



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: **Thursday, October 28, 2021**
TIME: **10:00 a.m. – 12:00 p.m.**
LOCATION : **Zoom Meeting at ICTC Offices**

Chairperson: City of El Centro

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.

To join the Zoom Meeting by computer using video and audio, please click on the following link:

<https://us06web.zoom.us/j/88092915522?pwd=RFBtbzFHV0haOURCbTBobXdKL2tMUT09>

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: 880 9291 5522#
Password: 172598#

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. Action Item**
Adopt resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361 *ACTION*
- 3. Adoption of Minutes for September 23, 2021** *ACTION*
Requesting a motion to adopt
- 4. Presentation: Inland Southern California Climate Collaborative (ISC3)** *15 minutes*
Presented by: Bryn Lindblad, Deputy Director and Team

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

5. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2022 Call for Projects DRAFT Guidelines *ACTION*

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2022 Call for Projects Guidelines;
2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective November 18, 2021 through February 25, 2022;
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

6. Caltrans Updates/ Announcements *10 minutes*
Presented by Caltrans Staff

7. SCAG Updates Announcements *10 minutes*
Presented by SCAG Staff

8. Cities and County Planning / Public Works Updates *10 minutes*
All

9. ICTC Updates / Announcements *10 minutes*
Presented by ICTC Staff

- a. Transit Planning Updates
- b. Transportation Planning Updates
 - CRRSAA Covid Relief Funds
 - FY 21/22 Federal and State Project List

10. General Discussion / New Business *10 minutes*

9. Adjournment

The next meeting of the ICTC TAC meeting is tentatively scheduled for November 17, 2021. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@Imperialctc.org



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410

October 22, 2021

Technical Advisory Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Resolution authorizing remote teleconference meetings in accordance with Assembly Bill (AB) 361

Dear Chair and Committee Members:

ICTC has been conducting remote public meetings since the beginning of the COVID-19 pandemic in compliance with Governor's Orders N-29-20 and N-08-21. Governor's Orders N-29-20 and N-08-21 suspended the Ralph M. Brown Act's requirements for teleconferencing.

AB 361 will authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. If the Technical Advisory Committee wishes to continue to offer a remote meeting option and to comply with AB 361, ICTC will need to adopt a resolution authorizing ICTC to host teleconference meetings in accordance with AB 361, if the Governor's declaration of a statewide emergency continues.

With ICTC Counsel's direction, the Executive Director forwards this item to the Technical Advisory Committee for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Baza', is written over a light blue rectangular background.

MARK BAZA
Executive Director

Attachments

MB/cl

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



COUNTY OF IMPERIAL

PUBLIC HEALTH DEPARTMENT

JANETTE ANGULO, M.P.A.

Director

STEPHEN W. MUNDAY, M.D., M.P.H., M.S.

Health Officer

Recommendation Regarding Continued Remote Public Meetings of Governmental Entities in Imperial County.

Issued: September 29, 2021

In light of the continued state of emergency related to COVID-19, the Imperial County Health Officer continues to recommend that public bodies meet remotely to the extent possible, specifically including use of newly enacted Assembly Bill 361 to maintain remote meetings under the Ralph M. Brown Act and similar laws.

Among other reasons, this recommendation is made due to the continued threat of COVID-19 to the community, the unique characteristics of public governmental meetings (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to fully participate in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and the continued increased safety protection that social distancing provides as one means by which to reduce the risk of COVID-19 transmission.

The Imperial County Health Officer will continue to evaluate this recommendation on an ongoing basis, and will communicate when there is no longer such a recommendation with respect to meetings for public bodies.

DocuSigned by:

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Stephen Munday, M.D., MPH
Health Officer

**RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION
AUTHORIZING REMOTE MEETINGS IN ACCORDANCE WITH THE PROVISIONS
OF STATE ASSEMBLY BILL 361.**

RESOLUTION NO._____

WHEREAS, the County of Imperial is committed to preserving and nurturing public access and participation in meetings of the Imperial County Transportation Commission and other public meetings subject to the Ralph M. Brown Act (“Brown Act”); and

WHEREAS, with the adoption of State Assembly Bill 361 (“AB 361”), section 54963(e) of the California Government Code was amended to make provisions for remote teleconferencing participation in meetings by members of a local legislative body, without compliance with the requirements of 54953(b)(3) of the California Government Code, subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to section 8625 of the California Government Code, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in section 8558 of the California Government Code; and

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under 8625 of the California Government Code, that a state of emergency exists with regard to the novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021 did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to section 8629 of the California Government Code to lift the state of emergency, either by proclamation or by concurrent resolution in the State Legislature; and

WHEREAS, the Local Health Officer for the County of Imperial has recommended that the local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19; and

WHEREAS, Imperial County Transportation Commission believes that it is in the best interest of the public to continue holding remote meetings during the existing state of emergency in accordance with the requirements of AB 361.

NOW, THEREFORE, the Imperial County Transportation Commission resolves as follows:

- (1) The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
- (2) A proclaimed state of emergency exists as a result of the COVID-19 pandemic.
- (3) The Local Health Officer recommends that all local legislative bodies local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19
- (4) The staff of the Imperial County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including implementing social distancing measures at meetings, and conducting meetings in accordance with section 54953(e) of the California Government Code, and other applicable provisions of the Brown Act.
- (5) This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of thirty (30) days from adoption of the Resolution or such time the Imperial County Transportation Commission takes action to extend the time during which it may continue to meet remotely without compliance with section 54953(b)(3) of the California Government Code.

PASSED AND ADOPTED by the Imperial County Transportation Commission, County of Imperial, State of California, this _____ day of _____ 2021, by the following roll call vote:

_____.

Chair of the TAC

ATTEST:

CRISTI LERMA
Clerk



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410

TECHNICAL ADVISORY COMMITTEE

DRAFT MINUTES

September 23, 2021

Present:

Gordon Gaste	City of Brawley
Abraham Campos	City of El Centro
Veronica Atondo	County of Imperial
Jesus Villegas	City of Imperial
Lili Falomir	City of Calexico
Joel Hamby	City of Westmorland
Frank Fiorenza	IID
George Galvan	City of Holtville/ City of Calipatria

Others:

Virginia Mendoza	ICTC
Marlene Flores	ICTC
David Salgado	SCAG
Catherine Gutierrez	City of El Centro
Andres Miramontes	City of El Centro
Angel Hernandez	City of El Centro
Manuel Cabrera	City of Brawley
Andy Miramontes	City of Brawley
Ana Gutierrez	City of Brawley
Marco Coronel	City of Imperial
Jim Minnick	County of Imperial
Ryan Fallica	Caltrans
Ben Guerrero	Caltrans
Kevin Hovey	Caltrans
Daniel Hernandez	Caltrans
Alex Araiza	Caltrans

1. The meeting was called to order at 10:01 a.m. A quorum was present and introductions were made. There were no public comments made.
2. A *motion* was made to adopt the minutes for July 22, 2021 (Falomir/Galvan) **Motion Carried.**

3. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2022 Call for Projects DRAFT Guidelines (Presented by: Marlene Flores)

Marlene Flores introduced the 2022 Call for Project Guidelines for the Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) Programs. The guidelines were introduced to TAC members as an information item and plan to request TAC members consideration for Action during the October 28, 2021 TAC meeting.

Marlene Flores summarized the CMAQ and STBG funds that will be available for programming for the three-year period FFY 2022/2023 to 2024/2025.

CMAQ Funding Estimates			
FFY 22/23	FFY 23/24	FFY 24/25	TOTAL
\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306

STBG Funding Estimates			
FFY 22/23	FFY 23/24	FFY 24/25	TOTAL
\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117

**FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by winter of 2021.*

ICTC is currently working on releasing the 2022 Call for Projects Guidelines for both STBG and CMAQ Programs. Program Guidelines highlight eligible and ineligible project types as well as an overview of each program and submittal instructions. Funding availability is projected for FFY2022/2023 thru FFY 2024/2025. The Call for Projects is open to all cities and the County of Imperial. Below is the proposed Call for Projects implementation schedule for both CMAQ and STBG.

Marlene Flores mentioned how the new guidelines have been combined into one set. A sample application has been added to the guidelines to guide local agencies with the application.

A DRAFT copy of the Call for Project Guideline was provided to all TAC members. Marlene Flores asked TAC members to review both program guidelines and to provide input to ICTC before the next TAC meeting on October 28, 2021.

4. Caltrans Updates / Announcements (Presented by: Ben Guerrero):

- September 3, was the deadline to submit Inactive invoices. Agencies that did not invoice prior to September 30, 2021, must submit a justification on the Inactive Justification Form spreadsheet.
- Exhibit 9-A This form was updated and needs to resign the agreement.
- CTC Schedule is updated. Please review and follow the deadlines.
- The Clean California Local Grant Program will provide approximately \$296 million in funds to communities to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces. Clean California Local Grant Program Guidelines Workshops available. Workshop will be on October 7, 2021.
- DBE Goal Methodology Mid- Year Adjustments- OCR issued the following temporary guidance to increase the DBE goal for the rest of the current year. When the Exhibit 9-D: Contract Goal Methodology is sent to OCR for review and approval, OCR may modify the reduction factor from 80 percent to 100 percent. This modification will be on a contract by

contract, district by district basis. When local agencies set DBE goals for their contracts, they will still use the factor of 80 percent.

- Active Transportation Resource Center Webinar on October 19, 2021. During this webinar they will inform two State active transportation- related non-infrastructure funding programs, one focused on plans and another on education and encouragement. You will also learn how to leverage existing local funding sources and other technical assistance resources available to help your agency's non-infrastructure application be more competitive in the next ATP funding cycle.
- At-Risk Preliminary Engineering (PE)- local agencies may begin reimbursable Preliminary Engineering (PE) work prior to receiving federal authorization for such work, assuming the project and PE phase are included in a federally-approved Federal Statewide Transportation Improvement Program (FSTIP) document or an FSTIP amendment prior to incurring costs.
- QAP Updates- City of Imperial is about to expire. Please see the updated list provided by Ben Guerrero. Updated QAP packages must be submitted to the Local Area Engineer, Ben Guerrero. Otherwise, no Construction funding authorization requests will be processed.
- Virtual Training Updates available. Federal Aid Series is coming up as well as other trainings.
- Daniel Hernandez from Caltrans provided a brief update on the I-8 interchange project.

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

- **SCAG Broadband Action Plan** at the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a "Broadband Action Plan." The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to complement SCAG's ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
- **SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real time, and draw insights from local trends. More specifically, it will be an online tool or SCAG and local jurisdictions to access data necessary for local general plan development trends, housing and economic growth, and sustainability conditions.
- **SCAG Kit of Parts-** David Salgado mentioned the GoHuman Kit of Parts and how it is available for the region. The engagement tool to temporarily demonstrate potential and planned street design treatments and safety infrastructure.

6. Cities and County Planning / Public Works Updates:

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

7. ICTC Updates / Announcements

Presented by Virginia Mendoza

a. Transit Planning Updates

- ICTC is still operating under COVID-19 requirements those which include Free fares for Transit riders with the exception of Medtrans.

b. Transportation Planning Updates

1. **Active Transportation Plan Update-** The project is moving forward as ICTC has completed pop-up workshops in the month of July and August. Over 200 public input surveys. The next Project Technical Advisory Committee (TAC) meeting is scheduled for October 19, 2021. Upcoming events include public workshops during the month of October and November.
2. **FY 2020-21 Programmed Project Obligation Updates**

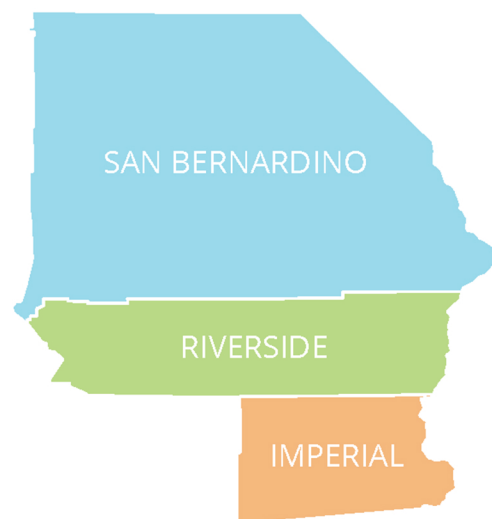
- Federal and State project list was presented. The list is a list of projects that reflects projects that have funding in FFY 21/22. Virginia mentioned that the list will be reviewed and revised with more in detail information on each project. The list will be brought back to TAC on the next TAC meeting in October.

8. General Discussion / New Business

- a. Schedule of Remaining Meetings in 2021- Virginia Mendoza proposed moving the November 18 TAC meeting to November 17, 2021 due to conflict with another meeting. Virginia Mendoza did highlight how on the master calendar schedule the TAC meeting is scheduled on the 18th of November, ICTC recommends to meet November 17, 2021. A motion was made and All Local Agencies agreed in moving the meeting to November 17.
- b. Hybrid Meeting Discussion- Virginia Mendoza post the question to the TAC group in regards to make the TAC meetings hybrid. If TAC members are interested in meeting in person. George Galvan from the Holt Group provided feedback in regards to meeting in person and also through zoom. Abraham Campos from the City of El Centro agreed with George Galvan in having a hybrid meeting, but also included in maybe meeting in person quarterly.

Next TAC meeting will be on October 28, 2021, via Zoom

9. Meeting adjourned at 11:33 a.m.



Who Are We?

The Inland Southern California Climate Collaborative (ISC3) is a gathering place for municipal and regional agency staff and representatives of key organizations to collaboratively advance equitable solutions that help their communities thrive in the face of climate change.

KEY MEMBERSHIP BENEFITS:



State Policy Engagement

Connect with State agencies and elected officials to receive briefings on new climate legislation and help shape policies and programs under development.

ISC3 members met with staff from the Office of Governor Newsom to share feedback on implementation of the California 30 x 30 Natural and Working Lands EO, including resources and programs that could support their efforts.



Connection to Funding

Become more effective at bringing in climate dollars by sharing grant opportunities and learning how to reframe proposed projects to infuse climate change adaptation and mitigation strategies to increase funding eligibility.

ISC3 members strategized about how to maximize co-benefits, like workforce development and economic diversification, into High Speed Rail investments coming into the region.



Knowledge Exchange

Facilitate the regular flow of information, best practices, and resources, including case studies and data visualization, via convenings, newsletters, and networking.

ISC3 members received guidance from the Governor's Office of Planning and Research on how SB 379 compliance -- incorporating climate adaptation into general plan updates -- can be met in a streamlined, yet community-serving way.



Supportive Peer Network

A forum for senior environmental staff to troubleshoot new approaches, navigate challenging topics through dialogue, and build relationships with peers with opportunities for project ideation and development support.

Every meeting begins with a 5-10 minute warm up icebreaker to give a chance for members to connect on a more personal level.

Climate Change in Inland Southern California

Wildfire 🔥

Wildfires will increase in frequency, range and severity, with a projected increase of 60-75% of land burned by the end of the century.

Drought 💧

Studies show an increased likelihood of drought with an 80% chance of a multi-decade drought by 2100.

Extreme Heat 🌡️

Daily maximum temperatures are projected to increase by 8-14°F on average for the region by 2100.

Sustainable Growth 🏠

Curbing greenhouse gas emissions from transportation and stopping the conversion of natural and working lands are key to meeting California's climate goals.

JOIN US

In Creating A Climate Resilient
Inland Southern California.



www.isclimatecollaborative.org



Bryn Lindblad

ISC3 Facilitator

blindblad@climateresolve.org



1503 N. IMPERIAL AVE., SUITE 104
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October 22, 2021

Technical Advisory Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Program 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025

Dear Chair and Committee Members:

The Imperial County Transportation Commission has received revenue information for the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant Program (STBG) funding by staff at the Southern California Association of Governments (SCAG).

Approximately \$12.9 million may be available over a three year-period beginning in FFY2022/2023 and ending in FFY2024/2025. SCAG staff has recommended that the subregions proceed with a call for projects according the estimated funding projections of both CMAQ and STBG programs.

The CMAQ Program is a federally-funded program that provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Each CMAQ project must meet three basic criteria: must be a transportation project, generate an emissions reduction, and located in or benefit an air quality nonattainment or maintenance area. The following is the projected funding amounts for the CMAQ program.

CMAQ Funding Estimates			
FFY2022/23	FFY2023/24	FFY2024/25	TOTAL
\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306

The STBG Program is a federal funding program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015. The FAST Act changed the name of the program from "Surface Transportation Program (STP)" to STBG. The program will provide funds for transportation projects located on federal-aid roads system. The following is the projected funding amounts for the STBG program.

STBG Funding Estimates			
FFY2022/23	FFY2023/24	FFY2024/25	TOTAL
\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117

*FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by Winter 2021.

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

The proposed STBG and CMAQ 2022 Call for Projects will be open to all cities and the County of Imperial. Below is the proposed Call for Projects implementation schedule for both CMAQ and STBG.

2022 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
September 23, 2021 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2022 CMAQ & STBG Guidelines
October 28, 2021 (Thursday)	TAC approves the draft 2022 CMAQ & STBG Guidelines
November 10, 2021 (Wednesday)	Management Committee reviews and approves the 2022 CMAQ & STBG Guidelines
November 17, 2021 (Wednesday)	ICTC reviews and approves the 2022 CMAQ & STBG Guidelines
November 18, 2021 (Thursday)	Call for Projects begins. The Approved 2022 CMAQ & STBG Guidelines application document is posted on the ICTC website
February 25, 2022 (Friday)	Call for Projects ends. Project applications deadline is 5:00 pm
March 3, 2022 (Thursday)	Project selection process begins
March 17, 2022 (Thursday)	Project selection process ends (ICTC staff generates list of projects recommended for funding)
March 24, 2022 (Thursday)	TAC reviews and approves project selection recommendations
April 13, 2022 (Wednesday)	Management Committee reviews and approves project selection recommendations
April 27, 2022 (Wednesday)	ICTC reviews and approves project selection recommendations
May 27, 2022 (Friday)	Executed Resolutions due to ICTC

ICTC staff recommends that a competitive call for projects be conducted for member agencies under the local program guidelines approved by ICTC and used previously in 2015 and 2018. The attachments include a copy of both STBG and CMAQ Program Guidelines that summarize the revenue estimates, the eligibility criteria under both programs, the proposed schedule, the selection criteria and a draft application. It should be noted that STBG and CMAQ are two separate programs and different backup documentation is required, please refer to the attached guidelines for details.

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2022 Call for Projects Guidelines;

2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective November 18, 2021 through February 25, 2022;
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

Sincerely,



MARK BAZA
Executive Director

MB/vm/mf

Attachment



2022 CALL FOR PROJECTS

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

GUIDELINES, APPLICATIONS AND INSTRUCTIONS

IMPERIAL COUNTY
TRANSPORTATION COMMISSION 

SEPTEMBER 23, 2021 DRAFT

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INTRODUCTION

The Imperial County Transportation Commission (ICTC) is responsible for selecting and programming federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) program funds. The 2022 Call for Projects will provide additional funds for programming in federal fiscal years¹ (FFY) 2022-23, 2023-24, and 2024-25. A total of \$5,221,306 million in CMAQ and \$7,706,117 in STBG funds are available for programming over the three-year period. Projects approved by ICTC will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to “obligate” the funds.

Specific CMAQ and STBG program information and eligibility requirements are provided in the individual program sections included in these Guidelines. The process for obligating non-transit projects is described in the Caltrans Local Assistance Procedures Manual available at <https://dot.ca.gov/programs/local-assistance>.

GENERAL INSTRUCTIONS APPLICABLE TO BOTH PROGRAMS

The Call for Projects information and procedures described in this section apply to both CMAQ and STBG programs.

APPLICATION SUBMITTAL & CONTACT INFORMATION

CMAQ and STBG project **applications are due by 5:00 p.m. on Friday, February 25, 2022** (or postmarked no later than February 25, 2022). Applications should be delivered or mailed to:

Imperial County Transportation Commission
1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243

For additional information, please contact Marlene Flores at (760) 592-4494 or marleneflores@imperialctc.org.

CALL FOR PROJECTS SCHEDULE

The schedule on the next page provides the major milestones of the 2022 CMAQ and STBG Call for Projects process.

¹ The federal fiscal years begins October 1 and ends September 30.

2022 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
September 23, 2021 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2022 CMAQ & STBG Guidelines
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November 10, 2021 (Wednesday)	Management Committee reviews and approves the 2022 CMAQ & STBG Guidelines
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FUNDING & PROGRAMMING CYCLE

The 2022 Call for Projects provides three years of new CMAQ and STBG funds for projects in FFYs 2022-23, 2023-24, and 2024-25. ICTC plans to program a total of \$5,222,420 million in CMAQ and \$7,704,064 in STBG funds over the three-year period. The funding estimates were developed by Caltrans and listed in the table below by FFY.

CMAQ and STP Apportionment Estimates for FY 2022/23 – FY 2024/25

Program	FFY 22-23	FFY 23-24	FFY 24-25	Total
CMAQ	\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306
STBG	\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117
Total	\$4,310,898	\$4,310,336	\$4,306,189	\$12,927,423

**FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by Winter 2021.*

ELIGIBLE PROJECT PHASES

All project phases are eligible for funding under both CMAQ and STBG programs. The phases are:

- Preliminary Engineering (includes both PA&ED and PS&E phases)
- Right-of-way acquisition
- Construction (includes construction engineering)
- Purchase and installation of eligible activities

LOCAL MATCH REQUIREMENT

The minimum local match requirement is 11.47% for both CMAQ and STBG program funds. Local, state and private funds are eligible local match sources.

AB 1012 TIMELY USE OF FUNDS

AB 1012 (enacted 1999) requires that state and federal funds be expended in a timely manner. To avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012, project sponsors must “obligate” or encumber project funds on time as proposed in the application or as programmed in the FTIP if different than the date listed in the application. The commitment to deliver projects in a timely manner will be provided through City Council or Board of Supervisors resolution (see section below for additional information).

COUNCIL/BOARD RESOLUTION

Projects must be approved by the local agency submitting the project application through City Council or Board of Supervisors resolution. Adopted resolutions should be included in the applications. If a resolution has not been adopted by the February 25th application deadline, a draft resolution should be included in the application with a note indicating the expected adoption date. Resolutions must indicate:

- Project name and requested amounts by funding source.
- The local match amount and the source and type of funds. If more than one project is included in the resolution, the local match amount and the source and type of funds should be provided for each project.
- Opportunity for public comment was provided at a public meeting.

- Project is in compliance with the local agency's planning process such as included in the circulation element of the local agency's general plan.
- Project is included in an adopted pavement management plan (rehabilitation projects only).
- Local agency commits to completing the project based on the project schedule included in the application to avoid losing funds to the "use-it-or-lose-it" provisions of AB 1012.

A sample resolution is provided in Attachment 1.

SCORING COMMITTEE

The Scoring Committee will evaluate and score the CMAQ and STBG applications. The Scoring Committee will be comprised of the following members:

- Air Pollution Control District staff representative
- ICTC staff representative
- Local agency TAC representative (Note: one representative per local agency; local Agency representatives will not score applications submitted by her/his local agency)

In addition to the above listed Scoring Committee members, a Caltrans District 11 staff representative will participate as a non-scoring member of the Scoring Committee to assist in evaluating the projects.

PROJECT PRIORITY

Local agencies must rank their projects if more than one application is submitted. The ranking of projects is one of the line items in the application forms.



CONGESTION MITIGATION & AIR QUALITY (CMAQ) PROGRAM

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal program that provides funding for transportation projects to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (i.e., nonattainment areas), and for areas that were out of compliance but have now met the standards (i.e., maintenance areas). The CMAQ program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914), and most recently reauthorized under the Fixing America's Surface Transportation (FAST) Act in 2015 (Pub. L. 114-94, 129 Stat. 1312).

PROJECT ELIGIBILITY

Each CMAQ project must meet three basic criteria: ***must be a transportation project, generate an emissions reduction, and located in or benefit a nonattainment or maintenance area.*** CMAQ projects may be located on any public road with no restriction to functional classification (such as with the STBG program where road improvements are restricted to federal-aid roads only). CMAQ funds cannot be used to remove and/or replace existing pavement on or off the federal-aid system. CMAQ funds can be used for activities listed below. For additional information on eligible projects, see Exhibit 1 on the next page that was obtained from: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

- **Capital Investment:** New or expanded transportation projects or programs that reduce emissions including capital investments in transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, or other capital projects.
- **Operating Assistance:** For new transit services. Operating assistance includes all costs of providing new transportation services for up to five years.

EMISSIONS ANALYSIS & COST-EFFECTIVENESS OF PROJECTS

Federal guidelines require that CMAQ funding proposals include an assessment of the project's expected emission reduction benefits and cost-effectiveness. The analysis is required for all CMAQ projects and must be included in application submittals. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

EXHIBIT 1: ELIGIBLE PROJECTS AND PROGRAMS

1. Diesel Engine Retrofits & Other Advanced Truck Technologies: These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner diesel engine, alternative fuels, etc.), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from diesel engines. This latter point, highlighting developing technologies, establishes a degree of flexibility and a need for periodic adjustment in the definition by the EPA. The legislation defines retrofit projects as applicable to both on-road motor vehicles and non-road construction equipment; the latter must be used in Title 23 projects based in nonattainment or maintenance areas for either PM or ozone. The MAP-21 expanded the prior focus created by the SAFETEA-LU. Specifically, for PM_{2.5} areas, diesel retrofits are called out as eligible projects in the Priority Consideration section. Similarly, such efforts are again highlighted in the discussion of the PM_{2.5} priority set-aside and emphasized again in the closely related section on construction vehicles and equipment. More than 13 million diesel engines make up the legacy fleet operating in the U.S. The vast majority of these power on-road heavy-duty and medium-duty trucks, locomotives, and off-road construction equipment—all of which may be eligible for CMAQ funding. There are a number of specific project types in the diesel retrofit area for which CMAQ funds are eligible. Assuming all other CMAQ criteria are met, eligible projects could include diesel engine or full vehicle replacement; full engine rebuilding and reconditioning; and purchase and installation of after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies; and support for heavy-duty vehicle retirement programs. Project agreements involving replacements for either engines or full vehicles should include a provision for disposal or destruction of the engine block, verification that the engine is no longer contributing emissions in the nonattainment or maintenance area, or for other processes at the State's discretion that track the retirement of the vehicle or engine in accordance with the State's or sub-grantee's program. MAP-21 provided one change to the approach in establishing eligibility for emissions control equipment. After-treatment and other on-board control devices are restricted to those EPA or the California Air Resources Board (CARB) verified and/or technologies as defined in section 791 of the Energy Policy Act of 2005 (42 U.S.C. 16131). Eligible acquisitions or retrofits would be for those capital items used for highway construction projects in PM_{2.5} nonattainment or maintenance areas. Equipment or vehicles used predominantly in a maintenance role would not qualify. These would include loaders or backhoes in yard or depot work, tractors assigned to mowing or other median maintenance, impactors or rollers involved in routine work, such as pothole repair, and others. The CMAQ funds may be used to purchase and install emission control equipment on school buses. (Such projects, generally, should be administered by FHWA; see Transit Improvements, below). In addition, although CMAQ funds should not be used for the initial purchase of conventionally fueled airport parking lot shuttles, funds may be used for purchase and installation of after treatment hardware or repowering (with a hybrid drive train, for example). Refueling is not

eligible as a stand-alone project but is eligible if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines. In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. These projects could include the actual education and outreach program, construction or acquisition of appropriate classroom buildings, and other efforts to promote the use of retrofit technologies. Non-road mobile source projects also are eligible for CMAQ funding. Most notably, a considerable amount of CMAQ support has been directed to locomotive retrofit and the acquisition of clean locomotives, such as railyard switchers and shunters that fit the generator-set criterion (See Freight and Intermodal, Section VII. F.4). The FHWA acknowledges that diesel retrofit projects may include non-road mobile source endeavors, which traditionally have been outside the Federal-aid process. However, the MAP-21 clarifies CMAQ eligibility for non-road diesel retrofit projects. Areas that fund these projects are not required to take credit for the projects in the transportation conformity process. For areas that want to take credit, the EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the SIP and transportation conformity processes.

2. Idle Reduction: Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, a nonattainment or maintenance area are eligible for CMAQ investment. (The geographic requirement mainly applies to off-board projects, i.e., truck stop electrification (TSE) efforts.) However, if CMAQ funding is used for an on-board project (i.e. auxiliary power units, direct fired heaters, etc.) the vehicle-usually a heavy-duty truck-should travel within, or in proximity to and primarily benefiting, a nonattainment or maintenance area. Idle reduction devices are verified by the EPA. There have been several instances where operating assistance funds have been requested for TSE services. CMAQ funding for TSE projects has been limited to capital costs (i.e. deployment of TSE infrastructure). Operating assistance for TSE projects should not be funded under the CMAQ program since TSE projects generate their own revenue stream and therefore should be able to cover all operating expenses from the accumulated revenue. Commercial idle reduction facilities cannot be located within rest areas of the Interstate right-of-way (ROW).

3. Congestion Reduction & Traffic Flow Improvements: Traffic flow improvements may include the following:

- a. **Traditional Improvements:** Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn lanes or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.
- b. **Intelligent Transportation Systems:** ITS projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality. The following have the greatest potential for improving air quality:

- Regional multimodal traveler information systems
- Traffic signal control systems
- Freeway management systems
- Electronic toll-collection systems
- Transit management systems
- Incident management programs.

The FHWA has provided a lengthier discussion of the benefits associated with various operational improvements.

c. **Value/Congestion Pricing:** Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand. Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including Title 23-eligible transit services in the newly tolled corridor. Parking pricing can include time-of-day parking charges that reflect congested conditions. These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Parking pricing integrated with other pricing strategies is encouraged. Pricing encompasses a variety of market-based approaches such as:

- HOT lanes, or High Occupancy Toll lanes, on which variable tolls are charged to drivers of low-occupancy vehicles using HOV lanes, such as the "FasTrak" Lanes.
- New variably tolled express lanes on existing toll-free facilities.
- Variable tolls on existing or new toll roads.
- Network-wide or cordon pricing.
- Usage-based vehicle pricing, such as mileage-based vehicle taxation, or pay-per-mile car insurance.

As with any eligible CMAQ project, value pricing should generate an emissions reduction. Marketing and outreach efforts to expand and encourage the use of eligible pricing measures may be funded indefinitely. Eligible expenses for reimbursement include, but are not limited to: tolling infrastructure, such as transponders and other electronic toll or fare payment systems; small roadway modifications to enable tolling, marketing, public outreach, and support services, such as transit in a newly tolled corridor. Innovative pricing approaches yet to be deployed in the U.S. also may be supported through the [Value Pricing Pilot Program](#). Operating expenses for traffic operating centers (TOCs) are eligible for CMAQ funding if they can be shown to produce air quality benefits, and if the expenses are incurred from new or additional

funding if they can be shown to produce air quality benefits, and if the expenses are incurred from new or additional capacity. The operating assistance parameters discussed in Section VII.A.2 apply. Projects or programs that involve the purchase of integrated, interoperable emergency communications equipment are eligible for CMAQ funding.

4. Freight/Intermodal: Projects and programs targeting freight capital costs-rolling stock or ground infrastructure-are eligible provided that air quality benefits can be demonstrated. Freight projects that reduce emissions fall generally into two categories: primary efforts that target emissions directly or secondary projects that reduce net emissions. Successful primary projects could include new diesel engine technology or retrofits of vehicles or engines. See discussion in Section VII.F.1. Eligibility under CMAQ is not confined to highway projects, but also applies to non-road mobile freight projects such as rail. Secondary projects reduce emissions through modifications or additions to infrastructure and the ensuing modal shift. Support for an intermodal container transfer facility may be eligible if the project demonstrates reduced diesel engine emissions when balancing the drop-in truck VMT against the increase in locomotive or non-highway activity. Intermodal facilities, such as inland transshipment ports or near/on-dock rail, may generate substantial emissions reductions through the decrease in miles traveled for older, higher-polluting heavy-duty diesel trucks. This secondary, indirect effect on truck traffic and the ensuing drop in diesel emissions help demonstrate eligibility. The transportation function of these freight/intermodal projects should be emphasized. Marginal projects that support freight operations in a very tangential manner are not eligible for CMAQ funding. Warehouse handling equipment, for example, is not an eligible investment of program funds. Warehouses, themselves, or other similar structures, such as transit sheds, bulk silos or other permanent, non-mobile facilities that function more as storage resources are not eligible. However, equipment that provides a transportation function or directly supports this function is eligible, such as railyard switch locomotives or shunters that fall into the generator-set or other clean engine category. Similarly, large-scale container gantry cranes, or other heavy-duty container handling equipment that is a clear link in the intermodal process can be eligible as well. Also, on the ground operations side of aviation, the purchase or retrofit of airport handling equipment can be eligible, including baggage handlers, aircraft tow motors, and other equipment that plays a role in this intermodal link.

5. Transportation Control Measures (TCM): Most of the TCMs included in Section 108 of the CAA, listed below, are eligible for CMAQ funding. We would note that one particular CAA TCM, created to encourage removal of pre-1980 light-duty vehicles, is specifically excluded from CMAQ eligibility.

- i. Programs for improved public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV;

- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that reduce emissions;
- vi. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Reducing emissions from extreme cold-start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- xv. Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

6. Transit Improvements: Many transit projects are eligible for CMAQ funds. The general guideline for determining eligibility is whether the project increases transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion. As with other types of CMAQ projects, there should be a quantified estimate of the project's emissions benefits accompanying the proposal. The FTA administers most transit projects. For such projects, after the FTA determines a project eligible, CMAQ funds will be transferred, or "flexed," from the FHWA to the FTA, and the project will be administered according to the appropriate FTA program requirements. Certain types of eligible transit projects for which FTA lacks statutory authority, such as diesel retrofit equipment for public school bus fleets, may be the responsibility of the State or other eligible project sponsor and are administered by FHWA.

a. **Facilities:** New transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced public transit, passenger rail, or other similar services. Routine maintenance or rehabilitation of existing facilities is not eligible, as it does not reduce emissions. However, rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase transit service capacity. In such cases there should be supporting documentation

showing an expected increase in transit ridership that is more than minimal. If the vast majority of the project involves capacity enhancements, other elements involving refurbishment and replacement-in-kind also are eligible.

b. **Vehicles and Equipment:** New transit vehicles (bus, rail, or van) to expand the fleet or replace existing vehicles are eligible. Transit agencies are encouraged to purchase vehicles that are most cost-effective in reducing emissions. Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or California Air Resources Board (CARB). See discussion in Section VII.F.1. Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions. Other than diesel engine retrofits, other transit equipment may be eligible if it represents a major systemwide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems.

c. **Fuel:** Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program. This includes fuels and fuel additives considered diesel retrofit technologies by the EPA or CARB. Purchase of alternative fuels is authorized in some States based on the continuation of a series of exemptions for uses expressly eligible for CMAQ funding under SAFETEA-LU section 1808(k) and certain provisions in subsequent appropriations acts. The maximum allowable assistance level and time limitation described in Section VII.A.2. will apply.

d. **Operating Assistance:** There are several general conditions for operating assistance eligibility under the CMAQ program (see the November 2013 CMAQ Program Interim Guidance for a complete discussion on CMAQ project eligibility requirements):

- a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds

for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.

- c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- d. When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.
- e. With the focus on start-up and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third-year amount (an amount not to exceed the greater of year 1 or 2) across an additional 2 years (i.e. years 4 and 5). This approach will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. See Table 3 for examples of possible funding allocations. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this approach may enable a transition to more independent system operation. The amounts which apply to years 1 and/or 2 are established at the discretion of the State or local sponsor.

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

Example	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	\$300	\$300	\$200	\$50	\$50	\$900
B	300	300	100	100	100	900
C	100	400	200	100	100	900

Except as noted in paragraph (f) below, activities that already have received 3 years of operating assistance under prior authorizations of the CMAQ program are not considered to be in a start-up phase and are not eligible for new CMAQ operating assistance or the expanded assistance period.

- f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.
- g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

7. Transit Fare Subsidies: The CMAQ funds may be used to subsidize regular transit fares in an effort to prevent the NAAQS from being exceeded, but only under the following conditions: The reduced or free fare should be part of a comprehensive area-wide program to prevent such an anticipated exceedance. For example, "Ozone Action" programs vary in scope around the country, but they generally include actions that individuals and employers can take, and they are aimed at all major sources of air pollution, not just transportation. The subsidized fare should be available to the general public and may not be limited to specific groups. It may only be offered during periods of elevated pollution when the threat of exceeding the NAAQS is greatest; e.g., it is not intended for the entire high-ozone season. The fare subsidy proposal should demonstrate that the responsible local agencies will combine the reduced or free fare with a robust marketing program to inform SOV drivers of other transportation options. Because the fare subsidy is not strictly a form of operating assistance, it would not be subject to the 5-year limit.

8. Bicycle and Pedestrian Facilities and Programs: Bicycle and pedestrian facilities and programs are included as a TCM in section 108(f)(1)(A) of the CAA (42 U.S.C. 7408(f)(1)(A)). The following are eligible projects:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Non-construction outreach related to safe bicycle use.
- Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State).

Bicycle and pedestrian programs that are not supported under 23 CFR Part 652, *Pedestrian and Bicycle Accommodations and Projects*, also are not eligible for CMAQ funding. For example, under 23 CFR 652.9(b)(3), a non-construction bicycle project does not include salaries for administration, maintenance costs, and other items akin to operational support under 23 CFR 652.9(b)(3), and, therefore, these are not allowable CMAQ costs. Additional activities related to bicycle and pedestrian programs can be supported by other elements of the Federal-aid highway program. These efforts are described at the FHWA's [Bicycle and Pedestrian Programs Web site](#).

9. Travel Demand Management: Travel demand management (TDM) encompasses a diverse set of activities that focus on physical assets and services that provide real-time information on network performance and support better decision making for travelers choosing modes, times, routes, and locations. Such projects can help ease congestion and reduce SOV use-contributing to mobility, while enhancing air quality and saving energy resources. Similar to ITS and Value Pricing, today's TDM programs seek to optimize the performance of local and regional transportation networks. The following activities are eligible if they are explicitly aimed at reducing SOV travel and associated emissions:

- Fringe parking
- Traveler information services
- Shuttle services
- Guaranteed ride home programs
- Carpools, vanpools
- Traffic calming measures
- Parking pricing
- Variable road pricing
- Telecommuting/Teleworking
- Employer-based commuter choice programs.

The CMAQ funds may support capital expenses and, as discussed in Section VII.A.2, up to 5 years of operating assistance to administer and manage new or expanded TDM programs. Marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if they are broken out as distinct line items. Eligible telecommuting activities include planning, preparing technical and feasibility studies, and training. Construction of telecommuting centers and computer and office equipment purchases should not be supported with CMAQ funds.

10. Public Education and Outreach Activities: The goal of CMAQ-funded public education and outreach activities is to educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality. Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices. More important, an informed public is likely to support larger regional measures necessary to reduce congestion and meet CAA requirements. A wide range of public education and outreach activities is eligible for CMAQ funding, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit "store" operations, and any other activities that help forward less-polluting transportation options. Using CMAQ funds, communities have disseminated many transportation and air quality public education messages, including maintain your vehicle; curb SOV travel by trip chaining, telecommute and use alternate modes; fuel properly; observe speed limits; don't idle your vehicle for long durations; eliminate "jack-rabbit" starts and stops; and others. Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

11. Transportation Management Associations: Transportation Management Associations (TMAs) are groups of citizens, firms, or employers that organize to address the transportation issues in their immediate locale by promoting rideshare programs, transit, shuttles, or other measures. The TMAs can play a useful role in brokering transportation services to private employers. Subject to applicable cost principles under 2 CFR Part 225, CMAQ funds may be used to establish TMAs provided that they reduce emissions. Eligible expenses include TMA start-up costs and up to 5 years of operating assistance as discussed in Section VII.A.2. Eligibility of specific TMA activities is addressed throughout this guidance.

12. Carpooling and Vanpooling: Eligible activities can be divided into two types of costs: marketing (which applies to both carpools and vanpools) and vehicle (which applies to vanpools only).

a. Carpool/vanpool marketing covers existing, expanded, and new activities designed to increase the use of carpools and vanpools and includes purchase and use of computerized matching software and outreach to employers. Guaranteed ride home programs are also considered marketing tools. Marketing costs may be funded indefinitely.

b. Vanpool vehicle capital costs include purchasing or leasing vans for use in vanpools. Eligible operating costs, limited to 5 years as set forth in Section VII.A.2, empty-seat subsidies, maintenance, insurance, administration, and other related expenses. Prorated cost sharing plans that establish grant proportions for undefined shares of capital and operating costs need to be broken down to the specific components or line items that establish the capital-operating shares.

The CMAQ funds should not be used to buy or lease vans that would directly compete with or impede private sector initiatives. States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service. In accordance with 23 U.S.C. 120(c)(1), carpooling and vanpooling activities may be supported with up to 100 percent Federal funding, under certain limitations.

13. Carsharing: The MAP-21 specifically highlights carsharing projects in the amended section on traffic demand. These efforts involve the pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership. As with any CMAQ project, sponsors need to demonstrate an emissions reduction from the carsharing program. If a program-wide emissions reduction cannot be demonstrated, CMAQ funding may be available to support vehicle costs under Alternative Fuels and Vehicles eligibility, discussed in Section VII.F.17.

14. Extreme Low-Temperature Cold Start Programs: Projects intended to reduce emissions from extreme cold-start conditions are eligible for CMAQ funding. Such projects include retrofitting vehicles and fleets with water and oil heaters and installing electrical outlets and equipment in publicly owned garages or fleet storage facilities.

15. Training: States and MPOs may use Federal-aid funds to support training and educational development for the transportation workforce. Such activities are subject to applicable cost principles in 2 CFR Part 225. The FHWA encourages State and local officials to weigh the air quality benefits of such training against other cost-effective strategies detailed elsewhere in this guidance before using CMAQ funds for this purpose. Training funded with

16. Inspection/Maintenance (I&M) Programs: Funds under the CMAQ program may be used to establish either publicly or privately owned I&M facilities. Eligible activities include construction of facilities, purchase of equipment, I&M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum. The I&M program must constitute new or additional efforts, existing funding (including inspection fees) should not be displaced, and operating expenses are eligible for 5 years as discussed in Section VII.A.2. States or other sponsors planning new or expanded I&M programs that incorporate other elements of a State's vehicle administrative function, e.g. registration, safety inspection, titling, etc., must remove these line items from the CMAQ project. These tasks are not linked to the CMAQ purpose and are, therefore, not allowable costs.

Privately Owned I&M Facilities: In States that rely on privately owned I&M facilities, State or local I&M program-related administrative costs may be funded under the CMAQ program as in States that use public I&M facilities. However, CMAQ support to establish I&M facilities at privately owned stations, such as service stations that own the equipment and conduct emission test-and- repair services, requires a PPP. The establishment of "portable" I&M programs, including remote sensing, is also eligible under the CMAQ program, provided that they are public services, reduce emissions, and do not conflict with statutory I&M requirements or EPA regulations.

17. Innovative Projects: State and local organizations have worked with various types of transportation services to better meet the travel needs of their constituents. These innovative projects also may show promise in reducing emissions, but do not yet have supporting data. The FHWA has supported and funded some of these projects as demonstrations to determine their benefits and costs. Such innovative strategies are not intended to bypass the definition of basic project eligibility but seek to better define the projects' future role in strategies to reduce emissions. For a project or program to qualify as an innovative project, it should be defined as a transportation project and be expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors. The FHWA encourages States and MPOs to creatively address their air quality problems and to consider new services, innovative financing arrangements, PPPs, and complementary approaches that use transportation strategies to reach clean air goals. Given the untried nature of these innovative projects, before-and-after studies should be completed to determine actual project impacts on air quality as measured by net emissions reduced. These assessments should document the project's immediate impacts in addition to long-term benefits. A schedule for completing the study should be a part of the project agreement. Completed studies should be submitted to the FHWA Division office within 3 years of implementation of the project or 1 year after the project's completion, whichever is sooner.

18. Alternative Fuels and Vehicles: The FHWA issued a memorandum in April 2011, covering the relationship between the required emissions reduction benefits of alternative fuel vehicles and the associated cost principles at 2 CFR Part 225. Essentially, this guidance illustrates the cost-benefit relationship between different vehicle types and functions and the air quality benefit provided as a cost basis under the CMAQ program. The memorandum, outlining the requirements in 23 U.S.C. 149, supports eligibility only for the incremental cost, limited to the marginal emissions-reducing elements of the alternative fuel vehicles that are acquired through PPPs or that are purchased by public sponsors. Program funds may be used to support projects involving the alternative or renewable fuels defined in the Energy Policy Act of 1992 or the Energy Independence and Security Act of 2007. All standard eligibility criteria apply. Aside from fuel acquisitions that are part of a transit operating support effort, stand-alone purchase of any fuel-alternative or otherwise-is not an eligible CMAQ cost. However, the few exceptions provided by Section 1808(k) of SAFETEA-LU continue under MAP-21, subject to the limitation on operating assistance as described in Section VII.A.2. Generally, CMAQ support for alternative fuel vehicle projects can be broken into the following areas:

Infrastructure: Except as noted below, establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel or provide recharging for electric vehicles. Additionally, CMAQ funds may support converting a private fueling facility to support alternative fuels through a public-private partnership agreement. In accordance with 23 U.S.C. 149(c)(2), and 23 U.S.C. 111, regarding the prohibition of commercial activities in the Interstate ROW, CMAQ-funds may be used to establish or support refueling facilities within the Interstate ROW, providing these services are offered at no charge.

Non-transit Vehicles: The CMAQ funds may be used to purchase publicly owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others. However, only publicly owned vehicles providing a dominant transportation function can be fully funded, such as paratransit vans, incident management support vehicles, refuse haulers, and others. Costs associated with converting fleets to run on alternative fuels are also eligible. When non-transit vehicles are purchased through PPPs, only the cost difference between the alternative fuel vehicles and comparable conventional fuel vehicles is eligible. Such vehicles should be fueled by one of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel. Eligible projects also include alternatives to diesel engines and vehicles. Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover-would be eligible for full Federal participation, i.e. an 80 percent Federal share of the full vehicle cost.

Hybrid Vehicles: Although not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investment. Hybrid vehicle models that are in part the focus of State legislation addressing HOV exemptions for alternative fuel and low emissions vehicles are considered eligible for CMAQ support. Other hybrid vehicles will be assessed on a case specific basis, as there is no specific EPA regulation available to rate the lower emissions and energy efficiency advantages of the models involved. Projects involving heavier vehicles, including refuse haulers and delivery trucks, also may be appropriate for program support. Eligibility should be based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models.

Projects Ineligible for CMAQ Funding

The following projects are ineligible for CMAQ funding:

1. Light-duty vehicle scrappage programs.
2. Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. This HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C 166, such as high-occupancy toll (HOT) and low-emission vehicles.
3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
4. Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
5. Projects that do not meet the specific eligibility requirements of Titles 23 and 49, United States Code, are ineligible for CMAQ funds.
6. Stand-alone projects to purchase fuel.
7. Models and Monitors-Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible. Such efforts may be appropriate for Federal planning funds.
8. Litigation costs surrounding CMAQ or other Federal-aid projects.

PROJECT SCORING CRITERIA

General Intent: The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM₁₀ and PM_{2.5}). The ICTC CMAQ program is designed to create a balanced program of transportation projects that improve air quality and the flow of traffic. Major emphasis is placed on projects that support alternative modes of transportation, reduce PM-10 emissions, and improve the flow of traffic. ICTC has developed the following project category funding targets aimed at developing a balanced CMAQ program.

CMAQ PROJECT CATEGORY TARGETS

Project Category	Percentage	Funding Targets
Transit Improvements & Miscellaneous	15%	\$783,196
Traffic Flow Improvements	30%	\$1,566,391
Pedestrians & Bicycle Improvements	15%	\$783,196
PM-10 Reduction	40%	\$2,088,522
Total	100%	\$5,221,306

The amount of \$5,221,306 listed in the table above is the total three-year estimate of CMAQ funds available for programming in FFYs 2022-23, 2023-24, and 2024-25. The scoring criteria to rank CMAQ projects is presented in the table below.

CMAQ PROJECT SCORING CRITERIA

Points	Criteria Description
(0 to 20 points)	<p>Congestion Relief – Projects that reduce congestion or increase service capacity or reliability as follows:</p> <p><u>Transit Projects</u></p> <p>High Impact: Projects that significantly reduce transit vehicle crowding or significantly increase service capacity or service reliability. Projects that are Transportation Control measures or reduce travel time; bus interconnect or fare coordination projects; bus turnouts at major intersections; and intermodal facilities that accommodate major transfers.</p> <p>Medium Impact: Projects that moderately reduce transit vehicle crowding or moderately increase service capacity or service reliability; interconnect/fare coordination projects with moderate impact; general bus turnouts; and intermodal facilities that accommodate some transfers.</p> <p>Low Impact: Projects that increase passenger comfort or convenience; bike racks.</p>

	<p><u>Road Projects</u></p> <p>High Impact: Projects that are Transportation Control Measures; signal coordination projects with multiple signals (>3); traffic operation system projects; gap closures; traffic flow improvements; and Intersection improvements including left turn packets.</p> <p>Medium Impact: Signal coordination projects (2-3 signals); and park and ride lots.</p> <p>Low Impact: New signals where none currently exist and where warranted by volume or delay; ramp metering with HOV bypass when demonstrated not to adversely affect surface streets.</p> <p><u>Bicycle & Pedestrian Projects</u></p> <p>High Impact: Projects that are Transportation Control Measures; facilities that will primarily serve commuters and/or school sites; and new sidewalks where none exist.</p> <p>Medium Impact: Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.</p> <p>Low Impact: Bicycle and pedestrian facilities for recreation and commuters; sidewalk upgrades; signage.</p>
(0 to 20 points)	<p>Emissions Reduction – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on total emissions (ROG+NOx+PM10+CO) reduced in pounds per year. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions. The Tool is available at: https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program. The results of the analysis must be attached to the application.</p>
(0 to 20 points)	<p>Cost-Effectiveness – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on <i>CMAQ dollars per pound of total emissions (ROG+NO+PM10) reduced</i> as calculated by the CARB Cost-Effectiveness Analysis Tool. Projects with lower CMAQ dollars/lbs. are more cost-effective than projects with higher CMAQ dollars/lbs. Note that CO is not included in the calculation to determine cost-effectiveness.</p>
(0 to 20 points)	<p>Project Readiness / Ability to Deliver – Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness. A description of proposed activities to ensure and/or accelerate completion of the project as proposed in the schedules should be provided.</p>



(0 to 20 points)	Factors of Overriding Concern – The Evaluation Committee may use this category to consider factors of overriding concern including but not limited to projects of regional significance, timely use of funds, project delivery requirements, leveraging additional funding sources, etc.
100 points total	

The CMAQ Project Application form is provided on the next page.



CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Application Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): ___ of ___

Select the project category from the drop-down box below titled “Choose an item”

Project Category

Air Quality Screening Criteria Code: Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase “Preliminary Engineering (PE)”; Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).

2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO_x, PM_{2.5}, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

EMISSIONS REDUCED (POUNDS/YEAR)

ROG	NO _x	PM _{2.5}	CO	Total



- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	Total						

Project Budget Comments:



7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Prepared By _____
Authorized Signature (as authorized in the Resolution)

Date:

CMAQ Guidelines



SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The Surface Transportation Block Grant (STBG) Program is a federal-aid transportation program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015 for transportation improvement projects. The FAST Act changed the name of the program from "Surface Transportation Program (STP)" to STBG. The purpose of the program is to provide flexibility in local transportation decisions and eligibility to address transportation needs.

ELIGIBILITY: LOCATION OF PROJECTS

STBG funded projects must be located on roads functionally classified as Urban Minor Collector or higher (Major Collector, Minor Arterial, Other Principal Arterial, Other Freeway or Expressway, and Interstate). Roads classified as Local Road or Rural Minor Collector are not eligible for STBG funds with a few exceptions as described in item 1.a of Exhibit 1: *Eligible Projects and Activities* on the next page.

California Road Systems (CRS) functional classification maps are available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

ELIGIBILITY: PROJECT TYPE

A wide variety of transportation improvements are eligible under the STBG Program including:

- Road construction, reconstruction, rehabilitation and resurfacing
- Bicycle and pedestrian facilities including recreational trails
- Road and transit safety projects including railroad/highway grade separation
- Capital and operating cost for traffic management systems
- Intelligent Transportation Systems
- Environmental mitigation
- Planning programs

A more detailed description of eligible projects and activities is provided in Exhibit 2 on the next page. The information was obtained from the Federal Highway Administration (FHWA) website available at <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

EXHIBIT 2: ELIGIBLE PROJECTS AND ACTIVITIES

1. ELIGIBILITY

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
- (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
- (4) As approved by the Secretary.

- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):

- (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;

ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);

iii. transit capital projects eligible under chapter 53 of title 49, United States Code;

iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and

vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).

(2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

(4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).

(6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).

(7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

(8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

(14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

i. Replacement of bridges with fill material;

ii. Training of bridge and tunnel inspectors;

iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;

- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;

- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;

- vii. [Transportation alternatives](#) previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;

- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;

- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);

- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;

- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

- xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management, and for similar activities related to the development and implementation of a performance-based management program for other public roads;

- xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

- xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

PROJECT SCORING CRITERIA

The criteria for scoring STBG projects are summarized in the table below. The criteria and points remain unchanged from the 2018 STBG Guidelines.

STBG PROJECT SCORING CRITERIA

Criteria	Criteria Description
Community Benefit (0 to 30 points)	Project generates social benefits such as increased safety, employment, reduces vehicle emissions, improves connectivity between communities, improves aesthetics, etc.
Project Readiness (0 to 40 points)	Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness.
Regional Significance (0 to 20 points)	Project is consistent with adopted local and regional planning documents such as the 20-year Local Transportation Plan, the Regional Transportation Plan, etc.
Continuity (0 to 10 points)	Project provides continuity of transportation infrastructure between jurisdictions. Project received funds for earlier project phase(s).
100 points total	

PROJECT APPLICATION FORM

The 2022 Call for Projects application form for STBG projects is provided on the next page. The application instructions are included in the application form.



STBG PROJECT APPLICATION FORM

Agency:

Project Title:

Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): ____ of ____

Enter the amount of STBG Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable).

	Project Phase	STBG Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

Baseline Screening Criteria

Check if true:

- ☐ California Road Systems (CRS) Map that identifies the project location is attached to the application.
- ☐ City Council or County Board of Supervisors Resolution is attached to the application.

Resolution approved on _____

Resolution indicates:

- ☐ Opportunity for public comment was provided at Council/Board meeting.
- ☐ Identification of specific local match amount, and, source or type of any other funds used to leverage the project.
- ☐ Compliance with the circulation element of the agency's general plan.
- ☐ Confirmation that a pavement management plan is in place for rehab projects.

Comments:

SECTION 1: GENERAL INFORMATION (ZERO POINTS)

- a. Describe the project and the transportation issue or problem the project will improve

- b. Describe the location of the project including project limits

- c. Describe the project scope and how the project will improve the transportation issue or problem

- d. What is the functional classification of the road?

- e. Does the project expand capacity?

- f. What is the condition of the existing facility (if applicable)?

- g. Describe the consequences, if any, of not completing the project.



- h. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			STBG	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	Total						

Project Budget Comments:

SECTION 2: COMPETITIVE QUESTIONS (100 POINTS MAX.)

1. Community Benefits (30 points max.)

Describe the benefits that would be generated by the project for the community including but not limited to improving safety, increasing employment, reducing emissions, improving connectivity between communities, improving aesthetics, etc. Provide supporting documentation as an attachment.

--

2. Project Readiness (40 points max.)

Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

3. Regional Significance (20 points max.)

Describe the regional significance of the project as identified in approved public documents including but not limited to adopted planning documents such as the 20 Year Local Transportation Plan and the Regional Transportation Plan, traffic analysis reports, and project study reports. Attach supporting documentation.

4. Continuity (10 points max.)

Explain if the project has received STP/STBG funds (or other ICTC programmed funds) in previous years for earlier project phases, and why the project should receive continued support. Also explain if the project would provide continuity of transportation infrastructure or service between jurisdictions. Attach supporting documentation.



--

Prepared By _____
Authorized Signature (as authorized in the Resolution)

Date:

--



ATTACHMENT 1: SAMPLE RESOLUTION

**BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2021-__**

In the Matter of:

ICTC RESOLUTION SUPPORTING
(SURFACE TRANSPORTATION BLOCK GRANT (STBG) / CONGESTION MITIGATION AND AIR QUALITY (CMAQ))
FUNDING, PROJECT MILESTONE DATES, AND TIMELY USE OF FUNDS.

WHEREAS, the (City/County/District) is eligible to apply for and receive Federal and State transportation funds including (STBG/CMAQ) funds; and

WHEREAS, AB 1012 requires that state and federal funds be expended in a timely manner; and

WHEREAS, the (City/County/District) desires to ensure that its projects are delivered in a timely manner to avoid losing funds for non-delivery; and

WHEREAS, it is understood by the (City/County/District) that failure for not meeting project milestone dates for any phase of a project may jeopardize federal or state funding to the Region; and

NOW THEREFORE BE IT RESOLVED, that the (Council/Board/District) hereby agrees to ensure that all project milestone schedules for all project phases will be met or exceeded, and:

- a. The opportunity for public comment was provided at a public meeting;
- b. Local funds in the amount of \$_____ from _____ (source and type of funds) will be used to leverage the federal funds for the project;
- c. Project(s) is consistent with the _____ (plan: i.e., circulation element of the agency's general plan) planning process;
- d. Project(s) is consistent with the adopted pavement management plan (for rehabilitation projects only).

BE IT FURTHER RESOLVED, that failure to meet project milestone schedules may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate funding and reprogram the funds as deemed necessary.

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board/District) on _____, 2021.

AYES:

NOES:

ABSTAIN:

ABSENT

ATTEST:

Signed: _____

Mayor, City of (-----)

Chair, Board of (-----)

Chair, (-----) Board

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board/District) duly adopted at a regular meeting thereof held on the _____ day of _____, 2022.

Signed: _____

(-----, City/County Clerk)

ATTACHMENT 2: CMAQ AIR QUALITY SCREENING CODES

<p>1.00 SAFETY PROGRAMS</p> <ul style="list-style-type: none"> 1.01 Railroad/Highway Crossing 1.02 Hazard Elimination Program 1.03 Safer non-Federal-aid system roads 1.04 Shoulder improvements 1.05 Increasing sight distance 1.06 Safety Improvement Program 1.07 Traffic control devices and operating assistance other than signalization projects 1.08 Railroad/highway crossing warning devices 1.09 Guardrail, median barriers, crash cushions 1.10 Pavement resurfacing and/or rehabilitation 1.11 Pavement marking demonstration 1.12 Emergency Relief (23 U.S.C. 125) 1.13 Fencing 1.14 Skid treatments 1.15 Safety roadside rest areas 1.16 Adding medians 1.17 Truck climbing lanes outside the urbanized area 1.18 Lighting improvements 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes) 1.20 Emergency truck pullovers <p>2.00 MASS TRANSIT</p> <ul style="list-style-type: none"> 2.01 Operating assistance to transit agencies 2.02 Purchase of support vehicles 2.03 Rehabilitation of transit vehicles 2.04 Purchase of office, shop and operating equipment for existing facilities 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.) 2.06 Construction or renovation of power, signal, and communications systems 2.07 Construction of small passenger shelters and information kiosks 2.08 Reconstruction or renovation of transit buildings and structures 2.09 Rehabilitation or reconstruction of track structures, track, and track-bed in existing right-of-way 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet 2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771) 	<p>3.00 AIR QUALITY</p> <ul style="list-style-type: none"> 3.01 Continuation of ridesharing and van-pooling promotion activities at current levels 3.02 Bicycle and pedestrian facilities <p>4.00 LANDSCAPING/SIGNS</p> <ul style="list-style-type: none"> 4.01 Specific activities that do not involve or lead directly to construction 4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action 4.06 Noise attenuation 4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)]. 4.08 Acquisition of scenic easements 4.09 Plantings, landscape, etc. 4.10 Sign removal 4.11 Directional and informational signs 4.12 Transportation enhancement activities (except rehabilitation and operation of historic buildings, structures, or facilities). 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase. <p>5.00 OTHER</p> <ul style="list-style-type: none"> 5.01 Intersection channelization projects 5.02 Intersection signalization projects at individual intersections 5.03 Changes in vertical and horizontal alignment 5.04 Interchange reconfiguration projects 5.05 Truck size and weight inspection stations 5.06 Bus terminals and transfer points 5.07 Traffic signal synchronization
--	--



ATTACHMENT 3: CMAQ APPLICATION EXAMPLE



CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Project Priority (if agency submits more than one project i.e. 1 of 2): 1 of 1

Select the project category from the drop-down box below titled "Choose an item"

Project Category

Air Quality Screening Criteria Code: Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED	\$0	
	PS&E	\$0	
	ROW	\$0	
	CON	\$70,824	2021/22
	Total	\$70,824	

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).

The project will construct Class 2 bicycle lanes on ABC Avenue between 1st and Main Street. The project includes Class 2 bike lane stripping along both sides of ABC Avenue and signage. The purpose and need of the project are to complete a critical link in the City bike system to provide residents with bicycle access to education, employment, shopping and transit. PS&E is scheduled to be completed in May 2021. Preliminary road plans and profile drawings are attached.



2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

The project is located near the Civic Center on ABC Avenue beginning at Main Street (crosses 3rd and 2nd streets) and ending at 1st Street. See attached map. The project segment is 1.13 miles long and would provide 2.26 new bike lane miles. ABC Avenue is four-lane undivided arterial within the project limits. There are existing Class 2 bike lanes west and east of the project segment. Within one-quarter mile of the project, there is a college, a shopping center, a transit hub, and an office building. No additional ROW is required as the project would be constructed within the existing roadway facility. Photos of the project area are attached. The City's population is 128,000.

3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

The accident rate for the project segment is 1.67 which is equivalent to the statewide average for a similar facility. The accident rate is based on three-years of accident data beginning January 1, 2017 and ending December 31, 2019 from the City's accident database. Attached is backup documentation.

4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

The average daily traffic volume on ABC Avenue between Main Street and 1st Street is 20,000.

5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO_x, PM_{2.5}, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

EMISSIONS REDUCED (POUNDS/YEAR)				
ROG	NO _x	PM _{2.5}	CO	Total
14	8	3	na	26

- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

\$230.22



6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	LTF	enter source #3	enter source #4	
PE	Environmental (PA&ED)	\$10,000	\$0	\$10,000			2019/20
	Design (PS&E)	\$25,000	\$0	\$25,000			
	Right-of-Way	\$0	\$0	\$0			2021/22
	Construction	\$80,000	\$70,824	\$9,176			
	Total	\$115,000	\$70,824	\$44,176			

Project Budget Comments: PE funds were obligated in FFY 2019/20. Local match funds of \$9,176 for construction has been secured. The amount of \$70,824 requested for construction has not been secured. A preliminary Engineer's Estimate detail is attached.

7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled "Choose an item" (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The "Begin Environmental (PA&ED) phase" date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone	Document Type	Date
Begin Environmental (PA&ED) Phase	CE/CE	11/01/19
End Environmental Phase (PA&ED Milestone)		06/15/20
Begin Design (PS&E) Phase		10/01/20
End Design Phase (Ready to List for Advertisement Milestone)		05/15/21
Begin Right of Way Phase		01/15/21
End Right of Way Phase (Right of Way Certification Milestone)		05/15/21
Begin Construction Phase (Contract Award Milestone)		12/01/21
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/22
Begin Closeout Phase		08/01/22
End Closeout Phase (Closeout Report)		02/01/23



BICYCLE FACILITIES

County: Imperial

Federal Number:

Approval Date:

Caltrans DIST-EA:

Short Description: ABC Avenue Class 2 Bikeway Facility

Project Scope: Class 2 bike lanes on both sides of ABC Avenue between 1st and Main Street. Facility length is 1.13 miles.

Project Sponsor: City of ABC

Private Agency: No

CMAQ Funding: \$70,824 **Annual Auto Trips Reduced:** 16,000

Local Match: \$9,176 **Annual Auto VMT Reduced:** 28,800

Capital Recovery Factor: 0.08

Project Analysis Period: 15 years

Days (D): 200 days of use/year

Average Daily Traffic (ADT): 20,000 trips per day

Adjustment (A) on ADT: 0.0020

**Credit (C) for
Activity Centers near project:** 0.0020

<i>EMISSION FACTORS:</i>	Auto Trip End Factor	Auto VMT Factor
ROG :	0.241 <i>grams per trip</i>	0.087 <i>grams per mile</i>
NOx :	0.103	0.074
PM2.5 :	0.002	0.053

<i>EMISSION REDUCTIONS:</i>	Pounds per Year	Kilograms per Day
ROG:	14	0
NOx:	8	0
PM2.5:	3	0
Total:	<u>26</u>	<u>0</u>

COST-EFFECTIVENESS OF:

CMAQ Funds:	\$230.22	per pound	\$460,448	per ton
All Funding Sources:	\$260.05	per pound	\$520,104	per ton



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
October 28, 2021**

Contact: Ben Guerrero, Local Area Engineer Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

Inactive Projects

Projects must be billed within the specified and agreed-upon timeframe to avoid de-obligation of funds.

As of **October 12, 2021**, the INACTIVE and Future Inactive list was updated. Action is required by the County of Imperial, as well as these four cities: Brawley, Calexico, El Centro, and Imperial.

September 3, 2021 was the deadline to submit Inactive invoices. District 11 must receive accurate and complete invoices to prevent de-obligation of federal funds! Verify on the “Inactive” link shown below for Inactive Project dates. Agencies that did not invoice prior to September 30, 2021, must submit a justification on the spreadsheet available for download through this link –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20210203-a11p.xlsx>

A complete list of Inactive Projects – <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Note: 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).

Please notify Caltrans with any anticipated submittal date for a forthcoming inactive project invoice. FHWA now requires status updates quarterly. Email the Local Assistance Program Support Analyst, Alma Sanchez, at Alma.Sanchez@dot.ca.gov

January 31, 2022 – Federal Fiscal Year (FFY) 21/22 Requests for Authorization Obligations Due!

Funding Requests for Authorization (RFA) during this federal fiscal year are due by January 31, 2022.

Note the **Obligation Authority (OA) funds for redistribution are dwindling faster than in prior years.** Also, make sure that funds are programmed appropriately.

Please transmit all RFA details on LAPM Exhibit 3-A and use the newest version from May 2021 –
<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=LAPM3A>

November 18, 2021 – “Clean California” Local Grant Program Application Workshop (online)

Caltrans will administer approximately \$296 million as part of a two-year program to improve and beautify rights-of-way, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Local, regional, or tribal governments, as well as public transit agencies, are eligible to apply. Nonprofit organizations may be sub-applicants.

The third online grant workshop will be 10 to noon Thursday, November 18, 2021 (see page 2).

Recordings of the first two fall 2021 local grant guidelines workshops are online –

<https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

A call for projects is anticipated in December 2021 with the application deadline expected in February 2022. Please refer to this link for details –

<https://cleancalifornia.dot.ca.gov/local-grants> Questions? CleaCA.LocalGrant@dot.ca.gov



CLEAN CALIFORNIA

LOCAL GRANT PROGRAM APPLICATION WORKSHOP

WORKSHOP #3
NOVEMBER 18, 2021
10 AM - 12 PM

REGISTER HERE

Stakeholders are invited to participate in an online workshop on how to complete the application for the Clean California Local Grant Program.

A Draft Application is accessible [HERE](#).

The Clean California Local Grant Program will provide communities approximately \$296 million to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

For more information on this program, click [HERE](#).

Register at: <https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

Join our mailing list [HERE](#)

Page 2 of 9

Questions? CleanCA.LocalGrant@dot.ca.gov



California Transportation Commission

SAVE THE DATE

2023 Active Transportation Program Guideline Development Workshops

Please mark your calendars for the upcoming California Transportation Commission guideline development workshops for the Active Transportation Program (ATP). Registration information and workshop agenda/details will be posted in advance of each workshop on the [ATP website](#). Until further notice, all workshops will be held via virtual meeting format. **All workshop dates are subject to change. Additional workshops may be scheduled in 2022.**

Kick-Off Workshop

Tuesday, November 9, 2021 9:30am – 12:30pm

Central Workshops	
Topic	Date
Guidelines	Wednesday, November 17, 2021 1:00pm – 4:00pm
PSR Equivalent	Wednesday, December 1, 2021 1:00pm – 4:00pm
Guidelines	Wednesday, December 15, 2021 9:30am – 12:30pm
Guidelines	Tuesday, January 11, 2022 1:00pm – 4:00pm
Applications	Wednesday, January 19, 2022 9:30am – 12:30pm
Scoring Rubrics	Tuesday, February 8, 2022 1:00pm – 4:00pm
Optional Workshop	Wednesday, February 23, 2022 9:30am – 12:30pm

To schedule a virtual Branch Workshop or site visit, please contact Elika Changizi.

For more information, please contact:

Laurie Waters at Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard at Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi at Elika.Changizi@catc.ca.gov

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).

2022 PREPARATION SCHEDULE

CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS

AGENDA ITEM(S) DUE DATES

Prepared by:
OFFICE OF CTC LIAISON
DIVISION OF FINANCIAL PROGRAMMING
CALIFORNIA DEPARTMENT OF TRANSPORTATION

As of:
August 2021

2022 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts	District Submits Off System and On System Requests to HQ Divisions	HQ Divisions Submit Final Off System and On System Requests to Budgets	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date and Location:	10:00 AM District & CTC	10:00 AM HQ Divisions	5:00 PM Email to HQ Budgets	10:00AM Email to CTC Liaison	10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov
Jan 26-27 - Sacramento	Mon, Nov 29, 21	Mon, Dec 6, 21	Fri, Dec 10, '21	Fri, Dec 17, '21	Fri, Dec 17, '21
Mar 16-17 - San Diego	Tue, Jan 18, 22	Mon, Jan 24, 22	Mon, Jan 31, '22	Wed, Feb 9, '22	Thu, Feb 10, '22
May 18-19 -Central Valley	Mon, Mar 21, 22	Mon, Mar 28, 22	Mon, Apr 4, '22	Wed, Apr 13, '22	Thu, Apr 14, '22
June 29-30 - Sacramento	Mon, May 2, 22	Mon, May 9, 22	Mon, May 16, '22	Wed, May 25, '22	Thu, May 26, '22
Aug 17-18 - Bay Area	Mon, Jun 20, 22	Mon, Jun 27, 22	Tue, Jul 5, '22	Wed, Jul 13, '22	Thu, Jul 14, '22
Oct 12-13 - Santa Barbara	Mon, Aug 15, 22	Mon, Aug 22, 22	Mon, Aug 29, '22	Wed, Sep 7, '22	Thu, Sep 8, '22
Dec 7-8 - Riverside	Mon, Oct 10, 22	Mon, Oct 17, 22	Mon, Oct 24, '22	Wed, Nov 2, '22	Thu, Nov 3, '22

* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas
Moved - July 4

Moved - Christmas

Moved - Christmas



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
October 28, 2021**

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review the preceding schedule of deadlines to send allocation request packages for California Transportation Commission (CTC) approval during the January 26-27, 2022, CTC meeting.

When possible, do not wait to submit requests. Caltrans District 11 must receive all documents at least two months prior to the CTC meeting date.

Wednesday, **November 24**, 2021, is the final deadline (for that January 26-27, 2022 CTC meeting).

Invoice Form Required (updated August 2020)

Please transmit all invoices on *LAPM* Exhibit 5-A (use the **August 2020** version).

These following links have details and instructions –

<https://dot.ca.gov/programs/local-assistance/projects/local-agency-invoice-process>

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=LAPM5A>

With any questions, please contact either the Local Area Engineer, Ben Guerrero, or Local Assistance Program Support Analyst, Alma Sanchez, via email at Alma.Sanchez@dot.ca.gov or phone 619-987-0766.

Disadvantaged Business Enterprise (DBE) Update

As a reminder, *Local Assistance Procedures Manual (LAPM)* Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.

Annual FFY Disadvantaged Business Enterprise Goal and Methodology Proposal information is online –

<http://www.localassistanceblog.com/2021/10/06/annual-disadvantaged-business-enterprise-goal>

Quality Assurance Program (QAP) – Renewal for 2022!

As a reminder, Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial.

Updated QAP packages must be submitted to the Local Area Engineer, Ben Guerrero. Otherwise, no *Construction* funding authorization requests will be processed.

Caltrans Architectural & Engineering (A&E) Oversight Videos (updated on February 4, 2021)

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/consultant-selection-procurement>

Safe Harbor Indirect Cost Rate for A&E Consultant Contracts: Office Bulletin (OB) 21-06

All eligible A&E consultant firms may choose to use the “Safe Harbor Rate” rate on new A&E contracts for federal-aid contracts in the State of California.

Caltrans Division of Local Assistance Office Bulletin 21-06, issued September 8, 2021, has details online –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2021/ob21-06.pdf>

Local Roadway Safety Plan Requirement for Local Highway Safety Improvement Program (HSIP)

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.

Details regarding this requirement are available through the following link – dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans

Further information is in the following Caltrans Division of Local Assistance Office Bulletin (OB) 21-07:



Expires – Upon Issuance of LPP

Local Highway Safety Improvement Program (HSIP) LAPG Chapter 9 Update

I. BACKGROUND

Local Assistance Program Guidelines Chapter 9 (LAPG Chapter 9), Local Highway Safety Improvement Program (HSIP), defines eligibility requirements, funding policy, application submittal and review process, project delivery requirements in compliance with federal and state regulations.

Since the last update to the HSIP Guidelines, there have been new developments related to the HSIP, i.e. (a) the Local Roadway Safety Plan (LRSP) requirement for Local Public Agencies (LPAs) to apply for HSIP funds; and (b) the flexibility of using state funds for HSIP projects. The HSIP delivery requirements and scope/cost change rules have also been adjusted. HSIP Guidelines have been revised to reflect these changes.

II. POLICY

This LAPG Chapter 9 update applies to current and future local HSIP projects to address funding and delivery management.

From the next HSIP Call for Projects (i.e. Cycle 11 in 2022), a Local Roadway Safety Plan (LRSP) or its equivalent (such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan) will be required for an agency to be eligible to apply for HSIP funds. This requirement is added to the Guidelines.

Senate Bill (SB) 137 (Chapter 639 of the 2019 Statutes), effective October 8, 2019, added Section 182.85 to the Streets and Highways Code that authorizes Caltrans to allow up to \$100 million of federal local assistance funds be exchanged for non-federal State Highway Account (SHA) funds. The exchange requires funds be used by the city, county, or other eligible recipients on projects for purposes for which the federal local assistance funds being exchanged were originally intended in order to meet national transportation goals and performance management measures (23 U.S.C. Sec. 150), and must satisfy the intent of the Legislature, as described in Section 2333. This made it possible to use state funds in delivering some HSIP projects. Regulations related to the use of state funds for HSIP projects are added to the Guidelines.

LAPG Chapter 9 revisions include:

- Section 9.2 Local HSIP Advisory Committee: this section is added to address the function and goals of the Local HSIP Advisory Committee.
- Section 9.3 Eligible Applicants: the requirement for a Local Public Agency (LPA) of having an LRSP as a requirement for applying for HSIP funds is added.



- Section 9.5 Funding and Project Costs: the use of state funds for HSIP projects is added.
- Section 9.10 Project Delivery Requirements: this section is updated to accommodate the delivery requirements for state funded HSIP projects. The language of requesting delivery time extension is also added.
- Section 9.11 Project Scope and Cost Change: this section is added to clarify the process of requesting project scope and cost change.

III. PROCEDURE

This revision provides updates due to the new LRSP requirement and the use of state funds in HSIP projects. It also clarifies project delivery requirements and scope/cost change rules. The update of the Local HSIP Guidelines (LAPG Chapter 9) is an ongoing effort of local HSIP management.

IV. APPLICABILITY/IMPACTS

This Office Bulletin applies to local HSIP projects funded through the HSIP funding as authorized by the Streets and Highways Code 2330-2334. The revised policies are implemented to better use and manage the local HSIP funding.

Recommended:	<u>Original Signature by</u> Richard Ke, HSIP Manager	<u>09/22/21</u> Date
Approved:	<u>Original Signature by</u> Robert W. Peterson, Chief Office of Federal Programs	<u>09/22/21</u> Date

Attachments:

Attachment 1 – LAPG Chapter 9, Revised September 2021



**California Department of Transportation (Caltrans) District 11
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
October 28, 2021**

Title VI Nondiscrimination Program

On February 16, 2021, Caltrans Division of Local Assistance delivered training for Local Public Agencies (LPA) to implement the federally mandated Title VI program. This training provides the LPA with FHWA requirements of Title VI to incorporate nondiscrimination principles and provisions in all locally administered federal-funded programs, plans, and activities.

Additional Title VI resources and recordings of the training are available on this webpage –

<https://californialtap.org/index.cfm?pid=1579>

A reminder for local agencies to comply with all Title VI requirements. See *Local Assistance Procedures Manual (LAPM)* Section 9.2, Title VI of the Civil Rights Act of 1964 (Title VI) and Related Statutes:

Title VI and the additional nondiscrimination requirements are applicable to all programs and activities administered by a recipient, in addition to programs receiving federal financial assistance, due to the Civil Rights Restoration Act of 1987. Nondiscrimination provisions apply to all programs and activities of federal-aid recipients, subrecipients, and contractors, regardless of tier (49 CFR part 21).

Effective September 17, 2020, all local agencies are required to insert the clause from Appendix E of the Title VI Assurance in each federal-aid contract. U.S. Department of Transportation Order No. 1050.2 requires Appendix E, which is not included in Exhibit 4-C: Master Agreement – Administering Agency-State Agreement for Federal-Aid Projects. All local agencies must include the provisions indicated in Appendices A – E of the Title VI Assurances in all federal-aid contracts between an agency and a contractor.

The requirements also include providing and maintaining the following, as detailed in *LAPM* Section 9.2: Title VI Nondiscrimination Statement, Assurances (as part of the Master Agreement and Program Supplement Agreement), Designation of a Title VI Coordinator, Complaint Procedures, Data Collection, Training, Limited English Proficiency (LEP) accessibility, Dissemination of Information, Contracts and Agreements, Environmental Justice, Public Hearings and Meetings, Right-of-Way activities, Construction Contract Compliance, Monitoring, and others.

Note that an agency is subject to Title VI program and compliance review at any time.

Link to guidance for Title VI complaints - dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

A Frequently Asked Questions (FAQ) document linked below has further details related to the September 17, 2020, requirement to include Appendix E of the Title VI Assurances in federal-aid contracts and agreements -

localassistanceblog.com/2020/10/29/frequently-asked-questions-faq-new-resource-for-appendix-e-of-the-title-vi-assurances

Subsidized Classes for Local Agencies – Many Now Online

Schedule is available at the following link – <https://californialtap.org/index.cfm?pid=1077>

Both the Federal Aid Series and Resident Engineers Academy courses fill-up quickly. Please enroll early!

Recordings of several trainings are online – <https://californialtap.org/index.cfm?pid=1579>

Send any questions to the California Local Technical Assistance Program Center: californialtap@csus.edu

The Active Transportation Resource Center (ATRC) offers customized training at no cost. The following link has more information – <https://caatpresources.org/1502>. To request training, contact ATRC@csus.edu

For questions about additional training opportunities, please contact the District 11 Local Assistance Training Coordinator, Alma Sanchez, via email at Alma.Sanchez@dot.ca.gov or by phone 619-987-0766.

DOCUMENT SUBMITTAL FOR LOCAL AGENCIES – AUTHORIZATIONS, FTAS, AND ALLOCATIONS

This training will focus on the various forms required to be submitted for Federal Authorization Requests, FTA Transfers, and CTC Allocation Requests. It is imperative that Local Public Agencies are able to submit complete and accurate packages for faster processing times.

Schedule

This virtual training will be offered on Wednesday, November 17, 2021, from 8:00 a.m. to 11:30 a.m. There is no charge to attend.

DATE: Wednesday, November 17, 2021
TIME: 9:00 a.m. - 11:30 a.m.
LOCATION: Virtual
FEE: NO CHARGE!

[CLICK HERE TO REGISTER!](#)

SCAG CONTINUES WITH IMPLEMENTATION OF EARLY ACTION PLAN AND IDEA INITIATIVES

The cross-functional Inclusion, Diversity, Equity, and Awareness (IDEA) internal staff team led by Human Resources was formed in June and is committed to fostering organizational change. They have been meeting regularly, and with the assistance of Human Resources and a consultant, provided several diversity, equity, and inclusion (DEI) training opportunities for staff to assist in providing foundational knowledge and shaping their workplan and structure to guide the agency's work.

IDEA's role is two-fold:

1. To serve in a consulting capacity for strategies outlined in the Early Action Plan (EAP) and owned by various divisions, as well as new strategies that may be developed.
2. To be responsible for DEI-related community engagement and internal communications in service of EAP goals (i.e., culture shift).

To assist with the agency's efforts and provide more targeted guidance and input, three IDEA sub-committees (Communication and Engagement; Education and Training; and Strategy, Policies, and Procedures) were formed and are currently in the process of refining their work plans.

On Sept. 23, staff hosted the quarterly meeting of the Regional Equity Working Group to engage stakeholders on SCAG's regional and local planning activities as well as share efforts across the region to advance equity in land use and transportation planning. The September meeting included presentations on the [Orange County Equity Map and Social Index](#), the [City of Los Angeles Equity Index](#), and examples of Equity in Action from the City of Long Beach, as well as an update on SCAG's [Sustainable Communities Program Call for Projects](#). Please contact Courtney Aguirre at aguirre@scag.ca.gov or Anita Au at au@scag.ca.gov for more information.

To learn more about the EAP, please visit the IDEA webpage at scag.ca.gov/IDEA.

REGISTRATION OPENS FOR THE 12TH ANNUAL SOUTHERN CALIFORNIA ECONOMIC SUMMIT

On Thursday, Dec. 2, SCAG will host the 12th Annual Southern California Economic Summit virtually, focusing on the theme "From Inclusive Recovery to Inclusive Growth." While we had hoped to be able to convene in person, out of an abundance of caution we are pivoting to a virtual event model.

This summit will come at a time when the regional economy is still recovering from a time of unprecedented crisis. The program will feature the debut of new research and analysis on the state of the region's economy, expert commentary on the issue of how to keep Southern California competitive, and a laundry list of funding programs and innovative approaches to kickstarting inclusive economic growth.

[Register today](#) to join civic and business leaders from across Southern California for this vital conversation on how we can further our economic recovery and build strength and resilience in a post-COVID world. Elected officials and city managers of SCAG's member jurisdictions may attend for free. Learn more and register to attend at scag.ca.gov/economicssummit.

SCAG TO HOST HOUSING POLICY FORUM SERIES

On Nov. 1, from noon – 2 p.m., SCAG will host a Housing Policy Forum, which will be the first in series that will continue into Fall 2022. The first virtual forum, “A Rundown on Federal and State Legislation and Funding,” will provide an overview of the challenges, opportunities, and trends in current federal and state housing legislation in Southern California. There will also be discussion on the impacts of legislation on local housing policy, as well as an opportunity for participants to share local housing policy priorities. While the forum is free of charge, [registration is required to attend](#). Please visit the [Fall 2021 Housing Policy Forum webpage](#) for more information.

BOARD OFFICERS MEET WITH REPRESENTATIVES FROM GOVERNOR'S OFFICE

SCAG President Clint Lorimore, First Vice President Jan Harnik, Second Vice President Carmen Ramirez, and Immediate Past President Rex Richardson, as well as leadership and members of the Legislative/Communications and Membership Committee (LCMC), met with representatives from Governor Gavin Newsom's office to request a veto of SB 9 (Atkins). President Lorimore highlighted SCAG's leadership by supporting legislation to tackle the state's housing crisis. SCAG provided support for SB 7 (Atkins), which provides expedited judicial review for some housing projects, SB 10 (Wiener), which would allow local jurisdictions to provide California Environmental Quality Act (CEQA) exemptions for some residential up-zoning near transit-rich and urban infill sites. The group also shared SCAG's experience administering the Regional Housing Needs Assessment (RHNA) on behalf of the region and the innovative programs funded by the state's Regional Early Action Program (REAP) that are paving the way for new housing development. At the meeting, the Governor's representatives did not indicate whether the Governor would sign or veto SB 9, but promised to communicate SCAG's concerns concerning SB 9. In addition to SCAG's board officers, LCMC Chair Alan Wapner, LCMC Vice-Chair Peggy Huang, and committee members David Shapiro, Jose Luis Solache, and Ray Marquez attended the meeting.

BROADBAND INITIATIVE UPDATE

On Sept. 1, I participated in a joint meeting with leadership from the San Diego Association of Governments (SANDAG) and representatives from numerous internet service providers. At the meeting, participants discussed legislative updates related to broadband. In addition, SCAG and SANDAG provided an overview of the work they have done and are planning to do regarding their respective broadband programs.

GO HUMAN UPDATES

COMMUNITY SAFETY AMBASSADOR PROGRAM EVENTS AND ACTIVITIES

Over 48 [Community Safety Ambassadors](#) from Imperial, San Bernardino, and Ventura Counties completed over 30 hours of workshops and trainings, culminating in September. The Ambassador Program is a community engagement and leadership development opportunity to complete a paid, virtual training program to build capacity and bridge relationships with local governments to improve walking and biking safety. Upon completion of trainings, Ambassadors are implementing over 40 activations to support traffic safety and community engagement in their local communities. Highlights of activities and events completed in September or coming soon include community garden activities in Ontario, bicycle safety education in Ventura, and temporary demonstration planning in El Centro and Calexico. Find more about the program and activations on the [Go Human Community Ambassador Program webpage](#).

COMMUNITY STREETS MINI-GRANT AWARDEES COMPLETE PROJECTS

In September, SCAG's *Go Human* campaign completed its Community Streets Mini-Grant Program, which aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including Black, Indigenous, and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. The *Go Human* campaign awarded more than \$275,000 in funding to 31 projects across the region. Awarded

projects spanned a range of creative engagement activities, including pedestrian safety campaigns, storytelling video projects, and community workshops. Additionally, seven projects incorporated demonstrations utilizing the *Go Human* Kit of Parts. Please visit the [Go Human blog](#) to read about the awardees.

CALIFORNIA PEDESTRIAN SAFETY MONTH

To celebrate California Pedestrian Safety Month, SCAG's *Go Human* campaign revamped and relaunched the *Go Human* Safety Pledge to extend its reach and encourage signatories to take meaningful action in their communities. Signatories join a large cohort of safety champions and practitioners across the region and have access to a robust toolbox of resources to support safety strategy implementation. Signatories can pledge to sponsor a safety messaging campaign, deploy a temporary demonstration with the *Go Human* Kit of Parts, advocate for safety improvements using the High Injury Network, and much more. Make a commitment to safety by signing the pledge and securing access to SCAG safety resources. [Sign the Safety Pledge here](#) and view your commitment on the [Safety Pledge Map](#).

GO HUMAN'S CO-BRANDING STRATEGIES: A SNAPSHOT

In September, SCAG's *Go Human* campaign wrapped up its co-branded advertisement distribution program, which resulted in the development of 23 strategic partnerships and the distribution of over 1,100 material items including lawn signs, banners, and digital advertisements that were utilized in local safety campaigns. Other strategies leveraged the advertisement campaign to advance safety. In addition, over \$100,000 of funding from the Affordable Housing Sustainable Communities (AHSC) program was leveraged to support AHSC Awardees in the counties of Los Angeles, Orange, and Riverside to implement *Go Human* campaigns around new affordable housing developments. A *Go Human* Twitter Chat engaged 19 local partners in a virtual conversation on safety, reaching over 122,000 unique viewers and building more than 570,000 impressions.

GO HUMAN CAMPAIGN RECEIVES AWARD

At the Governors Highway Safety Association Annual Meeting on Sept. 14, SCAG's *Go Human* campaign was recognized with the [Peter K. O'Rourke Special Achievement Award](#), which recognizes notable achievements in the field of highway safety by individuals, coalitions, organizations, nonprofit groups, businesses, media, government agencies, universities or programs. The award commended the *Go Human*'s campaign's bicycle and pedestrian safety program, which brings together partners across Southern California to reduce collisions involving people who walk and bike through a traffic safety advertising campaign. With the support of the California Office of Traffic Safety, the *Go Human* campaign engaged 50 partners with its first round of grant funding, printed and distributed more than 16,000 materials, and implemented a co-branded campaign that generated approximately one million impressions, adding to the nearly one billion impressions already generated throughout the six-county SCAG region. Since its inception, the *Go Human* campaign has continued to build partnerships and improve safety throughout Southern California.

FROM DEMONSTRATION TO IMPLEMENTATION: GO HUMAN PROJECTS MOVE FORWARD

In September, two *Go Human* implementation projects were implemented. After a temporary demonstration was showcased during *Go Human*'s Explore Merrimac in April 2018, construction and improvements along Merrimac Way in Costa Mesa between Harbor Boulevard and Fairview Road have been completed. The Merrimac Way Bicycle Facility Improvement Project involves the installation of new bicycle lanes, a multi-use path, and a pedestrian crossing, among other improvements and features. [Click here](#) to view the video.

Additionally, Culver City has nearly completed construction on a [new two-way protected bikeway along Elenda Street](#). The bikeway is part of [Culver City's La Ballona Safe Routes To School Project](#). The safety upgrades are designed to facilitate students safely walking and bicycling to and from La Ballona Elementary School, which is located on the west side of Washington Boulevard at Elenda. These efforts were initially supported by *Go Human*'s safety demonstrations at the ["Experience Elenda"](#) event in September 2018.

SCAG COLLABORATES WITH USC SPATIAL SCIENCES INSTITUTE

In September, SCAG staff presented at the University of Southern California (USC) Spatial Sciences Institute (SSI) for their first episode of the “Brown Bag Series.” The presentation was about the Internship Program between SCAG and USC SSI, which was initiated in Summer 2020 and is intended to provide students with the opportunity to contribute to SCAG’s long-range transportation plan, [Connect SoCal](#). Specifically, the students were exposed to regionally significant projects such as the Building Footprint Characteristics Development, Regional Land Use Data Development, and SCAG Data/Map Book Application Development. For additional information, the meeting recording is available [here](#).

I-710 SOUTH CORRIDOR TASK FORCE MEETING

After an initial meeting in July, the I-710 South Task Force held a meeting on Sept. 13 to officially kick off the task force and discussed a number of logistical items such as next steps, the decision-making process, and what transparency and accountability will look like for the group. Several task force members and past supporters like Supervisor Hilda Solis, Supervisor Janice Hahn, and more joined or sent staff to participate in the meeting. The next step will be to solidify the work to be done and who will be participating. Groups such as Caltrans, Metro, councils of governments, elected officials, and the San Pedro Bay ports all plan on participating going forward.

Memorandum

Date: October 27th, 2021
To: ICTC Management Committee Meeting
From: David Salgado, Regional Affairs Officer (RAO)
Re: Southern California Association of Government's (SCAG) Report

The following is a summary of the SCAG Executive Director's Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission's regular meeting for the month of October 2021.

- 1. 12th Annual Southern California Economic Summit: From Inclusive Recovery to Inclusive Growth! *Save the Date December 2nd, 2021.*** On Thursday, Dec. 2, SCAG will be hosting the 12th annual Southern California Economic Summit. Unfortunately, due to health and safety concerns regarding COVID-19 the summit will be held virtually again this year. This summit will come at a time when the regional economy is still recovering from a time of unprecedented crisis. Save the date to join civic and business leaders from across Southern California for this vital conversation on how we can further our economic recovery and build strength and resilience in a post-COVID world. *The event will be free for elected officials and city managers in the region. Registration is now open!!*
- 2. SCAG Toolbox Tuesday EQUITABLE ENGAGEMENT - October 19, 2021 - 1:00pm to 2:30pm:** Join SCAG in a thought-provoking and practical Toolbox Tuesday on Equitable Engagement where speakers will discuss effective strategies through case studies in the SCAG region and beyond. Learn more about case studies involving inland, rural and underserved communities, relationship building, supporting trust, and how your personal story can align with equitable community engagement. Participants will leave informed, inspired and with concrete takeaways on equitable engagement tools, frameworks, and strategies. Please contact SCAG RAO David Salgado with any questions.
- 3. Southern California Transformation Workshop on Connecting Publicly Subsidized Housing Complexes to High Speed Internet - October 21, 2021 - 1:30PM - 4:00PM:** This workshop will be focused on identifying ways to connect broadband to all residents in publicly subsidized housing complexes, including multi-unit attached residential buildings owned by government housing authorities or nonprofit affordable housing organizations, to high-speed internet service, help the residents acquire affordable computing devices, and provide digital literacy training to ensure they can utilize the internet to improve their lives.

- 4. Fall 2021 Housing Policy Forum: A Rundown of Federal and State Funding and Legislation – NOVEMBER 1, 2021, 12:00pm to 2:00pm:** We are kicking off a quarterly forum series with a rundown of the challenges, opportunities, and trends in current federal and state housing legislation in Southern California. Get ahead of the curve in understanding how to leverage recent changes in state laws and funding sources to meet local and regional housing needs.

Learn how federal housing legislation aligns with state and regional goals to meet housing needs.

Discuss key themes and current trends in state housing policies and potential impacts.

Engage with interactive tools to provide input on housing policy priorities.

Who Should Attend a Housing Policy Forum?

- Public agency staff from any departments and divisions (e.g., housing, planning, community and human services, parks and recreation, economic development, public works, public safety, public health, and more)
- Elected officials
- Planning commissioners
- Housing and tenant rights advocates
- Housing developers (building market rate, workforce, and affordable products for both rental and homeownership)
- Education, healthcare, and social services professionals
- Transit, climate and environment, and parks advocates
- Labor organizations
- Employers and anchor institutions

- 5. SCAG Communities of Concern (CoC) Policy Committee Appointment:** As part of the 2020 SCAG General Assembly the SCAG bylaws were amended to allow the 7 County Regional Council (RC) representatives an opportunity to appoint one local elected official from SCAG member jurisdictions to a SCAG Policy Committee. SCAG RC member and Imperial County Supervisor Luis Plancarte recently appointed Brawley City Council Member Ramon Castro to be the Imperial County CoC representative. Councilmember Castro will serve on a Policy Committee beginning in October. The appointment is a two-year term, and we look forward to increased engagement and participation from Imperial County representatives.

6. SCAG Transportation Demand Management (TDM) Training Sessions: The Southern California Association of Governments (SCAG) will be hosting a series of Transportation Demand Management (TDM) Trainings. The purpose of the sessions is to provide training about TDM policies and programs that can be implemented in the region.

SCAG's TDM Trainings are a two-part series to be scheduled in the Fall 2021 and Winter 2022. The series will be held for all six (6) SCAG Counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

If you are interested in learning about TDM and exploring how you can begin implementing TDM programs and policies, please RSVP to an Introduction to TDM Training using the links below. The trainings are open to interested parties representing government, local jurisdictions, non-profits, employers, transit agencies, mobility providers and others. Each training session is customized for a specific SCAG county, but open to everyone. **You are welcome to select another session if the time works better.**

Introduction to TDM Training Dates

L.A. County Session 1

Tuesday, October 5th
4 p.m. – 6 p.m.

Imperial County

Friday, October 8th
10 a.m. – Noon

Orange County

Tuesday, October 12th
4 p.m. – 6 p.m.

Riverside County

Friday, October 19th
4 p.m. – 6 p.m.

L.A. County Session 2

Friday, October 22nd
10 a.m. – Noon

San Bernardino County

Tuesday, October 26th
4 p.m. – 6 p.m.

Ventura County

Tuesday, November 2nd
4 p.m. – 6 p.m.

L.A. County Session 3

Tuesday, November 9th
4 p.m. – 6 p.m.

TDM Training consultant contact is Nathan Pope, Nathan.Pope@Steergroup.com or (213) 425-0956
SCAG TDM contact is Tom Bellino, bellino@scag.ca.gov or (213) 236-1830.

7. SCAG Regional Data Platform (RDP): The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. More specifically, it will be an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by

monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.

Moving beyond just technology, this platform will help government engage with data in a simpler way, allowing the interpretation of information into actionable insights and knowledge, and provide a digital venue for local agencies to engage with their residents using data as a medium.

Process wise, SCAG will enable users to improve the platform through data revision and insight sharing, empower local partners to use the platform for their own initiatives (thereby spotlighting best practices), and ultimately foster continuous experimentation at the local level by helping jurisdictions understand how their plans could impact the region's most significant challenges – transportation, jobs, housing, and sustainability.

- **Housing Element Parcel Tool (HELPR):** The HELPR tool is a readily available mapping and data tool available to SCAG member agencies and partners. The tool drills down on parcel specific data and demographics which will support the development of housing plans and general plan updates.
- **Local Information Services Team (LIST):** SCAG has created the “Local Information Services Team” to support the roll out of the Regional Data Platform (RDP) and other housing and data support needs.

8. SCAG Broadband Action Plan: At the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a “Broadband Action Plan.” The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to complement SCAG’s ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.

9. SCAG Aerial Imagery Project 2020-21 Update: The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

Available Funds for the Imperial Region: \$842,182

Guidance for the CRRSAA Program was issued by FHWA (HIP – CRRSAA) on February 24, 2021 and by the CTC under Resolution G-21-43 on May 12, 2021. The CRRSAA Program requires projects be programmed by the Commission via approval of a Project List, prior to obligation of funds. The Program allows for rural and small urbanized areas, with a population less than 200,000, to request State funds as an exchange. Projects from areas with a population of 200,000 or greater may request State Only Funds on a case-by-case basis. Projects funded with state-only funds are subject to Article 19 restrictions.

Eligible Project Types

- Projects that are eligible under the Surface Transportation Block Grant Program (new and existing)
- Routine maintenance/rehabilitation projects (new and existing)
- Projects funding operations
- Projects funding personnel - including salaries of employees or contractors
- Debt service payments; availability payments and coverage for other revenue losses

Distribution Process?

- Formula based on population
- Convert to State Only Funds (SOF)- Can be use as a local match

Steps that have to occur to obtain CRRSAA funds:

1. Agencies need to submit a project listing to their District Local Assistance office. The projects must appear on and be approved by the Commission prior to requesting allocation/authorization from the Department. The list may be for the region's full apportionment or reflect a portion of available funding.
2. Rural and small urban areas should identify all projects for which State funds are being requested **no later than June 2022**. This allows the Department to develop an expenditure plan for the swapped funds.
3. Projects must appear on the FSTIP; process amendments as required. State Only Funds (SOF) projects do not have to be in the FSTIP.

Note: If CRRSAA funds are being utilized as matching funds, they must be converted to SOF.

COVID Relief Funds NON-STIP	
Region/County	CRRSAA Program
MTC Region	\$ 34,593,076
Alameda	
Contra Costa	
Marin	
Napa	
San Francisco	
San Mateo	
Santa Clara	
Solano	
Sonoma	
SACOG Region	
Sacramento	\$ 6,873,287
Placer	\$ 1,632,588
El Dorado	\$ 729,695
Sutter	\$ 457,152
Yolo	\$ 972,557
Yuba	\$ 348,183
TRPA (not inc in SACOG)	\$ 702,869
SCAG Region	
Los Angeles	\$ 47,589,281
San Bernardino	\$ 9,960,528
Riverside	\$ 10,576,803
Orange	\$ 14,591,402
Ventura	\$ 3,972,460
Imperial	\$ 842,182

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

4. An electronic Project Programming Request (ePPR) will need to be submitted for each project regardless of funding i.e., Federal CRRSAA or State funds.
 1. For projects being augmented or having existing funds supplanted with CRRSAA funds, an updated ePPR will need to be submitted.
 2. All other projects will require a new ePPR be created.
5. For projects with CRRSAA SOF, the implementing agency needs to submit the allocation request.

For CRRSAA funded projects augmenting State Program projects (i.e., ATP, LPP, TCEP, SCCP or STIP), individual allocations will still be required per their Policy and Guidelines.

For all other CRRSAA Program projects, the implementing agency needs to submit the allocation form and an authorization request.

For more information, please go to: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/crrsaa>

Federal Funded Project Obligation List

Federal funding Obligations: The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2021/2022. (Starting October 1, 2021 thru September 30, 2022)

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Calexico	IMP191001	Weakley Street Improvements between Scaroni Blvd. and Portico Blvd. (paving of dirt road).	2019/20	CMAQ	\$ 18	\$ 155	\$ -	\$ 173	
		Comments: EPSP- Need to obligate in FFY 21/22	2019/20	Agency	\$ 2	\$ 18	\$ -	\$ 20	
			2021/22	CMAQ	\$ -	\$ -	\$ 291	\$ 291	
			2021/22	Agency	\$ -	\$ -	\$ 40	\$ 40	
							Total	\$ 524	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2019/20	CMAQ		\$ -	\$ -	\$ -	
		Comments:	2019/20	Agency		\$ -	\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -		\$ -	
			2020/21	Agency	\$ -	\$ -		\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
El Centro			2020/21	STBG	\$ -	\$ -			
		Comments:	2020/21	Agency	\$ -	\$ -		\$ -	
			2021/22	STBG	\$ -	\$ -		\$ -	
			2021/22	Agency	\$ -	\$ -		\$ -	
							Total	\$ -	

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2020/21	STBG	\$ -	\$ -		\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -		\$ -	
					\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
County	IMP190713		2020/21	CMAQ		\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency		\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -		\$ -	
			2021/22	Agency	\$ -	\$ -		\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	

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Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Brawley	IMP190701	Pedestrian and street improvements (paving of dirt road) on Legion Street between State Route 86 and Western Avenue	2019/20	CMAQ	\$ 177	\$ -	\$ -	\$ 177	
		Comments: EPSP. Need to obligate on FFY21/22	2019/20	Agency	\$ 23	\$ -	\$ -	\$ 23	
			2021/22	CMAQ	\$ -	\$ -	\$ 797	\$ 797	
			2021/22	Agency	\$ -	\$ -	\$ 103	\$ 103	
							Total	\$ 1,100	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Brawley	IMP190702	Construct street improvements (paving of dirt road) along Western Avenue between Legion street and Wildcat Drive.	2019/20	CMAQ	\$ 177	\$ -	\$ -	\$ 177	
		Comments:	2019/20	Agency	\$ 23	\$ -	\$ -	\$ 23	
			2021/22	CMAQ	\$ -	\$ -	\$ 784	\$ 784	
			2021/22	Agency	\$ -	\$ -	\$ 102	\$ 102	
							Total	\$ 1,086	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Brawley	IMP190709	Street Improvement (repavement) along K street from Highway 86 to 8th street.	2019/20	STBG	\$ 52	\$ -	\$ -	\$ 52	
		Comments:	2019/20	Agency	\$ 8	\$ -	\$ -	\$ 8	
			2021/22	STBG	\$ -	\$ -	\$ 370	\$ 370	
			2021/22	Agency	\$ -	\$ -	\$ 48	\$ 48	
							Total	\$ 478	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
		Comments:	2020/21	STBG	\$ -	\$ -	\$ -	\$ -	
			2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2021/22	STBG	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
0	0	0	2019/20	CMAQ	\$ -	\$ -	\$ -	\$ -	
		Comments:	2019/20	Agency	\$ -	\$ -	\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
0	0	0	2020/21	STBG	\$ -	\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
0	0	0	2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	

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Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
El Centro	IMP190704	Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer.	2019/20	CMAQ	\$ 48	\$ -	\$ -	\$ 48	E-76 Obligated
		Comments:	2019/20	Agency	\$ 7	\$ -	\$ -	\$ 7	
			2020/21	CMAQ	\$ -	\$ -	\$ 343	\$ 343	
			2020/21	Agency	\$ -	\$ -	\$ 45	\$ 45	
							Total	\$ 443	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
El Centro	IMP190710	Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 2 includes 2 lanes on Imperial Avenue from Wake Avenue to Danenberg Drive; and 2 new lanes on Danenberg Drive from the westerly extension of Danenberg Drive towards Imperial Avenue.	2020/21	STBG	\$ -	\$ -	\$ 715	\$ 715	E-76 Obligated
		Comments:	2020/21	Agency	\$ -	\$ -	\$ 93	\$ 93	
			2021/22	STBG	\$ -	\$ -	\$ 2,200	\$ 2,200	
			2021/22	Agency	\$ -	\$ -	\$ 285	\$ 285	
							Total	\$ 3,293	

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
		Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
			2021/22	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2021/22	Agency	\$ -	\$ -	\$ -	\$ -	
							Total	\$ -	

Federal Funded Project Obligation List

Federal funding Obligations: *The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2021/2022. (Starting October 1, 2021 thru September 30, 2022)*

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Holtiville	IMP190705	Cedar Avenue sidewalk improvements from 4th street to 5th street.	2019/20	CMAQ	\$ 17	\$ -	\$ -	\$ 17	E-76
		Comments:	2019/20	Agency	\$ 3	\$ -	\$ -	\$ 3	
			2020/21	CMAQ	\$ -	\$ -	\$ 193	\$ 193	
			2020/21	Agency	\$ -	\$ -	\$ 25	\$ 25	
					Total			\$ 238	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2019/20	CMAQ			\$ -	\$ -	
		Comments:	2019/20	Agency			\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -		\$ -	
			2020/21	Agency	\$ -	\$ -		\$ -	
					Total			\$ -	

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
			2019/20	CMAQ	\$ -	\$ -	\$ -	\$ -	
		Comments:	2019/20	Agency	\$ -	\$ -	\$ -	\$ -	
			2020/21	CMAQ	\$ -	\$ -	\$ -	\$ -	
			2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
					Total			\$ -	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
					\$ -	\$ -			
		Comments:	2020/21		\$ -	\$ -		\$ -	
					\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	
					Total			\$ -	

Federal Funded Project Obligation List

Federal funding Obligations: *The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2021/2022. (Starting October 1, 2021 thru September 30, 2022)*

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status	Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
Imperial	IMP190301	2nd Street Rehabilitation & Reconstruction from Old SR-86 to P Street.	2020/21	STBG	\$ -	\$ -	\$1,841	\$ 1,841	60% Design Plans- RFA will be submitted late April early May 2021				2020/21	STBG	\$ -	\$ -	\$ -	\$ -	0
		Comments:	2020/21	Agency	\$ -	\$ -	\$1,181	\$ 1,181				Comments:	2020/21	Agency	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -							\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -							\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -							\$ -	\$ -	\$ -	\$ -	
							Total	\$ 3,022										Total	\$ -

Federal and State Funded Project Obligation List

Federal funding Obligations: The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2021/2022. (Starting October 1, 2021 thru September 30, 2022)
State Funded Allocations: The following is a list of projects that must submit a Request for Allocation to Caltrans Local Assistance for State approval during FY 2021/2022(Starting July 1, 2021 thru June 30, 2022)

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
County	IMP170101	The project consist in providing improvements such as sidewalks, driveways, in-fill paving to accommodate a bike lane along Rio Vista Street from San Diego Avenue to Holt Avenue in the community of Seeley.	Prior	CMAQ	\$ 198	\$ -	\$ -	\$ 198	
		Comments:	Prior	Agency	\$ 26	\$ -	\$ -	\$ 26	
			2021/22	CMAQ	\$ -	\$ -	\$ 792	\$ 792	
			2021/22	Agency	\$ -	\$ -	\$ 103	\$ 103	
							Total	\$ 1,119	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
County	IMP190716	Sidewalk improvements on Heffernan Avenue from 14th street to 11th street.	2019/20	ATP	\$ 87	\$ -	\$ -	\$ 87	
		Comments:	2019/20	Agency	\$ 13	\$ -	\$ -	\$ 13	
			2020/21	ATP	\$ -	\$ 44	\$ -	\$ 44	
			2020/21	Agency	\$ -	\$ 6	\$ -	\$ 6	
			2021/22	ATP	\$ -	\$ -	\$ 511	\$ 511	
			2021/22	Agency	\$ -	\$ -	\$ 66	\$ 66	
							Total	\$ 727	

Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
County	IMP190713	The project consist in providing improvements on Main Street such as widening of existing road to add bike lane, sidewalks, shoulder, curb and gutter from Highway 111 to Memphis Avenue in Niland.	2020/21	CMAQ	\$ 107	\$ -	\$ -	\$ 107	
		Comments: PE received E-76, 30% design complete. Pending CON RFA in FFY21/22.	2020/21	Agency	\$ 14	\$ -	\$ -	\$ 14	
			2021/22	CMAQ	\$ -	\$ -	\$ 165	\$ 165	
			2021/22	Agency	\$ -	\$ -	\$ 916	\$ 916	
							Total	\$ 1,202	
Agency	Project ID	Project Name	Fiscal Year	Funding Type	PE	ROW	CON	Total	Obligation Status
County	IMP190715	Aten Road Bicycle Path Improvements from Dogwood Road to Imperial Valley College in Imperial County.	2019/20	ATP	\$ 71	\$ -	\$ -	\$ 71	
		Comments: Extension was requested. Requesting a 12-month extension. Allocation Request must be approved by CTC no later than 12/31/2021.	2019/20	Agency	\$ 24	\$ -	\$ -	\$ 24	
			2020/21	ATP	\$ -	\$ -	\$ 215	\$ 215	
			2020/21	Agency	\$ -	\$ -	\$ 133	\$ 133	
							\$ -	\$ -	
							\$ -	\$ -	
							Total	\$ 443	



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Memorandum

Date: October 20, 2021
To: ICTC Committee 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 October 27, 2021.

- 1) **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 has been completed. *Design and Right of Way Acquisition is underway and is expected to be completed in December 2021. ICTC is exploring funding opportunities for the \$12.5 million needed for construction.*
- 2) **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. ICTC and City staff have begun coordination to implement final location and infrastructure associated with the potential bus stop(s). *ICTC has begun utilizing the IVC Express route to service both bus stops along the east side (intersection of Bonita Place and Commercial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria.*
- 3) **Imperial Valley Transit (IVT) FREE FARES PROGRAM:** On August 7, 2020, the Imperial County Transportation Commission (ICTC) announced the implementation of a **Free Fares Program** for various Imperial Valley Transit (IVT) services. Eligible services include IVT Fixed Route, IVT Circulators (Blue, Green and Gold Lines), IVT ACCESS and IVT RIDE (EL Centro, Imperial, Heber, Brawley, Calexico, Westshores). All passengers are eligible to benefit from the Free Fares Program. The fares are subsidized by a State of California grant and fare contributions to IVT RIDE passengers by the County of Imperial's Area Agency for the Aging (AAA). *The Free Fares Program received an additional grant that will allow for the continuation of free fares until grant funds are are fully expended. All regular service eligibility requirements and restrictions remain in effect.*
- 4) **Regional Active Transportation Plan:** Imperial County Transportation Commission is undertaking a Regional Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel,

including walking, bicycling, and riding trans it. The Regional ATP is grant funded by the Southern California Association of Governments (SCAG). ICTC staff kicked off this project in April 2021 and has conducted two (2) Technical Advisory Committee meetings with City, County, SCAG, and Caltrans staff to start data gathering and early outreach efforts. A dedicated project page has been developed for the project: <https://ictcatp-ktuagis.hub.arcgis.com/>

The KTUA consultant team and ICTC staff recently completed a total of 10 Community Outreach Events during the month of July and August to receive input from the community:

- **July:** Brawley Public Library, El Centro Aquatic Center, and Sunbeam Lake
- **August:** Salton Sea Public Library, Calipatria Public Library, Holtville Public Library, City of Imperial Library and Movie Pool Event, Westmorland Pool Day, Calexico Public Library, Imperial Valley College Student Welcome Event.

To date we have received over 200 surveys, primarily from the outreach events. We are also encouraging the community to participate in the online survey that will be available until November 2021:

Survey link in English: <https://www.surveymonkey.com/r/ictcatp>

Survey link in Spanish: <https://www.surveymonkey.com/r/ictcatp?lang=es>

The 5th Project Technical Advisory Committee (TAC) meeting is scheduled for Tuesday, October 19, 2021 to discuss the preliminary draft recommendations and promote upcoming public workshops. The ICTC and Consultant team will four (4) public workshops at:

- *October 28, 2021 from 5:00pm – 7:00pm – Calexico Halloween Family Night*
- *October 30, 2021 from 4:00pm – 7:00pm – Heber Fall Festival*
- *November 6, 2021 from 10:00am – 2:00pm – Brawley Chili Cookoff*
- *November 6, 2021 from 10:00am – 2:00pm – Holtville Veterans Parade*

ICTC staff is also leveraging an active transportation demonstration project in partnership with SCAG's Go Human Program. A demonstration is planned for November 6, 2021 in Holtville. ICTC staff has also coordinated with Caltrans planning staff leading the state's ATP effort. Participation and information sharing will continue between the two planning efforts.

- 5) **Imperial Mexicali Binational Alliance Meeting:** *The next IMBA meeting will be hybrid in-person and via Zoom in Mexicali on Thursday, November 18, 2021.*
- 6) **Organic waste: reduction regulations: local jurisdiction compliance:** *Current law requires the State Air Resources Board to complete, approve, and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state to achieve, among other things, a reduction in the statewide emissions of methane by 40%. Current law requires the methane emissions reduction goals to include specified targets to reduce the landfill disposal of organics. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations to achieve those targets for reducing organic waste in landfills, and authorizes those regulations to require local jurisdictions to impose requirements on generators or other relevant entities within their jurisdiction, to authorize local jurisdictions to impose penalties on generators for noncompliance, and to include penalties to be imposed by the department for noncompliance. This bill would authorize a local jurisdiction facing continuing violations that commence during the 2022 calendar year of those regulations to submit to the department no later than March 1, 2022, a notification of intent to comply, as prescribed. For a copy of the senate bill go to: [Senate Bill \(SB\) 619 \(Laird D\)](#)*
- 7) **\$60 million for SB 1383 Implementation - SB 170:** *The Legislature recently released language for a new budget bill jr., SB 170, that includes \$60 million for grants to local jurisdictions to assist in implementation of SB 1383 (Lara, 2016). Should SB 170 be passed by the Legislature and signed by Gov. Newsom, CalRecycle would be in charge of creating the grant application and timeline for submittal. Cities would need to apply for the funding and CalRecycle would determine that amount of the grant award. The specific details, however, are forthcoming.*

Additionally, there is approximately \$110 million in SB 170 for organic waste infrastructure, such as anaerobic digesters and compost facilities. For a full breakdown of the funds in SB 170, please see the Senate Budget and Fiscal Review's analysis here: [September 7 2021 Hearing Agenda Final.pdf\(ca.gov\)](#)

- 8) **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 staff completed the procurement process and award action was taken on March 24, 2021. Design phase is underway. ICTC has recently advertised a Request for Proposals for Construction Management services to provide engineering support on behalf of ICTC through design and construction. Proposals were due on May 21, 2021. After review and selection process, the ICTC Board approved the award to Jacobs company.*
- 9) **State Route 86 (Northbound) Border Patrol Checkpoint:** 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. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 17th ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol has committed paying for all other construction related costs and Border Patrol will lead the construction contract. *Border Patrol, Caltrans and ICTC are having weekly meetings toward completing design plans and Caltrans Permits with a goal to begin construction in Fall 2021 with construction completed in approximately six months after construction begins.*

- 10) **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. On July 23rd closure of the I-8 was needed to demolish and remove the existing bridge. Crews have completed the demolition of the existing bridge at the I-8/Imperial Avenue Interchange. There were no reported incidents and detoured traffic was flowing with no major delays. Over the next month, the community will see crews performing general earthwork operations. There will be construction equipment, noise (including OSHA required backup alarms), dust and some minor traffic control. 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 bridge deck pour was completed the night of August 25, 2021. The interchange is expected to open to traffic by the end of 2021 with project completion in 2022.*

- 11) **State Route 98 Widening 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. The total project cost is estimated at \$7 million using a combination of 2016 Earmark Repurposing, Demonstration, Traffic Congestion Relief, ICTC and local funds. *The construction start date was delayed due to environmental impacts and other utility projects in progress within the project area. Construction of the project has begun on August 6, 2021.*
- 12) **US Census 2020:** The Imperial County Transportation Commission received a presentation from the U.S. Census Bureau regarding the U.S. Census Bureau 2021 – Imperial County Data Summit & Community data on July 14, 2021 at the Management Committee meeting. It was announced that many cities had a double digit increase in response for Imperial Valley cities, with more than a 4% increase compared to 2010.

The Census Bureau held their first kickoff workshop on July 14, 2021, hosted by the Census Legacies table, the U.S. Census Bureau, and the center for Social Innovation at UC Riverside. The purpose of the workshop was to empower community members through a series of live demonstrations and training on how to easily access the U.S Census data and tools directly on their official websites. The event was also an opportunity to establish a partnership with local U.S Census Bureau representatives that can answer questions, provide resources, as well as hear community feedback and ideas. The next event with a total of five workshops is set to be on held on July 30, 2021, at 4:00 p.m. The goal is to promote Regional Equity, targeting the input of the youth department.

For more information, please contact Guadalupe Camacho at Guadalupe.n.camacho@2020census.gov or Karla Lopez del Rio at KarlaLo@ucr.edu. Further information of the reports that have been produced in partnership with local community partners and funders can be found on <https://socialinnovation.ucr.edu/state-inland-empire-series>. Copies of the Self Response rates comparison and Population Estimates are on our ICTC website at: <http://www.imperialctc.org/ictc-news-and-announcements/&/view/event/id/224/>

- 13) **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. The consultant is working on the draft Climate Action Plan (CAP) and finalizing the inventory, forecasts, and targets; anticipating a Final Draft of the CAP by Mid-March, 2021. ICTC member agencies' will have the opportunity to review the Final Draft CAP with a goal of having comments back by March 31, 2021. As we move forward with public comments, ICTC will post the CAP on their website with the intent to get feedback and comments from the public. The Draft Regional CAP is posted in the ICTC website at <http://www.imperialctc.org/regional-climate-action-plan/>. The public review period took place April 6, 2021 to May 10, 2021. A final draft CAP has been presented to some city councils as an information item during the month of June 2021. The final draft Regional CAP was presented to the ICTC Technical Advisory Committee on May 27, 2021 and ICTC Management Committee on June 9, 2021. The Plan has also been presented to the Coalition of Labor, Agriculture and Business (COLAB) on June 9, 2021; the Imperial Valley Vegetable Growers Association (IVVGA) on June 16, 2021; and the Imperial County Farm Bureau on June 17, 2021. The Regional CAP was presented to the ICTC Commission on June 23, 2021.
- 14) **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.*

- 15) **State and Federal Local funding Obligations:** Projects programmed in programmed in Federal Fiscal Year (FFY) 2019/2020 were fully obligated according to Caltrans Local Assistance. Beginning October 1, 2020, agencies can move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant program (STBG) programmed in FFY 2020/2021. Other state funding also included in the Federal Transportation Improvement Program (FTIP) include the Active Transportation Program (ATP). *See complete project list attached.*
- 16) **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. ICTC is making a request for allocation from the California Transportation Commission (CTC) for the \$7.5 million for design and construction at their June 23, 2021 meeting.*
- 17) **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 FY 20/21. 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/>

Below are the projected annual revenues for FY 2020/2021. 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 2020-2021
Brawley	\$469,831
Calexico	\$725,242
Calipatria	\$132,423
El Centro	\$794,848
Holtville	\$116,508
Imperial	\$342,513
Westmorland	\$42,296
County of Imperial	\$8,185,798
TOTAL	\$10,809,459*

**Estimate source is from the California League of Cities dated May 15, 2020*
<http://californiacityfinance.com/LSR2005.pdf>

- 18) **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 was completed in the fall of 2020. The report can be found at:
<https://sandag.org/index.asp?classid=19&projectid=535&fuseaction=projects.detail>

- 19) **State Legislation for Transportation Funding – SB 1 2018 Local Partnership Program (LPP):** 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. The Imperial County received \$1,632 of Local Partnership Formulaic Program (LPFP) funds in Cycle 1 (\$1,076) and Cycle 2 (\$556) for a total of \$1,632.

List of projects for Imperial County:

Local Partnership Program (LPP) Programing for FY19/20						
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

Local Partnership Program (LPP) Programing for FY20/21						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
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. 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. SBBC completed the objectives of the 2017-2020 CPUC CASF Consortia Grant cycle, which ended in June 2020. SBBC applied for a second grant cycle in summer of 2020 and was approved in the Fall for a start date of December 1, 2020. This cycle will have bi-annual reporting, every 6 months, starting this upcoming May 31, 2021 through the end of the cycle, November 31, 2023. The 2020-2023 grant cycle is currently underway. We are getting ready for the first report of the cycle, due at the end of May. SBBC is also working on the final reporting for the previous cycle and subsequent payment from CPUC with the help of CPA, Roger Tubach and our contacts at CASF.

As of September 02, 2021 a total of \$109,369.48 have been submitted and approved for reimbursement. The remaining grant balance is \$340,630.52 out of the original \$450,000 grant award.

- 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 is 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 is the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) of ICTC and IVEDC. SCS Engineers Tasks include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA.

- (1) The Finnell Property has 3 parcels. Phase 1 and Phase 2 reports have been finalized and 3 underground storage tanks have been excavated and disposed of. Currently assisting the property owner in identifying grant dollars to apply to the site cleanup that is being required after uncovering significant contamination.
- (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. Completed and closed out.
- (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. Completed and closed out.
- (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. With our guidance on where to relocate the project's retention basin they were able to complete construction and open the business in early 2021. Completed and closed out.
- (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 currently under review for approval with the EPA staff. Approvals of this nature have been significantly stalled due to COVID. We expect resolution by mid May.
- (6) The Gibson property received DTSC approval on April 28, 2021. This is a former fueling station and will likely have a recommended Phase 2 site assessment.
- (7) We are working on a new potential site being considered for redevelopment by a company who wishes to develop a manufacturing facility on the north end of the City of Brawley. We are currently negotiating with the land owner and the developer for inclusion into the brownfield program.

As of September 02, 2021, there is a remaining grant balance of \$112,339. Of the \$112,339, \$106,074 is the remaining contract balance for SCS Engineers.