumption that produce unnecessary waste generation, encourage the following: - Purchase of products that use minimal materials; - Purchase of products that are recyclable and/or are made with recycled materials; - Reduction of yard waste through backyard composting, green waste disposal, and low maintenance landscaping; - Purchase of products with longer life spans, and products that are easily repairable; - Recycling of construction waste; and - Purchase of products that are biodegradable.	Waste	Ongoing	1
Policy COS-18.2: Promote organic waste reuse to produce compost and/or biofuel from the maximum amount of organic waste generated within the city as feasible.	Waste	Ongoing	1
Policy C-2.1: Provide an appropriate mix of housing, employment, and local-serving retail uses within the city to limit the need to travel outside of the city for various purposes	Land Use	Ongoing	1
Policy C-2.2: Support efforts to promote ridesharing and other programs to reduce vehicle travel	Transportation	Ongoing	1
Policy C-5.4: Reduce the amount of parking required to maximize development potential and to encourage the use of bus, bicycle and pedestrian facilities.	Transportation	Ongoing	1
Policy C-5.5: Use parking as a measure to slow vehicular speeds and provide a buffer between motorist and bicycle/pedestrian	Transportation	Completed	1
Policy C-6.1: Increase the number of bus stops, routes and services for Calipatria residents as additional development occurs in Calipatria to maintain similar levels of transit accessibility and usage as currently exists	Transportation	Ongoing	3
Policy C-6.2: Improve bus stops to provide proper shelter and lighting as new development occurs within the city	Transportation	Ongoing	2
Policy C-6.3: Connect bus stops with destination points by adding amenities such as connecting bike lines, bike parking, and bike racks on buses	Transportation	Ongoing	3
Policy C-6.4: Coordinate the placement of pedestrian facilities to ensure that all bus stops are accessible via sidewalks	Transportation	Ongoing	3
Policy C-8.1: Provide Class II and Class III bicycle facilities to connect with key destinations as appropriate.	Transportation	Ongoing	3
Policy C-8.2: Educate the community on the benefits of bicycling and create motorist awareness of bicyclists sharing the right-of-way.	Transportation	Ongoing	1
Policy C-8.3: Design bicycle facilities to maximize safety, comfort and aesthetics while maintaining consistency with applicable federal, state, and County of Imperial legislation and requirements, including those related to Universal Access (ADA).	Transportation	Ongoing	3
Policy C-8.4: Improve safe travel by bicycle for students, parents and school employees	Transportation	Ongoing	3
Policy C-9.2: Require that all sidewalk and crosswalk improvements along roadways and at railroad crossings comply with all applicable Universal Access (ADA) requirements	Transportation	Ongoing	3

City of Calipatria Sustainability Initiative Review			
Policy C-9.3: Require that the placement of any new traffic signals provide appropriate crosswalk improvements such as striped crosswalks and pedestrian push buttons.	Transportation	Ongoing	3
Policy C-9.4: Monitor sidewalk facilities within the city to ensure that any issues related to maintenance are addressed on an on-going basis.	Transportation	Ongoing	2
Policy C-9.5: Provide adequate lighting along roadways and pedestrian facilities.	Transportation	Ongoing	3
<u>Bicycle Master Plan (March 2002)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Objective 1. Plan, design, and construct roadways that include facilities for bicyclists	Transportation	Ongoing	3
Objective 2. Encourage cycling by planning accordingly when developing new schools, parks and residential communities	Transportation	Ongoing	1
Objective 3. Integrate bicycle facilities as part of the design and construction of new roadways and upgrade existing roadways	Transportation	Ongoing	2
Objective 4. Establish a bicycle network that offers facilities for all ages and physical abilities	Transportation	Ongoing	1
Objective 5. Encourage educational programs that promote the safe and efficient travel of cyclists	Transportation	Ongoing	1
Objective 6. Provide for bicycle access to employment, commercial, and other transportation and travel destinations	Transportation	Ongoing	3

City of El Centro Sustainability Initiative Review			
Summary of Plans Reviewed: Active Transportation and Safe Routes to School Plan (2019) Vision 2050 Strategic Plan (2015) Housing Element (2013) Bicycle Master Plan (2010) Land Use Element (2004) Circulation Element (2004) Conservation and Open Space Element (2004)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
<u>Active Transportation and Safe Routes to School Plan (February 2019)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Implement Active Transportation Project Recommendations	Transportation	Ongoing	4
Implement Safe Routes to School Recommendations	Transportation	Ongoing	3
Implement Wayfinding Sign Network	Transportation	Completed	4
Establish Education/Encouragement/Marketing to encourage active transportation: Example programs include: - Community Bicycle Programs - Street Smart Classes and Bicycle Ambassadors - Walk and Bike to School Day - Participate in National Bike Month - Host a Ciclovía, Open Streets, and Other Signature Events	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Educate Police Department Staff Regarding Bicycle and Pedestrian Issues and Concerns	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Designate a Law Enforcement Liaison Responsible for Bicycling Issues and Concerns	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Targeted Enforcement - to educate drivers, pedestrians and bicyclists on applicable traffic laws	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Implement a Bicycle Diversion Program	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Distribute Bicycle Helmets and Lights	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Speeding in School Zones	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Law Enforcement Referral Process	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Enforcement of Traffic and Parking Laws Through Citations and Warning	Transportation	No Progress	2
Establish Active Transportation Education/Enforcement: Participate in Traffic Safety Programs: Traffic Gardens, SRTS Task Force, etc.	Transportation	No Progress	2
Establish Tracking and Monitoring of Pedestrian and Bicycle Travel: Bicycle Friendly Application Update	Transportation	No Progress	3
Establish Tracking and Monitoring of Pedestrian and Bicycle Travel: Create a City Staff Active Transportation Coordinator Position	Transportation	No Progress	1
Establish Tracking and Monitoring of Pedestrian and Bicycle Travel: Bicycle Pedestrian Activity Committee	Transportation	No Progress	2
Establish Tracking and Monitoring of Pedestrian and Bicycle Travel: Conduct Bicycle and Pedestrian Counts and Review Collision Data	Transportation	Ongoing	4

City of El Centro Sustainability Initiative Review			
Establish Tracking and Monitoring of Pedestrian and Bicycle Travel: Develop a Bicycle Report Card	Transportation	No Progress	2
<u>Vision 2050 Strategic Plan (December 2015)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Quality of Life: Parks and Recreation Strategy 2.8: Plan for connectivity between housing, recreational parks and City-owned recreational facilities via sidewalks, bike paths and pedestrian trails	Transportation	Ongoing	4
Development & Mobility: Land Use Strategy 1.7: Require that development is sustainable and that is provides walkable neighborhoods, and is distinctive and attractive with a strong sense of place	Land Use	Ongoing	4
Development & Mobility: Land Use Strategy 1.8: Collaborate with developers to ensure the preservation of open space, farmland and natural scenic beauties	Land Use	Ongoing	2
Development & Mobility: Land Use Strategy 1.9: Seek funding to fill gaps in sidewalks to make a more walkable community	Transportation	Ongoing	5
Development & Mobility: Transportation Strategy 1.1: Adopt a complete streets policy to enable safe street access for bicyclists, pedestrians and motorists.	Transportation	No Progress	3
Development & Mobility: Transportation Strategy 1.2: Ensure that roadways balance safety and convenience for all users inclusive of pedestrians and bicyclists	Transportation	Ongoing	2
Development & Mobility: Transportation Strategy 1.3: Expand ride-sharing within the community by designating ride-sharing locations throughout the City.	Transportation	No Progress	2
Development & Mobility: Transportation Strategy 1.4: As the California high-speed rail program expands to the south of the State, explore the possibility of expanding the rail to El Centro	Transportation	No Progress	2
Development & Mobility: Transportation Strategy 1.12: Consider Implementation of "Adopt a Tree Program" to enhance aesthetics along parks and major thoroughfares	Urban Greening	No Progress	2
Development & Mobility: Transportation Strategy 2.1: Establish street typology guidelines that incorporate different modes of transportation such as transit, cycling, and walking	Transportation	No Progress	2
Development & Mobility: Transportation Strategy 2.2: Create bus shelter guidelines to enhance transit service in the City	Transportation	Completed	2
Development & Mobility: Transportation Strategy 2.3: Partner and collaborate with schools in ensuring transportation facilities such as sidewalks are adequate for students	Transportation	Ongoing	3
Development & Mobility: Transportation Strategy 2.4: Create a plan that identifies gaps in sidewalks city-wide	Transportation	Completed	4
Development & Mobility: Transportation Strategy 2.7: Require that new development increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations within the City	Transportation	Ongoing	4
Development & Mobility: Transportation Strategy 2.8: Enhance pedestrian and bicycle crossing and pathways at key locations across physical barriers such as arterial roadways to promote safety	Transportation	Ongoing	<u>3</u>

City of El Centro Sustainability Initiative Review			
Development & Mobility: Transportation Strategy 2.9: Actively engage the community in promoting walking and bicycling through education, outreach, and encouragement on improvement projects and programs	Transportation	Ongoing	2
2013-2021 Housing Element (September 2013)	Sector	Status	Quality of Measure
Policy 4.1: Promote passive energy conservation measures through site planning and landscaping techniques.	Energy	Ongoing	2
Policy 4.2: Encourage developers to exceed minimum Title 24 energy conservation requirements.	Energy	No Progress	2
Policy 4.3: Educate the public regarding simple energy conservation measures that can be implemented in the home.	Energy	No Progress	2
Policy 4.4: Encourage weatherization improvements, roofing repairs, window replacement, and appliance upgrades to conserve energy.	Energy	Ongoing	2
Land Use Element (February 2013)	Sector	Status	Quality of Measure
Policy 2.5: Encourage Infill development to occur within the urbanized community before expanding new development onto agricultural lands surrounding El Centro	Land Use	Ongoing	3
Circulation Element (2004)	Sector	Status	Quality of Measure
Policy 2.1: Coordinate with the Imperial Valley Association of Governments (IVAG) to ensure that adequate bus service, including a fixed-route public transit system, is available for all segments of the community.	Transportation	Ongoing	2
Policy 2.2: Encourage the increased use and expansion of public transportation opportunities.	Transportation	Ongoing	2
Policy 2.3: Provide for the location of necessary transit infrastructure, such as bus stops, in major activity centers.	Transportation	Ongoing	3
Policy 2.4: Support ridesharing services and other similar alternative modes of transportation.	Transportation	Ongoing	2
Policy 3.1: Provide and maintain a system of pedestrian and bicycle access-ways that links residential areas with parks, scenic areas, schools, libraries, civic center, major employment and retail centers, and other areas of congregation within El Centro and the surrounding area.	Transportation	Ongoing	3
Policy 3.3: Encourage the incorporation of bicycle facilities, such as bike lockers and showers at workplaces, bicycle racks on buses, and bike lockers and/or racks in retail areas to facilitate bicycle travel.	Transportation	No Progress	2
Policy 3.4: Maintain the pedestrian and bicycle system, including improving the road surface and sidewalk, to reduce safety hazards associated with drainage grates, manholes, potholes, and uneven surfaces.	Transportation	No Progress	3
Policy 3.5: Strive to include a separation between curbs and sidewalks, such as a landscaped planting strip, as well as implementing traffic calming measures in order to reduce safety hazards to pedestrians, create “walkable” streets, and provide an aesthetically pleasing environment.	Transportation	Ongoing	3
Policy 4.4: Encourage passenger rail service between El Centro, Calexico and San Diego.	Transportation	No Progress	1
Conservation/Open Space Element (2004)	Sector	Status	Quality of Measure
Policy 1.1: Direct future development away from prime soils areas to allow their continued use for agricultural uses	Land Use	Ongoing	2

City of El Centro Sustainability Initiative Review			
Policy 1.2: Continue to implement the City’s Urban Development Program to encourage compact and contiguous development within El Centro, minimizing the amount of agricultural land converted to urban uses.	Land Use	Ongoing	3
Policy 1.3: Promote infill and compact development to minimize the amount of agricultural land necessary for future growth.	Land Use	Ongoing	3
Policy 1.5: Continue to work with County and State agencies to ensure the effective conservation of agricultural lands within the region and to minimize the impacts of geothermal development on agricultural activities.	Land Use	No Progress	2
Policy 2.2: Develop and implement standards for site design, storm water management, planting, irrigation and maintenance.	Water	No Progress	4
Policy 2.3: Promote water conservation by El Centro residents, businesses, agriculture, and government to reduce overall demand for water.	Water	Ongoing	3
Policy 2.4: Use recycled water for irrigation.	Water	No Progress	3
Policy 2.5: Utilize drought tolerant materials in the design of parks, recreation facilities and detention basins.	Water	Ongoing	3
Policy 3.3: Develop pedestrian and bicycle trails to connect existing and new parks, consistent with the City of El Centro Bicycle Master Plan. Examine new street rights-of-way, utility easements, river banks, and the canal rights-of-way system to create the trail system.	Transportation	Ongoing	4
Policy 4.2: Create a Desert Demonstration Garden to highlight desert plant material and adapted drought tolerant plant material.	Water	No Progress	3
Policy 8.4: Promote the use of geothermal energy by local residents and businesses.	Energy	No Progress	1
Policy 9.1: Promote energy conservation by the public and private sectors.	Energy	Ongoing	2
Policy 9.2: Provide incentives for subdivision plans that incorporate energy conserving design.	Energy	Ongoing	3
Policy 9.3: Encourage the use of passive solar design concepts and the retrofitting of older buildings with energy-conserving features as a way to reduce energy consumed.	Energy	No Progress	3
Policy 9.4: Encourage the recycling of waste heat and the application of direct geothermal energy.	Energy	No Progress	2

City of Holtville Sustainability Initiative Review			
Summary of Plans Reviewed: General Plan Update (2017) Complete Streets Plan (2016) Bicycle Master Plan (2014) Golf Cart EV Neighborhood Circulation Master Plan (2012) Code Review (2009) New Alamo River Wetlands Master Plan (2006)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
General Plan Update (June 2017)	Sector	Status	Quality of Measure
LU Policy 3.2: Focus on infill growth to reduce transportation carbon emissions through promoting alternatives to driving (e.g., walking, biking, transit, and car sharing).	Land Use/ Transportation	Ongoing	1
LU Policy 5.2: Provide incentives, and where necessary, establish requirements to encourage water conservation, waste reduction and recycling, and innovative mobility systems.	Energy/ Water/ Waste	Ongoing	3
LU Policy 5.5: Ensure that new City buildings incorporate green building features and are models of sustainability.	Energy	Ongoing	1
Circulation Policy 2.1: Implement the City's Complete Streets Plan in order to maintain a safe and accessible bicycle and pedestrian network that links public, civic, and recreational activity areas.	Transportation	Ongoing	1
Circulation Policy 2.2: Review progress and determine Complete Street project priorities during annual budget preparation or when funding categories become available through grants.	Transportation	Ongoing	1
Circulation Policy 2.3: Cooperate with local and regional agencies and organizations to provide accessible, efficient, affordable, and reliable transit.	Transportation	Ongoing	1
COS Policy 2.2: Discourage non-agricultural development on prime farmland or farmland of statewide and local importance.	Land Use	Ongoing	1
COS Policy 2.5: Promote infill and higher density development within the City limits to minimize expansion into surrounding farmland that would conflict with existing and future residential development.	Land Use	Ongoing	1
COS Policy 2.6: Direct urbanization toward vacant lands that are not located adjacent to prime agricultural lands or into agricultural areas that are of lower quality.	Land Use	Ongoing	1
COS Policy 4.1: Support and protect priority water supply rights for agricultural and municipal uses within Imperial Valley.	Water	Ongoing	2
COS Policy 4.2: Support the Imperial Irrigation District (IID) and other agencies in the conservation and improvement of the water quality and quantity from the Colorado River.	Water	Ongoing	2
COS Policy 4.3: Promote water conservation by encouraging the use of reclaimed water, promoting the use of water efficient landscaping and requiring development to utilize water conservation measures.	Water	Ongoing	2
COS Policy 5.3: Promote the growth of clean industry as a method of managing air quality.	Land Use	Ongoing	2
COS Policy 6.1: Encourage the implementation and use of renewal energy resources, such as geothermal, solar, and wind.	Energy	Ongoing	1

City of Holtville Sustainability Initiative Review			
COS Policy 6.2: Inventory areas available for the management or utilization of natural resources, such as wind energy generation, hydroelectric power, geothermal power, and large-scale solar power.	Energy	Ongoing	2
COS Policy 6.3: Inventory energy conservation opportunities, including transportation economies, land use patterns, and residential, commercial, and industrial conservation programs.	Energy	Ongoing	2
COS Policy 6.4: Promote the incorporation of energy conserving buildings in new infill development.	Energy	Ongoing	1
COS Policy 6.5: Promote weatherization and rehabilitation activities that will help existing projects meet minimum energy conservation requirements.	Energy	Ongoing	1
COS Policy 6.6: Educate residents and business owners about opportunities to conserve energy in their homes and businesses.	Energy	Ongoing	2
COS Policy 6.7: Promote energy efficiency and clean energy projects that include low-income weatherization, wind generated, and solar programs.	Energy	Ongoing	1
COS Policy 7.2: Encourage the recycling of waste resources through IRMA programs and services.	Waste	Ongoing	1
COS Policy 7.3: Promote recycling of waste generated by residents in an effort to reduce the amount of solid waste disposed.	Waste	Ongoing	1
<u>Complete Streets Plan (February 2016)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Implementation of East Gateway Monument and Crossing Plan	Transportation	No Progress	1
Implementation of Curb Extensions at Holt Park	Transportation	No Progress	1
Implementation of Curb Extensions at Fifth Street and Cedar Avenue	Transportation	No Progress	1
Implementation of Beale Pathway	Transportation	No Progress	1
Implementation of Holtville Roadway Functionality	Transportation	Ongoing	1
Implementation of School Zones	Transportation	Ongoing	1
Implementation of Seventh Street Reconfiguration	Transportation	No Progress	1
Implementation of City Loop	Transportation	Ongoing	1
<u>Bicycle Master Plan (2014)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Objective 1: Plan, design, and construct roadways that include facilities for bicyclists.	Transportation	Ongoing	3
Objective 2: Encourage cycling by recognizing there will be cyclists and plan accordingly when developing new schools, parks, and residential communities.	Transportation	Ongoing	1
Objective 3: Integrate bicycle facilities as part of the design and construction of new roadways and upgrade of existing roadways	Transportation	Ongoing	3
Objective 4: Consider the "bicycle perspective" as a guide when designing and constructing new and improving any roadway	Transportation	Ongoing	1
Objective 5: Provide opportunities for bicycle facilities that will offer facilities for all ages and physical abilities	Transportation	Ongoing	1

City of Holtville Sustainability Initiative Review			
Objective 6: Encourage educational programs that promote the safe and efficient travel of cyclists.	Transportation	Ongoing	1
Objective 7: Provide for bicycle access to employment, commercial and other transportation and travel destinations	Transportation	Ongoing	1
<u>Golf Cart and Electric Vehicle Neighborhood Circulation Master Plan (October 2012)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Action Program 1: Adoption of plan by City Council	Transportation	Completed	1
Action Program 2: Legislative action for plan adoption	Transportation	Completed	1
Action Program 3: Obtain approval of modifications from California Traffic Control Devices Committee	Transportation	Ongoing	1
Action Program 4: Public Involvement and Education	Transportation	Ongoing	1
Action Program 5: Implementation of Golf Cart NEV Plan	Transportation	Ongoing	1
Action Program 6: Review Plan Effectiveness	Transportation	Ongoing	1

City of Imperial Sustainability Initiative Review			
Summary of Plans Reviewed: Draft Housing Element (2019) Land Use Element (2017) Circulation Element (2017) Bicycle Master Plan (2002)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
<u>Draft Housing Element Update (July 2019)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Policy 5.4. Explore ways to finance, staff and support local community revitalization and housing rehabilitation programs, senior citizens home repair, energy conservation, weatherization and self-help preventive maintenance programs.	Energy	Ongoing	4
Policy 7.1. Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards (Title 24). The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.	Energy	Ongoing	5
<u>Land Use Element (June 2017)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Policy 5.2 New residential development shall incorporate recreation and pedestrian improvements that enhance safety and mobility and provide connections to recreational amenities and services and to encourage healthy lifestyles.	Transportation	Ongoing	4
Action 5.2.1 New residential subdivisions should provide bikeways, trails, and other opportunities for community interaction and connectivity with other established neighborhoods.	Transportation	Ongoing	3
Action 5.2.2 Multi-family residential projects should provide sufficient open space, recreational uses and activities (playgrounds, picnic areas, and pools), adequate parking, and adequate access to existing and proposed pathways, trails and roadways.	Transportation	Ongoing	5
<u>Circulation Element (June 2017)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Policy 2.1 Develop effective Transportation Demand Management to manage the amount of vehicles generated by a land use by promoting alternative modes of transportation and continuing to utilize technology and intelligent transportation systems to stabilize street system flow and safety.	Transportation	No Progress	1
Action 2.1.1 Develop a Transportation Demand Management plan	Transportation	No Progress	2
Action 2.1.2 Consider the needs of all modes of travel and for users of all ages and abilities in order balance the safety concerns of pedestrians and bicyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered concurrently with new proposed capacity enhancing transportation projects.	Transportation	No Progress	
Action 2.1.3 Require appropriate traffic mitigation, including traffic calming measures as appropriate, in all new development.	Transportation	Ongoing	3

City of Imperial Sustainability Initiative Review			
Policy 5.1 The City should assess the connection points between transit facilities and the various land uses and modes of travel and ensure that the transit resources can be easily accessed.	Transportation	Ongoing	3
Action 5.1.1 The City shall develop a short-range transit plan to implement an efficient and useful public transportation system.	Transportation	No Progress	2
Action 5.1.2 City shall prioritize mixed-use, higher density developments as ideal locations for additional transit stops	Transportation	Ongoing	4
Action 5.1.3 Coordinate with IV Transit to increase the number of bus stops, routes and services for Imperial Residents as additional development occurs in the City to maintain similar levels of transit accessibility and usage as currently exist.	Transportation	Ongoing	3
Policy 5.2 Transit services and facilities on roadways designated as having a transit priority shall be maintained in accordance with the standards outlined in the City’s street design guidelines.	Transportation	Ongoing	3
Action 5.2.1 The City should update the street design guidelines to include standards for the designated street typologies.	Transportation	Completed	5
Policy 7.1 Develop a localized anti-idling ordinance to limit truck idling.	Transportation	No Progress	2
Action 7.2.1 The Circulation Plan should identify future park-and-ride locations as opportunities for intermodal stations/facilities.	Transportation	No Progress	3
Policy 8.1 Ensure that streets in areas with high levels of pedestrian activity (such as employment centers, residential areas, mixed use areas, and schools) support safe pedestrian travel.	Transportation	Ongoing	4
Action 8.1.1 The City shall prioritize areas for pedestrian improvements (crossing, safety, and amenities) based on street typologies.	Transportation	Ongoing	3
Action 8.1.2 The City shall periodically review and update the ADA Transition Plan to remove mobility barriers to public facilities and prioritize repairs.	Transportation	Ongoing	4
Action 8.1.3 In all new development or redevelopment areas, developers shall provide detached sidewalks, bulb-outs, enhanced pedestrian crossings, and medians.	Transportation	Ongoing	3
Action 8.1.4 The City shall work with public utility agencies to remove poles and other obstructions from sidewalks and pedestrian paths.	Transportation	Ongoing	3
Action 8.1.5 The City shall promote the temporary closure of streets to create temporary pedestrian zones during Community events such as farmers markets, bicycle tours, and other events.	Transportation	Ongoing	4
Action 8.1.6 Provide for direct pedestrian access to and from parking facilities.	Transportation	Ongoing	3
Policy 8.2 Provide pedestrian connections and amenities so that all existing and new residential streets have a sidewalk or path on at least one side of the street and promote their use.	Transportation	Ongoing	3
Action 8.2.1 Require that all new development or redevelopment projects provide pedestrian connections to the external pedestrian network when the connection point is within 350 lineal feet.	Transportation	Ongoing	2

City of Imperial Sustainability Initiative Review			
Action 8.2.2 Pursue grant funding through programs such as “Safe Routes to School.”	Transportation	Ongoing	5
Action 8.2.3 Allow no more than a ½-mile walking distance between each residential unit and neighborhood commercial uses	Transportation	No Progress	2
Action 8.2.4 Allow no more than a ¼ mile walking distance between each residential uses and recreational park space.	Transportation	No Progress	3
Action 8.2.5 Develop a Pedestrian/Trail Master Plan that effectively addresses the needs of pedestrians.	Transportation	No Progress	3
Policy 8.3 Improve safety conditions, efficiency, and comfort for bicyclists through design, maintenance, and law enforcement.	Transportation	No Progress	4
Action 8.3.1 Require that the public and private development in the City provide sufficient bicycle parking facilities	Transportation	No Progress	4
Action 8.3.2 Encourage a bicycle network in existing and new neighborhoods that facilitates convenient and continuous travel for a variety of users, free of major impediments and obstacles	Transportation	No Progress	4
Policy 8.4 Prioritize bicycle users through the corridor on appropriate street typologies and provide for Class II and Class III bicycle facilities to connect with key destinations as appropriate.	Transportation	No Progress	3
Action 8.4.1 Seek funding for projects which implement planned bicycle facilities identified in both the City of Imperial Bicycle Master Plan and the County of Imperia	Transportation	Ongoing	3
Action 8.4.2 Require that all new development or redevelopment projects provide bicycle connections to the external bicycle network when the connection point is within 700 lineal feet and sufficient right-of-way exists or may reasonably be obtained.	Transportation	No Progress	3
Policy 8.5 The City shall support bike education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance, and safety.	Transportation	No Progress	3
Action 8.5.1 Work with the local school district and any private schools to identify and implement safety measure to improve safe travel by bicycle for students, parents and school employees.	Transportation	No Progress	3
Policy 8.6 Design local pathways connecting key community features that can be used by active modes of travel, including equestrian.	Transportation	Ongoing	3
Action 8.6.1 Develop a Pedestrian/Trail Master Plan and periodically update the ADA Transition Plan which effectively addresses the recreational needs of residents and is compatible with the Bicycle Master Plan.	Transportation	No Progress	5
Action 8.6.2 Develop a comprehensive and visible way-finding signage system in the City to direct cyclists to transit facilities, local and regional bike routes, civic and cultural amenities and recreational destinations.	Transportation	No Progress	5

City of Westmorland Sustainability Initiative Review			
Summary of Plans Reviewed: 2008-2013 Housing Element (2009) Bicycle Master Plan (2002) General Plan Circulation Element (1999) General Plan Land Use Element (1999)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
<u>2008-2013 Housing Element (January 2009)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Objective H-2-2: Provide opportunities for mixed-use development.	Land Use	Ongoing	2
Program H-2-2-1: Encourage development of well-planned and designed projects that provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood utilizing a Planned Unit Development (PUD) zoning designation to be established.	Land Use	Ongoing	2
Objective H-6-1: Promote the conservation of natural resources and energy conservation in housing design and construction.	Energy	Ongoing	2
Program H-6-1-1: Review the City's current building standards and adopt the new ICC Building Codes which will be available in March 2009	Energy	Completed	4
Program H-6-1-2: Contact local utility providers to determine their energy conservation and efficiency programs and requirements and to the extent possible, incorporate them into the City's development requirements along with the State Energy Conservation Standards.	Energy	Completed	3
Program H-6-1-3: Provide public information brochures on energy efficiency from utility providers to the general public in City Hall and as part of the packet given to developers starting the entitlement process.	Energy	Completed	1
Program H-6-1-4: The City shall work with architects, engineers, builders, contractors, owners, and occupants to optimize building performance, comfort, and savings through a whole-building approach to design and construction.	Energy	Ongoing	3
Program H-6-1-5: Investigate the implementation of the Leadership in Energy and Environmental Design (LEED) green building rating system as developed by the US Green Building Council (USGBC).	Energy	No Progress	
Program H-6-1-6: Consider adopting LEED provisions for siting and land use; improved water efficiency (i.e. landscaping); energy usage and atmosphere (exhausts); materials and resources (recycled/reuse); indoor environmental quality (ventilation, views, etc.); and innovation and design.	Energy	No Progress	
Program H-6-1-7: Work with the Imperial Irrigation District (IID), the primary electric and water utility provider in Imperial Valley to make sure that the residents of the City of Westmorland are aware of their programs and have access to them.	Energy	Ongoing	3
<u>Bicycle Master Plan (2002)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Goal 1: A Comprehensive, rational and equitable bikeway system for commuters that connect residential neighborhoods with parks, schools, city hall and existing future employment	Transportation	Ongoing	2

City of Westmorland Sustainability Initiative Review			
Objective 1.a: Develop bikeways, which access employment, commercial and other transportation travel destinations	Transportation	Ongoing	2
Objective 1.b: Pursue grant funding programs for implementing bikeway network	Transportation	Ongoing	3
Objective 1.c: Establish a bicycle network that offers facilities for all ages and physical abilities through appropriate route siting and design	Transportation	No Progress	
Goal 2: A non-motorized transportation system that includes bicycling to reduce vehicle fuel consumption and the number of vehicular miles traveled.	Transportation	No Progress	
Objective 2.a: Encourage the use of bicycles for personal transportation as an alternative to motor vehicles	Transportation	No Progress	
Objective 2.b: Provide bicycle access and bicycle parking at employment, commercial, recreation, and transit destinations	Transportation	No Progress	
Objective 2.c: Encourage bicycling by installing bicycle storage facilities and/or bicycle racks located at all parks, schools and major retail and employment centers	Transportation	Ongoing	2
Goal 3: Educational programs that promote the safe and efficient travel of cyclists	Transportation	Ongoing	3
Objective 3.a: Develop creative education programs that inform and educate the bicyclists as well as the driver on the benefits and safety of cyclists	Transportation	No Progress	
Objective 3.b: Develop partnerships with private organizations to promote bicycling through positive reinforcements	Transportation	No Progress	
Objective 3.c: Integrate bicycle planning into the City' regular tasks by assigning a staff person or appoint a volunteer or committee to coordinate and implement the bikeway system	Transportation	No Progress	
Goal 4: Bikeways integrated with roadway improvements and/or new constructions projects based on the recommended bikeway network	Transportation	No Progress	
Objective 4.a: Encourage cycling by planning accordingly when developing new schools, parks, and residential communities	Transportation	Ongoing	2
Objective 4.b: Improve the existing bikeway network by restriping existing bicycle lanes that are consistent with the recommended routes	Transportation	No Progress	
Objective 4.c: integrate bicycle facilities as part of the design and construction of new roadways and upgrade existing roadways	Transportation	No Progress	
Goal 5: A comprehensive bikeway network that considers connections to regional bicycle facilities for long distance cyclists	Transportation	No Progress	
Objective 5.a: Increase the number of multi-modal transit facilities with bike facilities linking to bus stops served by bicycle lanes and install bike storage on buses	Transportation	No Progress	
Objective 5.b: Develop guidelines and/or standards for bicycle parking with new commercial and industrial development	Transportation	No Progress	
Objective 5.c: Plan, design and construct roadways that consider facilities for bicyclists and where feasible, multi-use Class 1 paths for pedestrians, bicyclists and disabled persons.	Transportation	No Progress	
Circulation Element (1999)	Sector	Status	Quality of Measure
Objective 1.4: Promote a public transportation system that provides services to all segments of the City's population	Transportation	Ongoing	2

City of Westmorland Sustainability Initiative Review			
Policy 8: The City shall work with all public transportation and coordinating regional agencies and the adjacent cities in pursuing additional transit routes within the City, to the City and from the City	Transportation	Ongoing	3
Policy 9: The City shall create a system of bicycle routes within the street right-of-way to meet the needs of both the local and commuter cyclists.	Transportation	No Progress	
Policy 10: The City shall promote the design and location of future land uses to encourage access by non-automotive means	Transportation	No Progress	
Policy 11: The City shall provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians	Transportation	Ongoing	3
Policy 12: The City shall remove any physical barriers in the City's sidewalk system to allow improved accessibility for those with mobility impairments	Transportation	Ongoing	3

County of Imperial Sustainability Initiative Review			
Summary of Plans Reviewed: Active Transportation Plan Draft (2018) Conservation and Open Space Update (2016) General Plan Land Use Element (2015) Imperial County Renewable Energy and Transmission Element Update (2015) 2014-2021 Housing Element Update (2013)		Status: Completed, Ongoing, No Progress	Quality of Measure: (1-5) Number of components identified in each measure: - Clear objective - Strategy to obtain objective - Potential funding - Metrics to measure progress - Lead party responsible
<u>Active Transportation Plan (November 2018)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
GOAL 1: Improved Access: Provide a bicycling and walking experience within each community and between communities by providing multimodal facilities designed following local and national best practices. Develop walkable communities that provide walk and bike access to community destinations such as schools, parks, public facilities, and community centers.	Transportation	Ongoing	3
GOAL 2: Network Connectivity: Identify and create a well-connected network of local on-street walkways and bikeways designed for people of all ages and abilities. While resources may not be available to address all streets, develop an active transportation network that provides a consistent level of service for the length of the trip. Identify gaps in the pedestrian and bicycle systems and provide projects that reduce barriers to travel.	Transportation	Ongoing	3
GOAL 3: Safety: Pedestrians and bicyclists travel at a slower speed than motorists. They are smaller and less visible. Higher speed vehicles pose a potential safety hazard for pedestrians and bicyclists. A project goal is to provide a plan and identify projects that will provide a safer environment for walking and bicycling. As part of the plan, address the shared roadway with vehicles by addressing travel speeds and crossings at intersections. Enable safe pedestrian and bicycle travel during daytime and during evening hours.	Transportation	Ongoing	3
GOAL 4: Increase Active Transportation Travel Within Each Community: Develop a pedestrian and bicycle network that will meet the needs of community residents that will encourage walking and biking, in order to provide a viable travel option to the use of a vehicle. Make walking and biking a way of traveling through each community. This may include improving both educational programs that provide information about the benefits of walking and biking, as well as providing improved multimodal facilities	Transportation	Ongoing	3
GOAL 5: Health: Promoting the health benefits of walking and biking through education programs in schools and events around the community can be effective in increasing physical activity amongst residents.	Transportation	No Progress	1
GOAL 6: Equity: Provide an active transportation network that serves all people. Establish walking, bicycling, and transit links within areas that have higher concentrations of disadvantaged and underserved communities, where reliance on active transportation is often greatest.	Transportation	Ongoing	3
<u>Conservation and Open Space Element (2016)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Objective 6.10: Encourage water conservation and efficient water use among municipal and industrial water users, as well as reclamation and reuse of wastewater.	Water	Ongoing	3

County of Imperial Sustainability Initiative Review			
Objective 7.6: Explore and assess strategies to reduce greenhouse gas emissions in the County.	Planning	No Progress	2
Policy 5.1: Work cooperatively with ICTC and other appropriate agencies to reduce vehicle miles traveled countywide in order to improve air quality and reduce greenhouse gas emissions.	Planning	Ongoing	3
Program 5.1.1: Direct most new residential development away from rural and agricultural areas and concentrate it in higher density residential areas located near major transportation corridors, transit routes, community centers, and town/urban centers where resources and services are available.	Planning	No Progress	1
Program 5.1.2: Cooperate in a countywide VMT Reduction Program in partnership with the ICAPCD, SCAG, ICTC, and Imperial Valley Transit (IVT).	Planning	No Progress	1
Policy 5.2: Promote alternative transportation programs, policies, and development in order to reduce vehicle miles traveled and address air quality and greenhouse gas emissions.	Planning	Ongoing	2
Program 5.2.1 Review development applications to identify opportunities for connecting land uses to non-motorized routes, incorporating safe road crossings at major intersections, and including secure, weatherproof bicycle parking and storage facilities. Ensure long-term maintenance of all such facilities.	Planning	Ongoing	3
Program 5.2.2: Coordinate with SCAG, ICTC, IVT, and local cities to identify and map existing and future bus lines (routes) and transit corridors for inclusion in the Land Use and Circulation Element.	Planning	Ongoing	3
Program 5.2.3: Adopt a “Complete Streets” Ordinance to ensure that the County’s streets and roads are designed and operated as a balanced, multimodal transportation network that enables safe access for all users. “All users” includes pedestrians, bicyclists, persons with disabilities, movers of commercial goods, transit vehicles, and users, and motorists of all ages and abilities.	Planning	No Progress	1
Renewable Energy and Transmission Element (October 2015)	Sector	Status	Quality of Measure
Goal 1 – Support the safe and orderly development of renewable energy while providing for the protection of environmental resources.	Energy	Ongoing	3
Objective 1.6: Encourage the efficient use of water resources required in the operation of renewable energy generation facilities.	Energy	Ongoing	3
Goal 3 – Support development of renewable energy resources that will contribute to and enhance the economic vitality of Imperial County.	Energy	Ongoing	3
Objective 3.2: Encourage the continued development of the mineral extraction/production industry for job development using geothermal brines from the existing and future geothermal flash power plants.	Energy	Ongoing	3
Objective 3.3: Encourage the development of services and industries associated with renewable energy facilities.	Energy	Ongoing	3
Objective 3.5: Encourage employment of County residents by the renewable energy industries wherever and whenever possible.	Energy	Ongoing	3
Objective 3.6: Encourage the establishment of necessary and applicable renewable energy training programs in local school systems in association with the renewable energy industry.	Energy	Ongoing	3

County of Imperial Sustainability Initiative Review			
Goal 5 – Encourage development of innovative renewable energy technologies that will diversify Imperial County’s energy portfolio.	Energy	Ongoing	3
Objective 5.1: Support the implementation of pilot projects intended to test or demonstrate new and innovative renewable energy production technologies.	Energy	Ongoing	3
Objective 5.2: Encourage development of utility-scale distributed generation projects in the County.	Energy	No Progress	1
Objective 5.2: Encourage development of utility-scale distributed generation projects in the County.	Energy	No Progress	1
Policy 13. Facilitate the development of direct heat utilization of geothermal energy;	Energy	No Progress	1
Policy 14. Provide information to the public on necessary occupational skill levels required for employment in the renewable energy industry, and encourage educational institutions, unions, and industrial companies to offer appropriate courses and training programs;	Energy	Ongoing	3
<u>2014-2021 Housing Element (September 2013)</u>	<u>Sector</u>	<u>Status</u>	<u>Quality of Measure</u>
Program 2.1.1 Continue to support the efforts of the Imperial Valley Housing Authority by providing technical assistance in funding acquisition and the construction of affordable housing units by assisting them with developing innovative and cost effective construction methods including the use of solar energy, xeriscaping, and green building materials.	Energy	Ongoing	3
Goal 6 Promote sustainable development by encouraging the inclusion of energy conservation features in new and existing housing stock.	Energy	Ongoing	3
Policy 6.1 Promote architectural design and orientation of residential developments in a way that promotes energy conservation.	Energy	Ongoing	3
Program 6.1.1 Promote the use of energy conservation measures to weatherize existing homes as part of the County’s rehabilitation program efforts.	Energy	Ongoing	3
Program 6.1.2 Continue to implement Title 24 Energy Conservation Requirements in housing design and rehabilitation efforts.	Energy	Ongoing	3

FY2019/2020 Project List

Updated 6/25/2020

State and Federal funding Obligations: Beginning October 1, 2019, agencies are allowed to move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant Program (STBG) and Active Transportation Program (ATP) programmed in FY 2019/2020							
Agency	Project Name	Funding Type	Phase	Federal Amount in FY 2019/20	Local Match	Total Phase Cost	Status
Brawley	Pedestrian and street improvements (paving of dirt road) on Legion Street between State Route 86 and Western Avenue	CMAQ	Engineering/Plans, Specifications and Estimates (PS&E)	\$177,000	\$23,000	\$200,000	RFA Submittal
Brawley	Construct street improvements (paving of dirt road) along Western Avenue from Legion Street to Wildcat Drive	CMAQ	Engineering/Plans, Specifications and Estimates (PS&E)	\$177,000	\$23,000	\$200,000	RFA Submittal
Brawley	Street improvements (repavement) along Legion Street from East of Kelley Ave. to West St. deflection point near West City limits	STBG	CON	\$620,000	\$81,000	\$701,000	RFA Submittal
Brawley	Street improvement (repavement) along K Street from Highway 86 to 8th St.	STBG	Engineering/Plans, Specifications and Estimates (PS&E)	\$52,000	\$8,000	\$60,000	RFA Submittal
Calxico	Weakley Street between Scaroni Blvd. and Portico Blvd. (unpaved street)	CMAQ	Engineering/Plans, Specifications and Estimates (PS&E)	\$173,000	\$20,000	\$193,000	Working on RFA
Calipatria	Date Street between HWY 111/Sorenson Ave. and Railroad Ave. pedestrian improvements	CMAQ & STBG	CON	\$528,000	\$69,000	\$597,000	Ready to submit RFA for CON
El Centro	Traffic Signal Synchronization Dogwood Avenue and 8th Street	CMAQ	Engineering/Plans, Specifications and Estimates (PS&E)	\$48,000	\$7,000	\$55,000	E-76/Council approval
Holtville	Cedar Avenue Sidewalk Improvements	CMAQ	Engineering/Plans, Specifications and Estimates (PS&E)	\$17,000	\$3,000	\$20,000	RFA process going to Council for approval
Holtville	9th Street Sidewalk Improvements from Beale Avenue to Oak Avenue	CMAQ	CON	\$331,000	\$43,000	\$374,000	RFA process
Holtville	Orchard Road from Alamo River Bridge to 4th Street	STBG	CON	\$396,000	\$52,000	\$448,000	RFA process
Imperial	Class II Bike facility north side of Aten Road from Dogwood Road to Puerto Vallarta Ave.	CMAQ	CON	\$432,000	\$56,000	\$488,000	Already received state approval.
County	Clark Road Improvements from Wahl Road to 0.5 miles north of SR-98	STBG	CON	\$1,348,000	\$175,000	\$1,523,000	Request for Authorization packet to Caltrans
					Regional Total FY2019/20	\$4,859,000	

California State Recycling Mandates



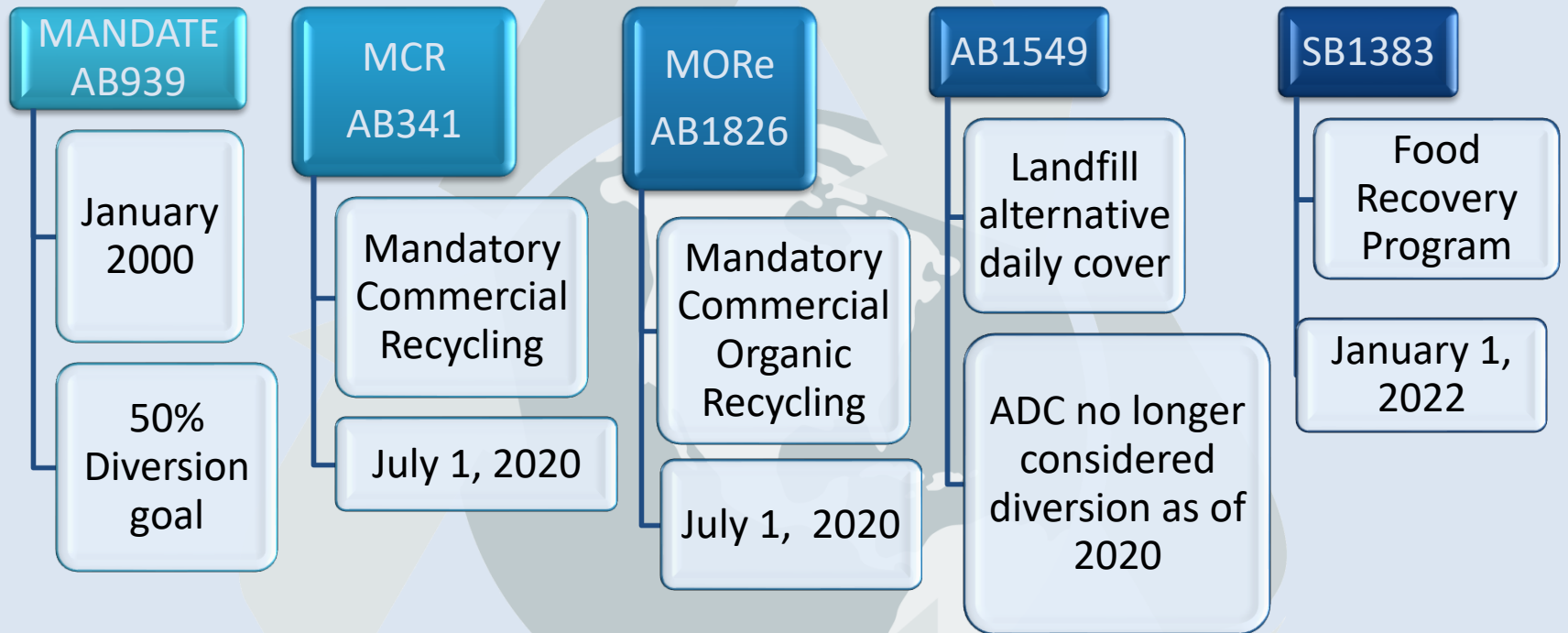
Imperial Valley Resource Management
Agency

Index

State Recycling Mandates

- AB341 Mandatory Commercial Recycling (MCR)
- AB1826 Mandatory Commercial Organics Recycling (MORe)
- SB1383 Food Recovery Program
- AB827 California's Legislature, through AB 827 (McCarty, 2019), amended two existing laws - the Mandatory Commercial Recycling law, PRC Section 42649-42649.7
- SB 1347 Construction & Demolition (C&D)

State Recycling Mandates



AB341

Mandatory Commercial Recycling

- AB 341 sets forth the requirements of the statewide mandatory commercial recycling program.
- Subject to AB341
 - Recycling
 - Not Recycling
 - Generating less than ½ cubic yard **per week**
 - Exempt
- Ordinance
- Letters
- Exempt
- Tracking 3rd Party/Self-Haulers



Mandatory Commercial Organic Recycling AB1826 (MORe)

- AB 1826 requires businesses and public entities to arrange for recycling services if any of the following criteria are met:
 - **Multi-family Complexes** with five (5) or more units
 - With green waste or yard trimmings
 - Multifamily Complex are not required to recycling food waste*
 - **Businesses**
 - In the food industry (grocery stores, restaurants, commissaries)
 - With green waste or yard trimmings

Generate 4 cubic yard of organic waste per week

What is Organic Waste?

Organic Waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper.



SB 827 Extension

AB341 & AB1826

- AB 827
 - Educate and involve consumers in achieving the state’s recycling goals by requiring businesses subject to MCR and/or MORE to make recycling and/or organic recycling bins available to customers.
 - Effective July 1st 2020

Steps we are Taking

IVRMA

- Outreach
 - Monitoring 3rd Party/Self Hauling
 - Door to door
 - Presentations
 - Schools
 - Multifamily Complexes
 - Businesses
- **Information available on:**
 - Information on all City web pages
 - Hauler Websites
 - IVRMA's website

Haulers (Republic and CR&R)

- Outreach
- Monitor
- Audits performed
- Provides information packets to new customers

Jurisdictions Responsibility

- Mandatory Recycling via policy or ordinance
- Franchise agreement or contract
- Non Compliant Letters
- Exempt Properties
- Monitoring 3rd Party/Self Hauling

SB 1347 Construction & Demolition (C&D)

Informing Applicants

- Requirements
- Implementation
- Verification

Education Programs

- Electronic
- City Website
- Print
- Flyers/Pamphlets
- Direct Contact

C&D Waste Management Plan (WMP)

Applicants

- Submit a WMP
- Aware to fill out a WMP

WMP Reviewed

- Approved
- Deficient
- Exemptions

Meeting Requirements

- Verification that the minimum is met
Percentage amounts vary between jurisdictions, and are usually based on their C&D recycling infrastructure, most common project types, or sometimes on a material type basis.

- 50 to 75 percent

• Electronic Annual Report (EAR)

August 1st of every year

- Education Programs
- Total number of projects
- Materials Diverted
 - Wood
 - Concrete/Asphalt/Rubber
- Weight Tickets
- Exemptions
- Franchise Hauler
 - Tonnage reported to the city

Timeline

SB1383

January 1, 2022: CalRecycle's regulations to meet the organic waste reduction targets for 2020 and 2025 take effect and are enforceable on this date.

AB 827

- **July 1, 2020,** MORE-covered businesses must provide organics recycling containers to collect products purchased and consumed by customers on the premises.

AB341 & AB1826

- **July 1, 2020,** Commercial Recycling Requirements (New): On or before July 1, 2020, AB341 and AB1826 covered businesses must provide organics and recycling containers at front-of-house to collect waste generated from products purchased and consumed on the premises (AB827, McCarty). These containers must be placed adjacent to trash and be visible, easily accessible, and clearly marked.

Electronic Annual Report (EAR)

- **August 1, 2020**





Date: July 17, 2020
To: ICTC Commissioner's
From: Gustavo Dallarda, Caltrans District 11, District Director
Re: **District Director's Report**

The following is the California Department of Transportation, District II report for the Imperial County Transportation Commission (ICTC) Commission meeting of July 22, 2020:

1. **Project Updates:**

Please see map at end of report for project level detail.

2. **Construction:**

I-8/Imperial Avenue Interchange

The project will include installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to the south portion of El Centro. These improvements will complement the City of El Centro's plans for future development.

Project construction signs were posted in late April with earth moving work beginning May 5 for *three* months behind concrete barriers. Caltrans issued a virtual groundbreaking media event June 10, 2020, with video clips from California State Transportation Agency (CalSTA) Secretary David S. Kim; Caltrans Director Toks Omishakin; District II Director Gustavo Dallarda, Imperial County Transportation Commission (ICTC)

Construction (continued):

Chairman George A. Nava, City of El Centro Mayor Efrain Silva and others to alert the community about the project and Stage 1 closures on July 6, 2020. *The eastbound I-8/Imperial Avenue on- and off-ramps will remain closed eight to ten months beginning July 6.*

The interchange will be fully closed on Thursday, July 23 from 7:00 p.m. to 7:00 a.m. for bridge demolition and removal.

Print ads were placed in the Imperial Valley Press, the Adelante Valle (Spanish), The Imperial Valley Review, the Holtville Tribune and the Desert Review along with Radio spots in KXO Radio and Power 98/98.3 (Spanish) between June 26 and July 5.

A mailer was sent to 4,000 El Centro residents the week of June 29 with closure and detour information.

Additional outreach to businesses in and near the construction zone will continue as needed to keep them informed about project details and impacts.

Informational materials are available at:

<https://dot.ca.gov/caltrans-near-me/district-11/current-projects/i8-imp-interchange>

The project will be open to traffic in mid-2022, with plant establishment and close out work continuing through 2023.

SR-98 Pavement Rehabilitation Project

Caltrans has improved 5.7 miles of travel way and shoulders on SR-98 from SR-7 to just west of East Highline Canal Bridge near Calexico. The work uses cold-in-place recycling of the existing pavement to create a new base layer which is overlaid with rubberized hot mix asphalt concrete. The finished travel way will include shoulder backing and rumble strips.

Work on the three month project began May 6, 2020. All paving is expected to be completed in early August 2020.

SR-98 Widening Project

Caltrans will widen SR-98 from four to six lanes from Ollie Avenue to Rockwood Avenue. The purpose of this project is to improve traffic operations, provide congestion relief in order to improve traffic flow, enhance bicycle safety and pedestrian access (ADA ramps), and improve drainage along this section of SR-98.

This project is also needed to accommodate the additional traffic from the expanded Calexico West Port of Entry (POE). The proposed project widening will accommodate the additional traffic volumes on SR-98 and provide

Construction (continued):

congestion relief. The construction phase of the project is funded with a combination of funds; State Highway Operations & Protection Program (SHOPP), Trade Corridor Enhancement Program (TCEP) from Senate Bill 1 (SBI) and federal (DEMO) funds.

This project is scheduled to begin construction in spring of 2021.

3. Traffic Operations:

SR-86/Customs & Border Protection Checkpoint Expansion

Caltrans recently received information that the project description and parameters are being further analyzed. A full project update will be provided as soon as it is available.

4. Planning:

SR78/Glamis OHV Crossing Feasibility Study

The Technical Working Group meetings have begun, and initial outreach to the Off Highway Vehicle (OHV) community was held at the Glamis Dunes on Saturday, January 18, 2020. There was significant attendance by OHV users, with maps and displays, surveys and one-on-one feedback and input provided.

Four alternatives were presented to the TWG for analysis and discussion in May 2020. Two alternatives were eliminated from future study, with the remaining alternatives requiring modifications. These will be revised and presented to the TWG at the next meeting in July.

El Centro Land Use, Mobility Element and Environmental Justice Update:

The City of El Centro was successful in obtaining a Sustainable Communities Planning Grant from Caltrans which will address such topics as reducing suburban sprawl and vehicle dependency, and encouraging multimodal activity. The updated Plan will embrace key planning principles and goals such as GHG emission reduction targets, provide consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), provide improvements to public health, reduce vehicle miles traveled (VMT), and seek improvements to transportation technology as well as to incorporate Active Transportation Planning goals.

This contract was awarded to Chen Ryan and City Place Planning. The kick-off meeting was held on August 20, 2019 and the contract is expected to be complete in early 2021.

Planning (continued):

During May, two Study Sessions with the El Centro Planning Commission and City Council were held to discuss the amendments to the Land Use Element, Mobility Element, and preparation of an Environmental Justice Element for the City of El Centro General Plan. Feedback and input were received and the consultant will address concerns in future information sharing sessions.

District II Active Transportation Plan:

Caltrans District II is developing an Active Transportation Plan for San Diego and Imperial Counties. This plan will include an existing conditions analysis and a prioritized list of identified bicycle and pedestrian needs on and around the State Highway System.

Input from regional and local partner agencies and local advocates is essential to the development of this plan. Caltrans encourages our partner agencies to participate in the Active Transportation Plan Working Group (ATPWG). Your agency's involvement will ensure Caltrans has an accurate inventory of existing conditions as well as planned and necessary active transportation improvements.

Further outreach will occur at future TAC meetings and through non-traditional methods such as social media and virtual meetings.

Border Master Plan:

The BMP is a comprehensive, binational approach to coordinate the planning and delivery of international land ports of entry (POEs) and their transportation infrastructure projects.

The first BMP, completed in 2008, formalized the binational dialogue between the United States and Mexico and established a structure for the BMP process. The 2014 BMP refreshed previous efforts, reprioritizing projects and developing a framework for transportation project sensitivity analysis. Building upon the efforts of the previous two BMPs, the 2021 BMP will broaden outreach activities to gain new insights on border issues, assess current border conditions, determine the status of border transportation projects, and identify new border improvement strategies.

A critical component to the success of the BMP is the active participation of local, regional, state, and federal agencies from the United States and Mexico. More than 30 agencies from both sides of the border participate in this process.

A kickoff meeting was held on January 21, 2020, and the update is expected to be completed by early 2021. A public outreach program is being developed, and the Policy Advisory Committee (PAC) met on June 30, 2020. *The PAC determined that the following time periods for categorizing POE and related transportation infrastructure projects will be as follows:*

- *Short-term:* 2020 – 2024
- *Medium-term:* 2025 – 2030
- *Long-term:* 2031 – 2040

Planning (continued):

The next TWG meeting is scheduled for August 4, 2020. A virtual stakeholder workshop to review transportation issues identified through a stakeholder survey and a starter kit of strategies that could resolve these issues is scheduled for July 8, 2020. The next joint meeting of the PAC and TWG is scheduled for October 20, 2020.

5. Senate Bill 1 Projects:

Calexico East Bridge Expansion

Caltrans anticipates that the Better Utilizing Investments to Leverage Development (BUILD) funds will be awarded before the end of September 2020. Following receipt of those funds, the Request for Proposals will be posted. The RFP process will take several months to complete. It is expected that the actual design build process will begin about March 2021.

6. Upcoming Projects:

For 2020, there is one project that have been confirmed in the Caltrans Project Delivery Plan in Imperial County:

- Upgrade curve warning signs along various routes.

7. Maintenance

Caltrans Maintenance workers have been busy with removing debris, overgrown vegetation and trash in various locations throughout the County.



Maintenance (continued):



8. Local Assistance:

Summer 2020 Deadline: Active Transportation Program (ATP) Cycle 5 Call for Projects:

The California Transportation Commission (CTC) call for ATP projects began March 25, 2020. The extended deadline was July 15, 2020, for “Quick-Build” ATP projects. September 15, 2020 is the new deadline for all other ATP project types.

The following link provides all available details, including the revised schedule.

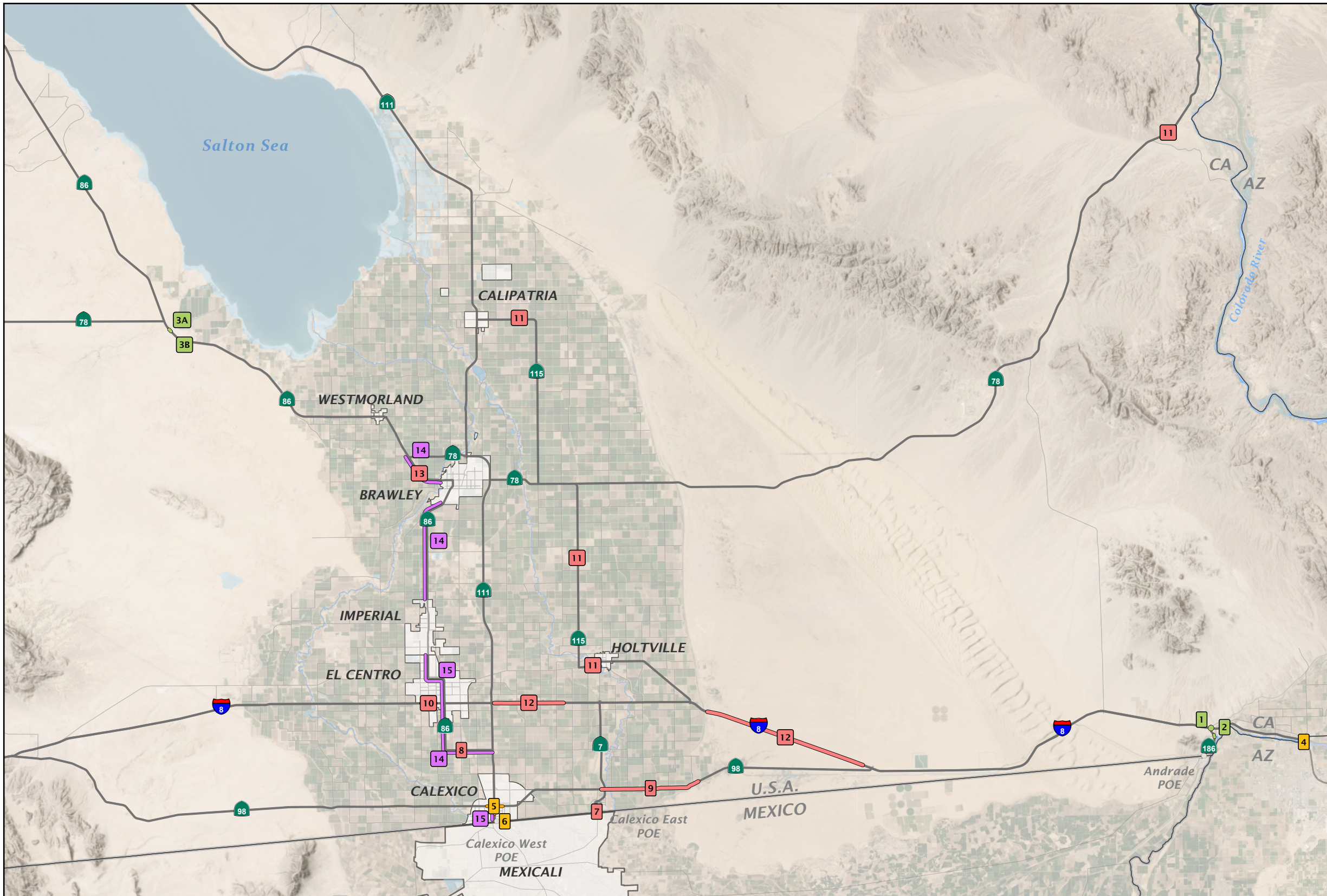
<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>

Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects

September 4, 2020 is the deadline for Caltrans Division of Local Assistance HSIP Cycle 10.

For additional information on the HSIP Cycle 10, please see the following link:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipcycle10announcement.pdf>



ENVIRONMENTAL

- 1. SR-186/I-8 Quechan Interchange Improvements*
Complete Nov 2021
- 2. SR-186 All-American Canal Bridge
Complete Mar 2023
- 3A. SR-86 USBP Checkpoint Canopy*
Complete Dec 2020

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete July 2021
- 4. I-8 Colorado River Viaduct
Complete April 2021
- 5. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete Feb 2020; Begin Construction Spring 2021
- 6. SR-111 Pavement Rehabilitation, Border to SR-98
Complete Nov 2020

CONSTRUCTION

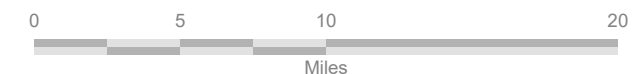
- 7. Calexico East POE Bridge Widening
Design/Build Begin Mar 2021; Complete June 2023
- 8. SR-86/Dogwood Road Intersection Improvements County Permit*
Complete Oct 2022
- 9. SR-98 Pavement Rehabilitation
Complete July 2020
- 10. I-8/Imperial Ave Interchange Improvements
Open to Traffic May 2022; Complete May 2023
- 11. SR-78/115 Culvert Repairs
Completed June 16, 2020
- 12. I-8 Pavement Rehabilitation at Various Locations
Complete Aug 2020
- 13. SR-86 Tamarack Bridge Erosion Damage Repair
Complete August 2020

RELINQUISHMENT

- 14. SR-86 Relinquishment to County of Imperial
Date Estimate 2024
- 15. SR-86 Relinquishment to City of El Centro
Date Estimate 2024
- 16. SR-111 Relinquishment from 2nd St to SR-98 to City of Calexico
Date Estimate 2022

* The California Department of Transportation (Caltrans) is a partner in this study/projects, although not the lead agency.

- █ Environmental
- █ Design
- █ Construction
- █ Relinquishment



:Project funded by Senate Bill 1

Abbreviations:

GSA: General Services Administration

103 Port of Entry

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