



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: Thursday, September 28, 2023
TIME: 10:00 a.m. – 12:00 p.m.
LOCATION: In person at the ICTC Offices or Via Zoom for Non -Voting Members & the Public

Chairperson: City of Calipatria

Vice-Chair: City of El Centro

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website: www.imperialctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Secretary to the Commission at (760) 592-4494 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

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

<https://us06web.zoom.us/j/88996639013?pwd=D6uOmvm9lf8dm1B06LCFGLDxC5ebSk.1>

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

To join by phone please dial (720)707-2699.

Meeting ID: 889 9663 9013#

Password: 350972#

PUBLIC COMMENTS

This is an opportunity for members of the public to address the Committee on any subject matter within the Committee jurisdiction, but not an item on the agenda. Any action taken because of a public comment shall be limited to direction to staff. In compliance with the Assembly Bill 361, the meeting will be held remotely and in person. Each speaker should contact the Secretary to the Commission at (760) 592-4494 or by email to crisilterma@imperialctc.org. When addressing the Committee, state your name for the record prior to providing your comments. Please address the Committee as a whole, through the Chairperson. Individuals will be given three (3) minutes to address the Committee; groups or topics will be given a maximum of fifteen (15) minutes. Public comments will be limited to a maximum of 30 minutes. If additional time is required for public comments, they will be heard at the end of the meeting. Please remember to follow the Public Comment Code of Conduct: No profanity or obscenity, yelling or screaming, no slander or defamatory statements, no personal threats, or attacks, no hateful or demeaning language based on hate of a person's race, religion, sexual orientation, ethnicity, gender, or disability, respect all people that are present or watching, obey the direction of the Chair, Secretary to the Commission and ICTC Staff.

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

DISCUSSION/ACTION ITEMS

1. **Introductions**
2. **Adoption of Minutes for August 24, 2023** *ACTION*
Requesting a motion to adopt
3. **Regional Utilities Supporting Housing (RUSH) Pilot Program Call for Applications** *PRESENTATION*
Presented by Elizabeth Carvajal, Deputy Director, Planning & Jessica Reyes Juarez, Associate Regional Planner, SCAG
4. **ICTC Updates / Announcements** *10 minutes*
Presented by ICTC Staff
 1. Transit Updates
 2. Transportation Planning Updates
 - FY 22/23 & FY 23/24 Federal/ State Funded Project Obligation List
 - LRTP Update
5. **Caltrans Updates/ Announcements** *10 minutes*
Presented by Caltrans Staff
6. **SCAG Updates/ Announcements** *10 minutes*
Presented by SCAG Staff
7. **Cities and County Planning / Public Works Updates** *10 minutes*
All
8. **General Discussion / New Business** *10 minutes*
9. **Adjournment**

The next meeting of the ICTC TAC meeting is tentatively scheduled for October 26, 2023. For questions you may call Angela Delgadillo at (760) 592-4494 or contact by email at angeladelgadillo@imperialctc.org

2. ADOPTION OF MINUTES FOR AUGUST 24, 2023

Requesting a motion to adopt



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

TECHNICAL ADVISORY COMMITTEE MINUTES

August 24, 2023

Present:

Phillip Ramirez	City of Brawley
George Galvan	City of Calipatria
Lily Falomir	City of Calexico
Andrea Montano	City of El Centro
Adriana Anguis	City of Holtville
Jesus Villegas	City of Imperial
Veronica Atondo	County of Imperial
Ramiro Barajas	City of Westmorland-zoom

Others:

Virginia Mendoza	ICTC
Marlene Flores	ICTC
Gustavo Gomez	ICTC
Esperanza Avila	ICTC
Felix De Leon	City of El Centro
Andres Miramontes	City of El Centro
Ismael Garcia	County of Imperial
Adolfo Garcia	County of Imperial
Liliana Silveira	Caltrans
Byran Ott	Caltrans
Nick Ventrilla	Caltrans
David Salgado	SCAG

1. The meeting was called to order at 10:02 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 June 22, 2023 ([Falomir/Montano](#)) **Motion Carried.**
3. **ICTC Updates / Announcements**
(Presented by ICTC Staff)
 - a. **Transit Planning Updates**
 - **Bus Stop Improvement Project:**
 - Staff are working on developing a bus stop improvement project across multiple cities throughout the county. The project consists of installing

various bus shelters and potentially other amenities.

b. Transportation Planning Updates

- **FY 22/23 & FY 23/24 Federal/ State Funded Project Obligation List:**
 - The group was provided with a copy of each project list and the flow chart of the project implementation process.
- **Long Range Transportation Plan Draft Review:**
 - A draft report is open until September 5th for review, if any.
 - For more information, please contact Cristi Lerma at cristilerma@imperialctc.org
 - Project Website: <https://ictc-lrtp2023.org>

4. Caltrans Updates / Announcements:

(Presented by: Bryan Ott)

- SR-98 Widening Project: Stage 3 is underway due to the recent storm delaying the work.
- I-8 Colorado River Bridge Rehab: Major work is complete, and the site cleanup is pending.
- I-8, SR-78 Bridge Rehab at Various Locations: Location 1 is expected to start August 27th, and location 4 is expected to start in early September.
- September 20, 2023 – Reconnecting Communities: Highways to Boulevards Pilot Program Deadline. The final workshop will be on August 24th.
- Introduction to the Bipartisan Infrastructure Law (BIL) and Federal Requirements - Guidance for Local & Tribal Agencies webinar is scheduled for September 6th at 2 pm EST.
- September 28, 2023 – USDOT Deadline for Rural and Tribal Assistance Program
- November 6, 2023 – Deadline for Nationally Significant Federal Lands and Tribal Projects Program
- Cooperative Training Assistance Program (CTAP) – New Learning Opportunities! (“live” & virtual): Schedule is available here – <https://ca-ctap.org/?pid=1609> Recordings of several trainings are online.

5. SCAG Updates / Announcements:

(Presented by: David Salgado)

- Please be advised the Imperial County SCAG Regional Office will virtually host the 34th Annual SCAG Demographic Workshop beginning at 9:00 am. This year's workshop is themed “The Seismic Generational Shift” and will highlight some of the dramatic economic shifts and accelerations in technology as our generational differences diverge. Please feel free to attend the workshop from the office in El Centro.
- Program website: <https://scag.ca.gov/34th-annual-demographic-workshop> Please contact SCAG GAO David Salgado with any questions and to RSVP.

6. Cities and County Planning / Public Works Updates:

- Each jurisdiction gave their update.

7. General Discussion / New Business

No new business was discussed.

Next TAC meeting will be on September 28, 2023, via Zoom for the public and in person at the ICTC offices.

Meeting adjourned at 11:16 a.m.

3. REGIONAL UTILITIES SUPPORTING HOUSING (RUSH) PILOT PROGRAM CALL FOR APPLICATIONS

Presented by Elizabeth Carvajal & Jessica
Reyes Juarez, SCAG



Regional Utilities Supporting Housing (RUSH) Pilot Program Call for Applications

September 28, 2023

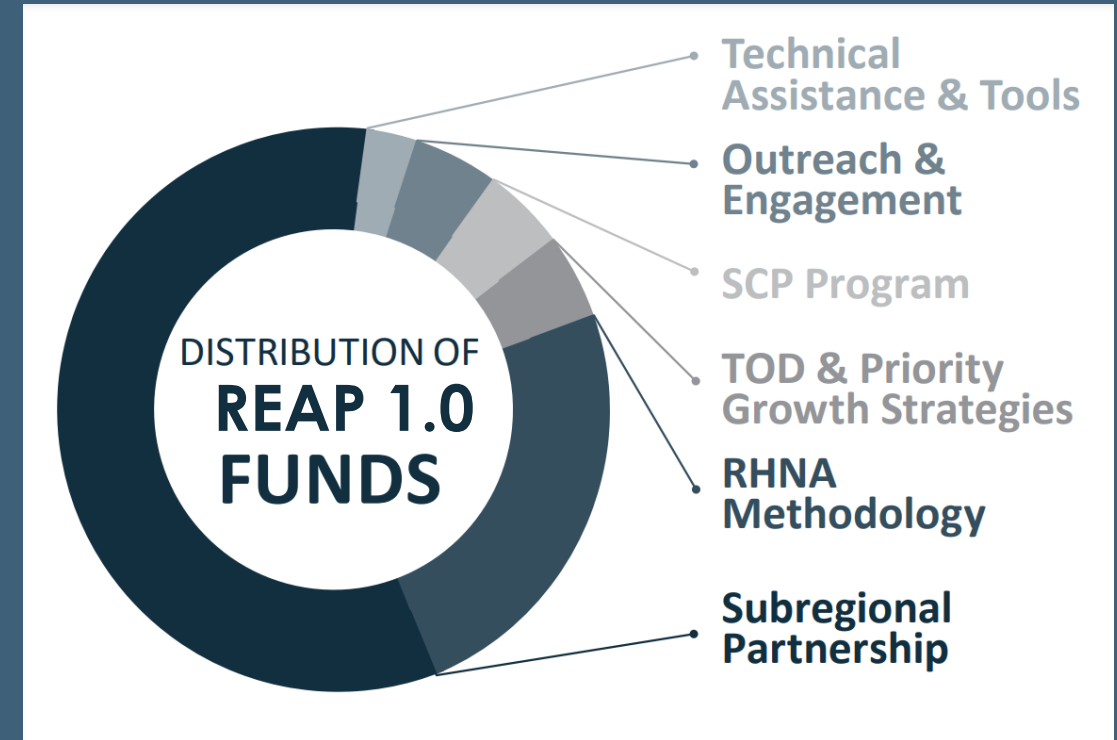
Elizabeth Carvajal, Deputy Director, Planning, SCAG
Jessica Reyes Juarez, Associate Regional Planner, SCAG

WWW.SCAG.CA.GOV

What we are doing currently – REAP 1.0

Imperial County

- Colonias Housing Infrastructure Needs Assessment
 - Funding Amount: \$293,193
 - Project End Date: 2/29/24
- Technical Assistance for Grant Applications



SCAG REAP 2.0 Program Framework - Overview

\$246 million = SCAG's region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill development that Facilitates Housing Supply, Choice, and Affordability

Affirmatively Further Fair Housing

Reduce Vehicle Miles Travelled

Early Action Initiatives

- Subregional Partnership Program 2.0 (Housing Element Support)
- Sustainable Communities Program (SCP)
- Local Information Services
- Regional Data Platform

Transportation Partnership Program

- County Transportation Commission Partnership Program
- Regional Pilot Initiatives Program

Programs to Accelerate Transformative Housing (PATH)

- NOFA
- HIPP Pilot Program
- **RUSH Pilot Program**

PATH Program Funding Areas

\$88,835,000

NOFA
(For Lasting Affordability)

- Funding for Innovative Housing Finance
- Trust Funds, Catalyst Funds

• \$45,000,000

HIPP Pilot Program
(Housing Infill on Public and Private Land)

- Scaling Up Development of Available Land
- Large Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives

• \$8,835,000

RUSH Pilot Program
(Regional Utilities Supporting Housing)

- Non-Transportation Utilities Infrastructure Improvements

• \$35,000,000

RUSH Program Eligibility

Eligible Applicants

- SCAG Counties or Cities
 - Tribal Governments (within the SCAG Region)
 - Public Agencies with role in housing production (within the SCAG Region).
- Investments in utility infrastructure planning and capital improvements that:
 - **Support housing production** goals, increase capacity for a sizable number of housing units and address housing affordability
 - **Embed resilience and adaptation** (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

RUSH Project Categories

Infrastructure Planning:

- \$5 Million
- Maximum awards between \$800,000-\$1 million
- Plans, programs and green infrastructure plans that support increased utility capacity in areas designated for residential development in Housing Elements

Capital Projects:

- \$30 Million
- Maximum award of \$10 million.
- Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems and enable continued infill

How To Apply

Download application at REAP 2.0 PATH Program page:
<https://scag.ca.gov/reap2021>

Email complete application in pdf form to housing@scag.ca.gov with "RUSH Application" in subject line



HOW TO APPLY

Please note that there are two different applications for this program: Infrastructure Planning Projects and Capital Projects. Please make sure to select the application that applies to your specific project type that best fits your project or program.

INFRASTRUCTURE PLANNING PROJECTS

The completed application and all required attachments must be submitted by email to housing@scag.ca.gov with "RUSH Planning Application [Entity Name]" in the subject line. An emailed Dropbox link is also acceptable.



Planning Projects application package includes:

-  **RUSH Funding Application for Planning Projects** (Completed and Signed)
-  **Budget/Timeline, Scope/Deliverable Workbook for Planning Projects** (Submit as Excel, complete both tabs)
- **Three Project Area Maps.** Please see the REAP 2.0 Mapping Indicator Instructions link below for instructions on how to create these maps.
 - Map showing that the project area meets the definition of infill, (refer to Infill Guidance Document)
 - Map(s) depicting the Disadvantaged Communities and Communities of Concern supported by the project
 - Map(s) of the Priority Growth Area(s) in the project area
- **Letter of Support** (from a third-party organization that the project meets local housing needs)

CAPITAL PROJECTS

The completed application and all required attachments must be submitted by email to housing@scag.ca.gov with "RUSH Capital Application [Entity Name]" in the subject line. An emailed Dropbox link is also acceptable.

Capital Projects application package includes:

-  **RUSH Funding Application for Capital Projects** (Completed and Signed)
-  **Budget/Timeline, Scope/Deliverable, and Delivery Basics Workbook** (Submit as Excel, complete all three tabs)
- **Three Project Area Maps.** Please see the REAP 2.0 Mapping Indicator Instructions link below for instructions on how to create these maps.
 - Map showing that the project area meets the definition of infill, (refer to Infill Guidance Document)
 - Map(s) depicting the Disadvantaged Communities and Communities of Concern supported by the project
 - Map(s) of the Priority Growth Area(s) in the project area
- **Letter of Support** (from a third-party organization that the project meets local housing needs)

Technical Assistance Available

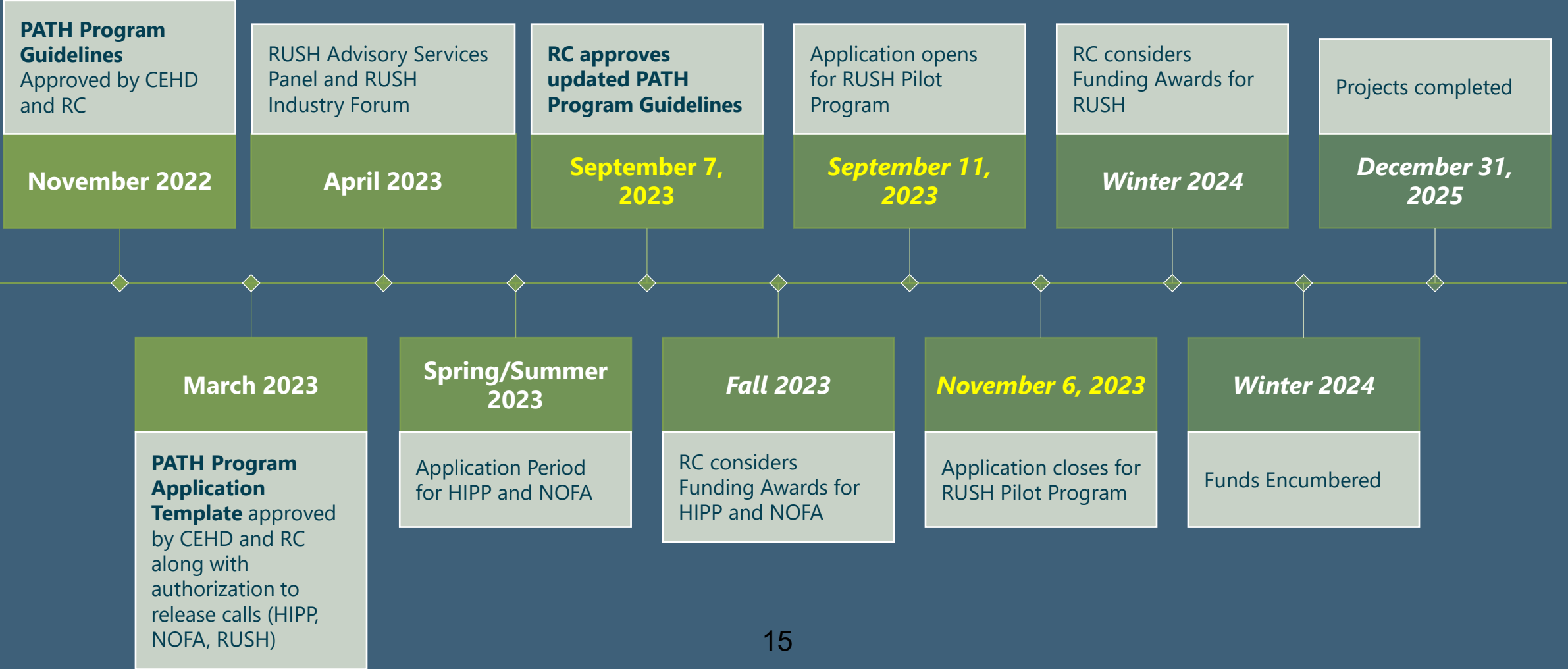
☐ **Application Workshop**

- Planning Application: Wednesday, Oct. 4 from 10 a.m. to Noon.
- Capital Application : Wednesday, Oct. 4 from 1-3 p.m.

☐ **Weekly Office Hours (throughout application period)**

Visit the RUSH webpage under PATH to schedule an office hours using *Calendly*.
<https://scag.ca.gov/programs-accelerate-transformative-housing-path>

Program Timeline



Discussion/Q & A

- Are there any project types that interest you under the RUSH Program?
- What are your local infrastructure conditions or challenges to support housing production?
- Are there any additional questions on how to apply?



THANK YOU

For more information, visit:

<https://scag.ca.gov/reap2021>

REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Guidelines

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1.0 Introduction

SCAG is committed to a future where we all have the option to live closer to our jobs, services, and daily destinations with transportation options so we can walk our kids to school, ride our bikes to work, take transit and have access to shared mobility services that reduce the need to drive. Infill housing, combined with transportation network improvements and strategies, results in improved multimodal access to community amenities, lowers average trip length and reduces vehicle miles traveled.

The Regional Early Action Planning Grants of 2021 (REAP 2.0) is managed by The California Housing and Community Development Department (HCD) in collaboration with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB) ("the State Partners"), and provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition, REAP 2.0 is specifically designed to provide MPOs and other Eligible Entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

1.1 Regional Early Action Planning (REAP) 2.0 Grant Program

REAP 2.0 (REAP 2021) was established through AB 140 (July 2021) as part of the mid-year budget revise for the State's FY 21-22 budget, to fund transformative and innovative projects that implement a region's Sustainable Communities Strategy (SCS) and help achieve the objectives of more housing and transportation options that reduce reliance on cars. REAP 2.0 builds on actions completed through the 2019 REAP grant program but expands the focus by integrating housing and climate goals, and by allowing for broader planning and implementation investments, including infrastructure investments supporting housing development.

1.1.1 REAP 2.0 State Program Goal

The goal of the State REAP 2.0 grant program is to invest in Housing planning and Infill Housing-supportive infrastructure across the entire state in a manner to reduce VMT, increase Housing affordability, and advance equity consistent with all the following:

- Advancing the State Planning Priorities, as described in Section 65041.1 of the Government Code;
- Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code;
- Facilitating Housing Element compliance and progress for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code; and
- Advancing and implementing the region's SCS, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable to achieve climate goals.

1.1.2 REAP 2.0 State Program Objectives

The REAP 2.0 Program Objectives defined in the State's Final REAP 2.0 Program Guidelines are:

1. Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Further Fair Housing; and
3. Reduce Vehicle Miles Traveled

More information on REAP 2.0 is available online: <https://scag.ca.gov/reap2021>.

1.2 REAP 2.0 SCAG Framework Core Objectives

On June 1, 2022, the SCAG Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. Within the Framework, the Programs to Accelerate Transformational Housing (PATH), originally called Housing Supportive Infrastructure (HSIP), provides funding for projects with an immediate and transformative impact on accelerating infill development that facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces vehicle miles traveled.

The PATH Program is designed to realize the Housing Supportive Infrastructure *Key Connection* in SCAG's 2020 adopted Connect SoCal by creating the foundational conditions that allow Housing to be realized: such as financing, investments in infrastructure, and land use planning. The Framework identifies two other programmatic areas: the County Transportation Commission (CTC) Partnership Program and the Early Action Initiatives. As appropriate, each program will have its own guidelines. As envisioned all three programmatic funding areas work together to achieve the state REAP 2.0 program goals and SCAG's REAP 2.0 core program objectives.

SCAG Program Framework Core Objectives

- Support transformative planning and implementation activities that realize the objectives of Connect SoCal, region's adopted Regional Transportation Plan/Sustainable Communities Strategy.
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities¹
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals²
- Represent best practices in vehicle miles traveled (VMT) reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas³

¹ The draft REAP 2.0 Program Guidelines included addressing the communities most impacted by the pandemic as a core objective and had required for programs to be developed to specifically address the communities most impacted by the pandemic, which prompted the inclusion of this language in SCAG's adopted Framework. The final REAP 2.0 Program Guidelines however do not reference the pandemic as a core objective and requirement. SCAG's programs will still ensure that the communities most impacted by the pandemic are a focus of and served by REAP 2.0 programs in the targeting of Disadvantaged Communities and Communities of Concern, which are further defined in this document and correlate with communities that have been most impacted by the pandemic.

² 6th cycle RHNA (Regional Housing Needs Assessment) means the existing and projected need for Housing for each region, as determined by the Department of Housing and Community Development pursuant to Section 65584.01 of the Government Code."

³ This does not include Spheres Of Influence.

2.0 PATH Program

This document defines the overall program objectives, structure, funding, eligible uses, evaluation criteria, and general contracting requirements. The Programs to Accelerate Transformational Housing (“PATH”) Program is the new name for the Housing Supportive Infrastructure Program described in SCAG’s adopted Regional Early Action Planning (REAP) 2.0 grant Framework.

The state REAP 2.0 program funds investments for:

“Transformative Planning and Implementation Activities”, which are defined to mean Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in land use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of the state REAP 2.0 program goal.

The PATH program was developed based on the final REAP 2.0 Program Guidelines, dated July 26, 2022, and through broad and inclusive outreach across the Southern California region with the intention that insight, thoughts, needs and other feedback from stakeholders within the housing and affordable housing sectors and representing the diversity of voices in the region is incorporated.⁴

The program is consistent with, and defers to, the state REAP 2.0 Program Guidelines for establishing terms, conditions, forms, procedures, and other mechanisms necessary to effectuate the program. The REAP 2.0 [final program guidelines](#) were released by HCD on July 26, 2022.

The PATH program will be adjusted as necessary based on feedback from the SCAG Policy Committees and Regional Council and further stakeholder engagement. After submission of the final REAP 2.0 application to the State, the program may be adjusted to reflect feedback from the State Partners. In the REAP 2.0 Guidelines, the state reserves the right, at their sole discretion, to suspend, amend, or modify the provisions of the REAP 2.0 Guidelines at any time, including, without limitation, the amount of funds available hereunder. If such an action occurs, the Department will notify all interested parties. As such, SCAG reserves the right, at its sole discretion, to suspend or amend the provisions of this Program in collaboration with the State, including but not limited to grant award amounts. The final Program will be updated to reflect any feedback received once SCAG’s full REAP 2.0 funding application is approved by the State.

2.1 Program Structure

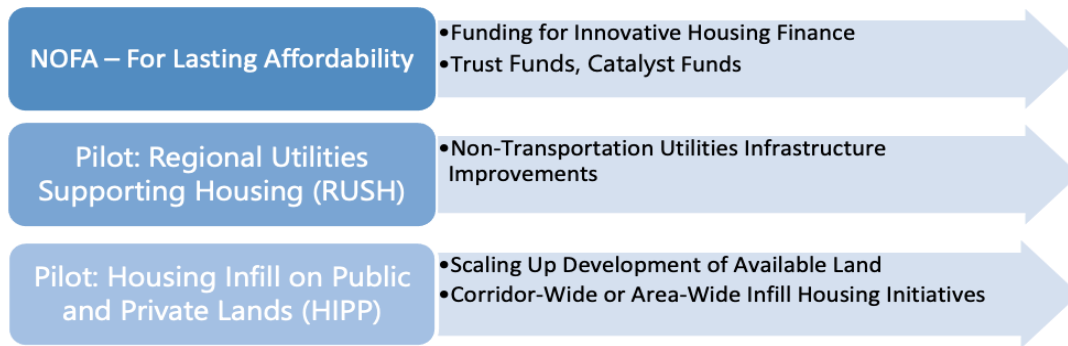
The REAP 2.0 program will fund proposals that provide a *“significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors”* in infill areas as defined by the state and presented on Page 16 of these guidelines and the funding applications⁵. All project activities including all subapplicant projects must meet the infill definition as defined on page 39 of the State REAP 2.0

⁴ A summary of outreach and how feedback was integrated will be available on the REAP 2.0 Program webpage.

⁵ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

program guidelines. Significant beneficial impact is further defined in Section 3.2.1. of these guidelines. Please note that REAP 2.0 funding must go beyond basic efforts to complete updates or amendments identified in Housing Elements or required for compliance with State housing laws and other statutory obligations; it is not for small projects or programs.

PATH Program Structure



The PATH program includes a Notice Of Funding Available (NOFA) and two Pilot Programs. Each will use a competitive application process that will be further defined in future, more detailed funding applications that will draw on the evaluation criteria described in Section 3.0. A local match is required for all three, which can be in the form of local supporting policies, partnerships, or a funding match. The application for the NOFA and each pilot program will provide the application process and scoring rubric. All applications must consider and support disadvantaged and historically underserved communities. Depending on interest in the programs, funding requests could be awarded in full or in part.

Funding by Program Area, Uses, and Eligibility

Total Funding: \$88,835,000

	NOFA For Lasting Affordability	RUSH Pilot Program	HIPP Pilot Program
Funding:	\$45,000,000	\$35,000,000	\$8,835,000
Release Date: (Targeted)	Spring 2023	Fall 2023	Spring 2023
Award Date: (Anticipated)	Summer 2023	Winter 2024	Summer 2023
Focus:	Supports innovative ⁶ finance and strategies to increase supply, choice, and lasting affordability, and achieve a mix of housing types and price ranges including for	Focuses on investments in utility infrastructure planning and capital improvements supporting jurisdictions meet 6th cycle housing elements and REAP 2 program objectives.	Focuses on: 1) Scaling up development on publicly and privately owned lands with affordable or mixed income housing and ancillary neighborhood

⁶ Innovative is defined as featuring new methods or introducing new ideas.

	NOFA For Lasting Affordability	RUSH Pilot Program	HIPP Pilot Program
	households at or below area median income. Other uses include land banking, funding for predevelopment costs, bridge and gap financing, and funding to establish new permanent funding sources and loan products	Utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if tied to one of the other utilities identified but cannot be the main factor. Eligible projects will include increasing capacity for a sizable number of housing units and affordable units	businesses and supporting infrastructure. 2) Supporting entities with regulatory land use control implement corridor-wide and area-wide infill housing initiatives based in justice, equity, diversity, and inclusion.
Eligibility:	Entities that manage an established or planned Housing trust ⁷ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability.	SCAG cities/counties, Tribal Governments, or Public Agencies with role in housing production.	Entities that are in control of underutilized, surplus, or excess land available for affordable housing, and entities with regulatory land use control.
Applicants: <i>(Includes but is not limited to)</i>	Includes a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.	SCAG cities/counties, Tribal Governments, and Public Agencies with role in housing production in infill areas.	Includes a public agency, a transit agency or district; a city; a county; tribal entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

The NOFA and pilot programs are summarized in the following section, which includes lists of eligible uses. The eligible uses described are not exhaustive, however, any use proposed must have a significant geographic or region-wide benefit or scope, meet all the criteria in Section 3.0 below, and be centered in supporting Transformative Policy and Implementation Actions that achieve the state’s REAP 2.0 Program Goal, meet the SCAG REAP 2.0 Program Framework Objectives, and all requirements of the PATH program.

⁷ The PATH program defines a trust as “a distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.”

2.2 Notice of Funds Available: Funding for Lasting Affordability

Depending on interest in the program, funding requests could be awarded in full or in part. Eligible applicants are broadly construed to include, but not be limited to entities that manage an established or planned Housing trust⁸ or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability. Applicants may include a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.

Summary

The NOFA supports programmatic level investments in housing trust funds, community land trusts, catalyst funds and nonprofit organizations that secure lasting affordability in compliance with the program and the state REAP 2.0 guidelines. This includes funding to support transformative, innovative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.

Eligible activities are at a programmatic level, meaning that funding can be used to create or expand existing finance tools and loan products. Consultant support is available to develop business models, studies, and analysis to establish new or expand existing actions or capacities within housing trust funds, community land trusts, catalyst funds, revolving funds, and other public/private/philanthropic partnerships or nonprofit organizations that secure lasting affordability in compliance with the PATH program guidelines and the state REAP 2.0 guidelines; to achieve and maintain affordable housing at a regional scale. Through establishing a new or expanding an existing loan product or financing tool, the funding awarded can be used for any of the following actions:

- **Consulting assistance and funding** to establish or increase existing impact of a housing trust fund, community land trust, catalyst fund, revolving fund, and other form of public/private/philanthropic partnership, or to support a nonprofit organization securing lasting affordability in compliance with the Programs to Accelerate Transformative Housing (PATH) program guidelines and the state Regional Early Action Planning Grants of 2021 (REAP 2.0) guidelines to provide and maintain affordable housing at a regional scale.
- **Actions and projects** can include developing or increasing organizational capacity for a trust or fund including to develop a new or expand an existing loan product or funding tool that will be used for any of the following activities (please note that specific information required in Section 3, project description, and Section 4, evaluation criteria, for funding requests related to a loan product or financing tool):
 - **New strategies, and/or business models and structures** for existing or emerging housing or land trusts that will lead to expanded affordable housing in infill areas (both through new construction and acquisition and conversion of existing buildings to affordable housing) helping to achieve the 6th cycle RHNA.

⁸ A distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.

- **Innovative Finance Products** to explore untested lending products, including loan products, leverage to secure additional funding, and activities in advance of having all necessary steps completed to construct a housing project in line with the program objectives.
- **Predevelopment, Bridge and Gap Funding** to support finance models and products for developing and maintaining affordable housing. Activities can include acquisition of existing residential buildings for preservation and conversion to affordable housing, predevelopment expenses, bridge financing (between predevelopment and permanent financing), and gap funding for affordable housing developments that have assembled primary funding sources but still have a remaining funding need. Projects must meet the REAP 2.0 program requirement for being transformative and must be able to start within 5 years of award.
- **Consulting Assistance** to develop transformative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.
- **Permanent Funding Sources Supporting a Trust or Fund** identify and establish local and regional permanent funding sources for affordable housing, including general obligation and other bond initiatives, tax increment financing programs, in-lieu fee and residential or commercial/affordable housing linkage fee programs, revolving loan funds and other finance strategies creating permanent funding.

SCAG will develop a bench of consultants to support awarded applicants develop business models and complete studies and analysis for new funding streams, as needed. Pending state approval of the funding schedule, an awarded applicant may request a direct suballocation of funds as a grant to use in a proposed new affordable housing loan product or financing tool to accomplish the activities listed above. For a direct grant the submitted application must provide as much detail about the loan product or financing tool as possible including anticipated underwriting, affordability terms and restrictions, target populations, and anticipated impact related to increasing housing supply, choice and affordability. If a direct suballocation is awarded, the awardee is expected to fulfill all required administration and reporting requirements.

2.3 Pilot Program: Regional Utilities Supporting Housing (RUSH)

Eligible applicants must be a(n):

- SCAG Counties or Cities,
- Tribal Government (within the SCAG Region), or
- Public Agencies with role in housing production (within the SCAG Region)

Summary

The RUSH Pilot Program is focused on investments in utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Objectives. Projects should include building capacity for a sizable number of housing units and work towards addressing housing affordability. For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025.

New infill housing often comes with costs tied to upgrading or replacing existing utilities infrastructure to support new demand, which can add millions of dollars in cost to residential projects and extend the housing production timeline. With the 6th cycle of the housing element process nearing completion in the SCAG region, SCAG's 191 cities and 6 counties have identified site inventories that provide a roadmap to Housing production in the region. However, broader district level planning for utilities is not currently aligned with the site inventories identified in housing elements. For this program, utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if it is tied to one of the other utilities identified but cannot be the driving factor in a proposed project.

In Spring 2023, SCAG hosted an Industry Forum centered on exploring sustainable and district level investments in utilities that align with implementing RHNA housing production goals and the site inventories in draft, adopted or compliant 6th Cycle housing elements. The outcome of that event and final report informed the development of the RUSH Pilot Program.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure that increases water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

All projects MUST include a clear nexus to housing production in infill areas. Eligible project types include:

- **Infrastructure Planning** – Creating plans and programs, including green infrastructure plans, to **support increased utility capacity in areas designated for residential development** in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale, and include green elements. Potential projects could include, but are not limited to the following:
 - Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
 - Creating a Capital Improvement Plan
 - Creating a Green Infrastructure Plan
 - Digital Utility Data Inventory Tools
 - Developing Cost Estimating Tools for Utility Improvements and Connections
 - Pilot Innovations
- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:

- Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
- Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.

A total of \$35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to \$30M will be allocated to *Capital Projects*, with a maximum award of up to \$10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between \$800K- \$1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas. Depending on interest in the program, funding requests could be awarded in full or in part.

2.4 Pilot Program: Housing Infill on Public and Private Lands (HIPP)

Eligible applicants are broadly construed to include, but not be limited to entities that are in control of underutilized, surplus, or excess lands available for inventory and assessment for development of affordable housing, and entities with regulatory land use control. Applicants may include a public agency, a transit agency or district; a city; a county; Tribal Entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

Summary

The HIPP pilot program is focused on 1) scaling up development of surplus and/or excess publicly owned lands, or other underutilized privately owned land that can be redeveloped with affordable or mixed income housing and ancillary neighborhood serving businesses and supporting infrastructure, and 2) supporting eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide target area, focused on infill housing and based in justice, equity, diversity, and inclusion.

SCAG will develop a bench of consultants and initiate studies supporting the participating entities identify, assess, and move available lands in infill areas into development with an affordable housing component, and scale housing capacity in infill areas and corridors. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to successful affordable housing and mixed-use projects.

Scaling Up Development of Available Land. The pilot program will provide consultant support and technical assistance including support through the pre-development phase including but not limited to site identification; feasibility and environmental assessments; project scoping and sponsor/developer selection; community engagement; master planning; and engineering. SCAG will develop a bench of consultants and conduct studies supporting participating entities identify, assess, and move available lands into development with an affordable housing component. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state

funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to the successful development of available land. The site feasibility and readiness assessments will be based first on alignment with existing transit and utilities infrastructure, and secondarily on future planned investments. Projects targeted for these funds should provide opportunities to explore large scale development/redevelopment of a site or scattered sites as well as innovative models to streamline delivery of affordable and mixed income housing. Innovative models may include concepts such as new financing mechanisms, standard designs or even design/build competitions. This component of the HIPP pilot program is focused on a specific site or scattered sites for development, and where the applicant can demonstrate that it is possible for construction to begin within 5 years of award.

Depending on interest in the Pilot Program, SCAG may allocate some funding for the development of templates for affordable housing transactions (such as standard Request For Proposals (RFP) and resultant legal documents) and feasibility studies paired with resources to begin development activity and/or to consider multiple multi-year development scenarios and alternative financing strategies for development of publicly and privately owned lands.

Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives. Moving beyond site specific development, the HIPP pilot program provides flexibility for eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide infill area, with a focus on housing and affordable housing based in justice, equity, diversity, and inclusion. Proposed projects or policies should be consistent with the programs included in the local 6th Cycle Housing Element. Supported activities can include funding for technical assistance, staffing and consultants, community engagement, peer learning cohorts, data, and mapping. Eligible activities must lead to an adoptable/implementable deliverable that meets REAP 2.0 Program Goals:

- *General Plan Amendments, Specific Plans, Development Guidelines and Standards, and Rezoning for Housing Element Implementation and Compliance* – Corridor-wide or area-wide general plan amendments and code changes and zoning-based housing and affordable housing incentives focused on large scale overlay districts or other incentive programs, local density bonuses, reduced parking minimums and/or parking maximums, and as-a-right development approval.
- *Environmental Clearance and Permit-Streamlining Facilitating Affordable Housing* – Jurisdictional and agency-wide reductions in process and timing for residential/residential-mixed use approvals resulting in quantifiable cost and/or time savings. Preparation of required environmental review documents for corridor-wide or area-wide plans that facilitate housing development with an affordable component that could foreseeably begin construction in five years, including but not limited to CEQA and NEPA, Coastal Commission approval, Department of Toxic Substances Control review or other clearances.
- *Increasing Affordable Supply and Preventing Displacement* – Corridor-wide and area-wide policy or projects increasing the supply, availability, and access to housing at below market rate rental and ownership prices. Projects focused on preventing jurisdiction-wide, corridor-wide, or area-wide displacement and loss of existing affordability. Funding can support the creation of inclusionary housing rental and homeownership programs, transfer of development rights and other approaches achieving a mix of housing types, and rental and sales price ranges that set aside housing at or below the area median income. Eligible uses also include enabling programs and strategies for preventing loss of existing affordable housing in the speculative real estate market, extending expiring affordability covenants, establishing community or tenant opportunity to purchase programs, and

other programs achieving a quantifiable benefit for preserving existing affordability and preventing displacement.

- *Other Strategies Accelerating Housing and Affordability* – Large-scale transformative jurisdictional, corridor-wide, or area-wide projects not otherwise described above can be proposed but must meet all program requirements and have a strong nexus to housing supply, choice and affordability, or preventing displacement. Such projects will be evaluated on a case-by-case basis.

To support the pilot program, SCAG will conduct studies on alternative building designs and materials, and processes for reducing construction and operating costs. This will include studies addressing direct and indirect greenhouse gas reduction and climate adaptation goals for preserving existing and constructing new multi-family rental and ownership housing. The study of sustainable urban greening and cooling solutions for multi-family housing is anticipated to be launched in early 2024. The study will identify potential locations for urban greening investments supporting housing development, accelerating housing production, promoting stormwater capture, and leading to energy savings. SCAG will also complete a study to identify potential cost savings from urban cooling strategies in the context of the Energy Code's performance approach for assessing electricity needs and budgets for rental and ownership multi-family residential buildings. The outcomes of the studies will be shared with HIPP funding recipients and can be used to inform the location and design of the buildings that will ultimately be developed on infill lands following the assessment in the HIPP pilot program. An engagement campaign to promote pro-housing and housing supportive policies across Southern California will also be developed. The campaign will use SCAG's *Go Human* program as a model to engage local leaders and organizations in advancing housing production and affordability.

2.5 Ineligible Uses

Applications for ineligible activities or projects that do not meet the funding criteria of these guidelines will not be accepted. Ineligible uses are uses inconsistent with the REAP 2.0 goals in Section 1.1, SCAG REAP 2.0 Program Framework Core Objectives in Section 1.2, and/or the program objectives in Section 3.1, and include but are not limited to:

- Uses that solely update or amendment local general plans, codes, ordinances, or programs for compliance with changes in statutory requirements,
- Roadway or highway capacity increases,
- Advocacy work (direct lobbying for specific bills or local propositions),
- Bonus payments of any kind,
- Ceremonial expenses,
- Commission fees,
- Real estate brokerage fees or expenses,
- Services, materials, or equipment obtained under any other state program,
- Stewardship of legal defense funds,
- General meetings that do not specifically discuss or advance implementation of awarded REAP 2.0 funds,
- Using funds for mitigation activities already mandated by local or state governing bodies or agencies,
- Ongoing expenses (e.g., routine maintenance or operations of transportation infrastructure associated with transit service expansion),

- m. Costs associated with automobile or motorcycle parking (excluding EV charging infrastructure). Proposed Uses with a surface parking component are not eligible,
- n. Costs associated with infrastructure related to fossil fuels, including connections to natural gas infrastructure,
- o. Costs associated with ongoing provisions of internet service,
- p. In lieu fees for local inclusionary Housing programs,
- q. Updates to the RTP,
- r. Organizational membership fees,
- s. Street construction or repair to benefit vehicular traffic, and
- t. Other items unrelated to the REAP 2.0 Program or application.

2.6 Funding Awards

SCAG will issue the PATH program funding through a Notice of Funding Availability (NOFA) and two pilot programs. Depending on interest and qualified applications, funding can be shifted between the NOFA and the two pilot programs. Additional funding could be issued through the PATH program depending on the amounts encumbered through other SCAG administered REAP 2.0 programs, as each program is developed and implemented.

Applicants shall be notified in writing whether the application was conditionally awarded funding or if the application was not awarded within 60 days of the application deadline. Funding awards must be approved by the SCAG Regional Council and encumbered, meaning the MOU executed, by June 30, 2024.

The Notice Of Funds Available (NOFA) will initially receive \$45,000,000 in funding to support housing trusts and catalyst funds and affordable housing actions as described in Section 2.2.

The RUSH pilot program will initially receive \$35,000,000 in funding to support non-transportation utilities infrastructure planning and improvements as described in Section 2.3.

The HIPP pilot program will initially receive \$8,835,000 in funding to develop the partnerships, acquire data, and complete the studies and feasibility analysis, with some funding deployed by SCAG for templates or studies required to support selected projects and programs as described in Section 2.4.

In addition to the funding amounts provided in the chart, \$23 million in REAP 2.0 funding is allocated to the region's subregional councils of government through the [Subregional Partnership Program 2.0](#), which is designed to fund programs, policies and projects implementing 6th Cycle housing elements and affordable housing strategies.

2.7 Program Timeline

The Program will begin following adoption by the Regional Council, approval from the State of SCAG's REAP 2.0 final funding application, and concurrence from the State on the Program. All funds awarded must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, and fully expended by December 31, 2025, unless extended in advance in writing by and SCAG. A final closeout report will be due to SCAG by December 31, 2025.

Program Timeline	
Applications Released for NOFA and pilot programs	Spring - Summer 2023
Awarded Funding Encumbered	January 31, 2024
All Funding Fully Expended	December 31, 2025
Final Report and Close Out	December 31, 2025

2.8 Application Schedules

The application schedule for the NOFA and both pilot programs will allow applicants to develop a funding application with consultation from SCAG staff in advance of the date to apply for funding.

Notice of Funds Available (NOFA) – Funding for Last Affordability	
Application Release:	June 7, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 31, 2023 Closes at 5:00PM (Pacific Time)
Evaluation Period:	August – September 2023
Conditional Notice of Awards issued:	September 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

Regional Utilities Supporting Housing (RUSH) Pilot Program	
Industry Forum Event:	April 2023
Application Release:	Fall 2023
Application Due Date:	Winter 2024
Conditional Notice of Awards issued:	Winter 2024
Initiate Funding Agreements:	Early 2024

Housing Infill on Public and Private Lands (HIPP) Pilot Program	
Application Released:	May 10, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 10, 2023 Closes at 5:00PM (Pacific Time)

Evaluation Period:	July – August 2023
Conditional Notice of Awards issued:	August 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

2.9 Applicant Consultation Period

To meet the state REAP 2.0 requirement to award funding within 60 days of receiving a complete application, while also ensuring applicants have adequate time to consider and develop project proposals, SCAG will offer an application consultation period. During the consultation period applicants can submit draft applications to SCAG staff on a rolling basis for input and feedback on projects being proposed and the completeness of the application.

The consultation period will begin following approval from the State of SCAG’s REAP 2.0 funding application and by the SCAG Regional Council of the individual program applications, which is anticipated to be January 2023. During the consultation period, SCAG will release the application materials and host an information session. The session will be recorded and made available on SCAG’s REAP 2.0 program webpage. The information session is an opportunity to learn more about the program, ask questions, and receive feedback.

SCAG staff will also hold weekly office hours and will be available for one-on-one consultations with applicants. An applicant does not need to have a project to participate in office hours or meet for a one-on-one consultation. SCAG staff will make every effort to accommodate applicants. There is no limit to the number of meetings an applicant may request. SCAG staff will continue to host office hours and be available for consultations through the Friday prior to the close of the application period.

SCAG will develop and post answers online to all questions received. Attending the information session or office hours or scheduling a consultation is not required but strongly encouraged.

2.10 Application Submittal Date

REAP 2.0 funding requires that SCAG issue award letters within 60 days of receiving a complete application. To facilitate this timeline while allowing for flexibility and ongoing consultation, SCAG will consider applications received on the day that follows the close of the application consultation period. Applications can be submitted at any time during the consultation period to be considered received on the application date.

Anticipated Application Periods and Dates

	Application Period	Application Due Date
• NOFA	June – July 2023	July 2023
• HIPP Pilot Program	May - July 2023	July 2023
• RUSH Pilot Program	Fall 2023	Winter 2024

2.11 Application Requirements

Each application will include specific information and requirements, but in general the following lists the requirements to apply will include:

- Applicant must be an Eligible Applicant (see Sections 2.3, 2.4, 2.5)
- Proposed use(s) must be an eligible use(s) and meet all requirements in Section 3.0
- Application for funding must be filled out completely and submitted using the template application to be provided
- The following supporting documents must accompany the application:
 1. Scope(s) of work including budgets and schedules for all proposed funding uses
 2. Outcomes and proposed metrics (examples will be provided)
 3. Authorization to apply
 4. Letter of support

2.12 For Additional Information and Questions

For additional information or answers to questions please email the contact person listed below. Support from SCAG is available to complete the funding application.

HIPP/NOFA Contact: Jacob Noonan
REAP 2.0 Housing Program Manager
housing@scag.ca.gov

RUSH Contact: Ma'Ayn Johnson
Department Manager
housing@scag.ca.gov

3.0 PATH Program Objectives and Evaluation Criteria

The PATH program has the following program objectives.

3.1 PATH Program Objectives

Funding applications will be evaluated on how the activities proposed meet all program objectives:

1. Transformative Planning and Implementation Activities (refer to definition in Section 1.2) leading to a Significant Beneficial Impact (defined below) to:
 - Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
 - Affirmatively Further Fair Housing;
 - Reduce Vehicle Miles Traveled;
2. Include Equitable Targeted Outreach;
3. Leverage Partnerships, Policy Match, and Cost Effectiveness, and
4. Prioritize Disadvantaged Communities
5. Contributes to Regionally Transformative Change

3.2 PATH Program Evaluation Criteria Summary

The PATH program provides a summary overview of the evaluation criteria. The forthcoming standalone funding applications will include detailed evaluation guidance, including the quantitative data and qualitative narrative factors that will be used to assess submitted projects. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region and within rural, suburban, and urban infill areas.

“Infill”, for the purposes of the REAP 2.0 Program, means areas where the following applies: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, **or**
- b. An established community that meets all the following criteria:
 - i. The area consists or previously consisted of qualified urban uses
 - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.

To be considered eligible, an application must include responses for how the uses proposed meet all the following criteria and REAP 2.0 program requirements.

3.2.1 Lead to a Transformative Significant Beneficial Impact

The application must include a summary of how the proposed use advances all REAP 2.0 and SCAG’s program goals and objectives, meets the definition of a Transformative Planning and Implementation Activity (refer to Section 2.0), and provides a **Significant Beneficial Impact**, meaning demonstrates the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating Housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide Housing policies, site planning, financial models, predevelopment and development processes, and ownership patterns in a significant and quantifiable manner. SCAG is interested in innovative models that can be replicated across the region and the state.

Metrics should be included when demonstrating Significant Beneficial Impact. Applicants may consider rates of change (e.g., percent increase over a baseline), the magnitude of impact relative to variables or targets, the proportion of need achieved, and the impact relative to past trends, policies, and practices. Variables or targets may include but are not limited to benefitting households by income group; meeting and exceeding the housing production goals of the Regional Housing Needs Assessment; the number of Housing units anticipated and achieved (new construction, preservation/ conservation, and rehabilitation); density; infrastructure; infrastructure capacity and accessibility; community amenities; investments; Vehicle Miles Traveled reduction goals; regional and local equity policies; and GHG reduction goals.

The application should describe how each project proposed provides a significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors. This is to be done by

describing how the project will address the following criteria and including appropriate metrics. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

3.2.1 (a) *Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability*

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project will accelerate Infill⁹ development near jobs and other key destinations to support increasing Housing choices and affordability that effectively reduce VMT and greenhouse gas emissions. One way this can be done is to focus development in Priority Growth Areas, as discussed in Chapter 3 beginning on Page 66 of the 2020 [Connect SoCal](#). The 2020 Priority Growth Areas are also visually displayed on the [Priority Growth Area Map](#).

The application should also describe how the proposed project will prioritize development that increases Housing choice and affordability at Infill sites and describe the Housing affordability components in the project that serve Low- and Moderate-income Households. *For Affordable Housing development programs* – which may involve allowable predevelopment costs (e.g., studies, land acquisition, entitlements), and bridge and gap large expenditures and capital investments – to be an eligible use a program must accelerate the supply of long-term Affordable Housing for Lower and Moderate- income Households and commit to development within a reasonable time frame (e.g., within 5 years of the expenditure deadline).

The following should be discussed in the application:

- i. The proposal's impact on Housing supply, choice, and affordability
- ii. The proposal is located or implemented within an Infill area.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- iii. The proposal can be measured by, but is not limited to:
 - a. Number of Housing units (total, type, affordable, and per acre) projected within the 8-year 6th cycle RHNA period and potential to create lasting affordability (perpetual affordability),
 - b. Capital investments to support Housing development,
 - c. Mix of Housing unit types or sizes,
 - d. Increasing land use intensities,
 - e. Count of sites developable for future Housing, and/or
 - f. Number of new Housing units supported or provided by the Proposed Use or policy

3.2.1 (b) *Affirmatively Further Fair Housing (AFFH)*

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Each proposed project must include meaningful actions, that taken together, address significant disparities in Housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. Each proposed project must support regional and

⁹ For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

local efforts that work towards ensuring all people have full and equal access to opportunities enabling them to lead healthy lives.

Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Establishing and enhancing strategies that create Housing mobility by improving access and/or removing barriers to Housing, or improving regional utilities supporting Housing in areas of opportunity;
- Encouraging development of new Affordable Housing in high resource areas by promoting Housing, regional utilities supporting Housing, and affordability in areas of high and higher opportunity and outside of areas of concentrated poverty;
- Improving place-based strategies to encourage community revitalization. This includes preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving, or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities; and
- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of low- and moderate-opportunity and areas of concentrated poverty.

The application must describe how the applicant considered AFFH principles and equity in the proposed project. Any proposed project that may have a negative impact on AFFH objectives must have appropriate mitigation efforts. Applicants shall take no action that is materially inconsistent with AFFH. Applicants shall target funding to benefit Disadvantaged and Historically Underserved Communities (see definition section in the state REAP 2.0 program guidelines). A city or county's 6th cycle Housing Element can be a good resource for identifying State-approved AFFH policies and programs.

The following must be discussed in the application:

- i. The project will be located or implemented within:
 - a. Higher Resource communities or Areas (See state REAP 2.0 guidelines, Attachment 2: Definitions), or
 - b. Disadvantaged and Historically Underserved Communities
- ii. The project can be measured by, but is not limited to:
 - a. Number of proposed Affordable Housing units,
 - b. Number of existing housing units continued to be made available and affordable,
 - c. Zoning, Streamlined Housing Production (including permit streamlining), fees, incentives, and other approaches to increase housing choices and affordability,
 - d. Increase accessible number of units above state law,
 - e. For Higher Resource Communities or Areas:
 - I. Increase in rate of Housing Choice Voucher usage in high opportunity census tracts,
 - II. New lower- and moderate-income targeted Housing created through new development or through acquisition and preservation of existing Housing.
 - f. For Disadvantaged and Historically Underserved Communities:

- I. New or enhanced public services and community assets such as parks, social service programs, active transportation, infrastructure, and other community amenities,
- II. Increased access to public services, and
- III. Housing-supportive infrastructure service in areas of concentrated poverty or similar areas
- g. Other metrics found in the California Housing and Community Development Department (HCD) AFFH Guidance Memo, available online: (https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf)
- h. As well as other HCD AFFH data and mapping resources available online (<https://affh-data-resources-cahcd.hub.arcgis.com/>)

3.2.1 (c) *Reduce Vehicle Miles Traveled*

The REAP 2.0 Program provides for investments to support Housing planning and production in Infill areas that reduce VMT towards helping the state meet multiple goals. The application must include a description of how the proposed project promotes development and aligns Housing production in Infill locations consistent with the state's climate targets and goals discussed in the California Climate Change Scoping Plan. Proposed projects shall focus on the VMT-reducing elements of Connect SoCal, as applicable, to achieve and maintain the region's greenhouse gas emission reduction targets by supporting or implementing Housing and Affordable Housing action-oriented plans, policies, and investment strategies broadly described as: "land use planning, policies, and investment strategies that encourage Infill development that facilitates Housing supply, choice, and affordability and is serviced by existing and planned expansions of a multimodal transportation system."

Applicants are encouraged to pursue new Housing development that is or can be integrated with or connected to transportation shifting travel away from driving through pedestrian, bicycle, transit, and other alternative transportation programs.

Applicants should discuss the following in the application (See the state REAP 2.0 program guidelines, Attachment 4, Applying Units of Measurement for supplemental materials that describe land use and transportation planning, policies, and investment strategies):

- i. The proposal is located or implemented within Infill areas.
 - a. Located in a Priority Growth Area and meeting the definition of infill or
 - b. Located in an area meeting the definition of infill
- ii. The proposal is expected to lead to shifting travel behavior and to direct or indirect VMT reductions:
 - a. Is or will be accessible to destinations and daily services by transit, walking, or bicycling, or
 - b. Is in proximity to existing or planned transportation improvements.
- iii. The proposal, dependent upon what funding source(s) are utilized, can be measured by, but is not limited to:
 - a. Estimate for VMT reduced Per Capita,
 - b. Number of distinct land uses within and around the site,
 - c. Number of internal and surrounding connections to the active transportation and transit networks,
 - d. Mix of Housing unit types or sizes, and limited number of off-street parking

3.2.2 Include Equitable Targeted Outreach

The application should describe in the application any prior outreach completed and include a commitment to continuing outreach and engagement, especially with Disadvantaged and Historically Underserved community members while the project is underway and through the funding expenditure date, which is July 30, 2026. Outreach methods must consider language access and other potential barriers to providing input. Outreach may include coordination with other Eligible Applicants (including Tribal Entities) within the same subregion or in other subregions. Eligible Applicants may wish to consider the potential for joint activities and coordination on outreach activities.

3.2.3 Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness

The applicant should describe in the application how the proposed project will leverage other resources to maximize impact from REAP 2.0 funding investments. The criterion is designed to be flexible, to provide multiple ways to create leverage through partnerships and momentum. Leverage can be achieved through many forms, and not all communities have the ability to put forward a financial match. Therefore, the local match can include any or all the following:

- Local Policy Commitment – Applications should describe how any prior local policies and programs align with or facilitate the funding uses proposed and leading to accelerating in-fill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. The response should include when the policy or program was adopted and what the outcomes have been to date. Any changes implemented since the original adoption with the reasons and results should be included.
- Partnerships (partner match) – Evidence of supporting partnerships in the focus area.
- Local or Other Funding (local agency match) – No minimum is required, but one way to demonstrate leverage is through a local investment. If a funding policy match is proposed the funding source, terms, and the year/cycle in which the funds were awarded must be included.
- Proposals that build local and regional capacity through partnerships with local and small business enterprises and otherwise expansion of capacity to execute and successfully complete projects will be given a priority.
- The application and supporting documents should clearly demonstrate the ability of the applicant to successfully complete the project, and how the applicant has incorporated cost effective means in the project scope and budget to best utilize the REAP 2.0 grant funds to achieve the desired outcomes.

3.2.4 Prioritize Disadvantaged Communities

In alignment with the REAP 2.0 funding guidelines, areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced will receive a priority in the evaluation for funding. In accordance with the REAP 2.0 Guidelines, the following areas have been included as they are inclusive of communities that are disadvantaged and have been historically underserved. These disadvantaged communities include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern (Communities of Concern designated for SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Environmental Justice (EJ) Technical Report))
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California's **Housing and climate crisis.**)

The specific inclusion and prioritization of disadvantaged communities will allow SCAG to demonstrate how the Programs to Achieve Transformational Housing (PATH) will have a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities.

3.2.5 Contributes to Regional Transformative Change

The evaluation for funding will consider how a proposal achieves regional goals for housing infrastructure and regional diversity. This will focus on innovation to advance and expand the foundational conditions necessary to scale Housing supply, choice, and affordability to meet the 6th Cycle RHNA, realize the Housing Supportive Infrastructure *Key Connection* in SCAG's 2020 adopted Connect SoCal, and on meeting the community needs for Housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

Applicants should discuss the following in the application:

- Transformative Approaches to Scale Housing Supply. How the proposal incorporates transformative approaches for advancing and expanding the foundational conditions necessary to scale Housing supply, choice, and affordability locally, and in relation to the Southern California region.
- Regional Impact and Applicability. Describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GhG) and Vehicle Miles Traveled (VMT) including focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts-across the SCAG region. In your response, describe how the project's impact on reducing GhG and VMT extends beyond the immediate project area to beneficially impact the region. [500-word limit]

4.0 Program Administration

Funding will be made available for projects and activities after SCAG receives funding for its full REAP application from HCD, which will most likely occur in Quarter 1 of 2023.

4.1 Commitment Letter and Terms of Agreement

An Applicant that has received a conditional award letter must submit a Letter of Commitment and Terms of Agreement Form that has been signed by its decision-making body or authorized signatory prior to execution of the Standard Agreement or MOU. The letter will serve as the commitment to follow the state

reporting requirements, manage the received funds within the established timeline, comply with the State and SCAG accounting principles and requirements, and SCAG's Subrecipient Monitoring Policies and Procedures. SCAG will provide the form template with the conditional notice of award as well as SCAG's required policies.

4.2 Implementing Entities

HIPP, NOFA, and RUSH PLANNING PILOT

Awarded applicants are expected to serve as the implementing agency of the projects and activities applied for. Based on the proposal funded this may include all the following: procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties. Implementing agencies must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The implementing agency will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The implementing agency will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

For planning efforts, SCAG may take on procuring the consultant on behalf of the implementing agency. In this instance, SCAG will work with the implementing agency to complete necessary procurement and contracting. SCAG staff will manage the contract and pay for all costs incurred. However, the implementing agency is responsible for the overall project. SCAG may bundle similar projects together in a common contract.

RUSH CAPITAL PILOT PROGRAM

The subrecipient (city, county, or Tribal Government) will be solely responsible for procurement of grant-funded capital work.

Implementing agencies may be the subrecipient or another entity identified by the subrecipient (for example, a public utility). In the instances where the subrecipient is not the implementing agency for the capital improvements, the subrecipient will still be responsible to procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties, to SCAG.

The subrecipient must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The subrecipient cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The subrecipient will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The subrecipient will manage and

administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

4.3 Administrative fee

Up to five percent (5%) of the funding allocation may be charged as administrative activities. Tasks such as reviewing and processing project invoices, processing contract amendments, and preparing reports and metrics of project progress and completion are considered administrative activities. Activities such as developing scopes of work and requests for proposals (RFP), reviewing tasks and deliverables, and outreach with jurisdictions related to the project are considered programmatic and can be charged as a program activity. For projects and activities administered by SCAG, SCAG reserves the right to use the 5% administrative fee for costs related to project administration.

4.4 Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed.

4.5 Reimbursement

All awarded applicants must submit invoices to SCAG monthly and submit a status report quarterly to receive reimbursement. Invoices must follow the requirements set forth in the contract and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements. SCAG may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need. These arrangements will be included in the agreements between SCAG and the awarded applicant. After the agreement is signed, the awarded applicant may submit invoices to SCAG for reimbursement for eligible activities as specified in the signed agreement. Expenditure reimbursement requires prior authorization of the eligible projects and activities, and SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. If SCAG must repay REAP 2.0 funds to the state, SCAG will require reimbursement from the awarded applicant.

SCAG will only reimburse for costs as specified in the signed agreement(s) with the Eligible Applicant or consultant selected to perform the work. No costs will be reimbursed prior to the agreement is executed.

4.6 Reporting Requirements

Consistent with SCAG's Overall Work Program reporting procedures and Subrecipient Monitoring Policies and Procedures, the awarded Applicant will be required to provide progress reports and itemized invoices to track progress. Progress will be measured according to the tasks, deliverables, costs, and timeline. Additionally, the REAP 2.0 program requires applicants to file an annual report measuring project outcomes and desired impacts through June 30, 2026. Metrics for the annual report will be developed in the application's evaluation criteria. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

Subrecipient shall submit a Quarterly Report using the Sub-Recipient Report Template which would be provided in the executed MOU. The Sub-Recipient shall submit an Annual Report by February 10 of each year using the Annual Report Template which would be provided in the executed MOU. When the project

is finalized, the Sub-Recipient shall submit a Close-Out Report no later than 90 days after the Completion Date, or April 1, 2026, whichever comes first. HCD has not provided the requirements for the Close-Out Report due to HCD by all grantees at the conclusion of the grant performance period but will be provided when it becomes available.

4.7 Compliance with REAP Guidelines and Applicable State and Federal Laws

This program is subject to the REAP 2.0 Guidelines and all applicable State and Federal laws. If the proposed project involves construction or acquisition, the sub-recipient will be required to comply with additional requirements, including but not limited to prevailing wage, fair housing, ethics laws, non-discrimination and accessibility laws. Any property acquisition funded with public funds will be subject to additional requirements under applicable law including, but not limited to, enforceable nondiscriminatory covenants recorded in the property's chain of title. If awarded funds, the sub-recipient will be required to enter into an MOU (and, if necessary, based on specific proposals, other regulatory agreements) with SCAG that requires the sub-recipient to comply with these guidelines and all applicable laws and to ensure, to SCAG's satisfaction, that any sub-recipients, consultants, or contractors comply. Further, the sub-recipient will be required to indemnify SCAG for their failure to comply with any of the requirements and provide evidence of adequate continuing financial resources to satisfy these indemnity obligations.



REGIONAL UTILITIES TO SUPPORT HOUSING (RUSH) PROGRAM APPLICATION-**PLANNING PROJECTS**

Non-transportation utilities infrastructure planning and improvements

Submittal Instructions

Issued: September 11, 2023

Responses due by 11:59 p.m. on November 6, 2023

The application must be submitted in pdf format with supporting materials with excel-based templates in excel format. All documents should be submitted as separate files.

Applications can be submitted at any time during the application period. SCAG will consider all applications submitted during the application period received at the closing time and day.

More information at: www.scag.ca.gov/reap2021

Submit completed applications along with all required attachments to: housing@scag.ca.gov with "RUSH Application – Planning Projects, Entity Name" in the subject line. An emailed drop box link is also acceptable.

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Introduction

SCAG has allocated a total of \$35M to the RUSH Pilot Program. The Program is focused on *utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Goals and Objectives*. Projects should include building capacity for a sizable number of Housing units and work towards addressing housing affordability.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure projects that increase water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support reducing overall housing production cost.

All projects MUST include a clear nexus to housing production in infill areas. Eligible project types include:

- **Infrastructure Planning** – Creating plans and programs, including green infrastructure plans, to support increased utility capacity in areas designated for residential development in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale and include green elements. Potential projects could include, but are not limited to the following:
 - Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
 - Creating a Capital Improvement Plan
 - Creating a Green Infrastructure Plan
 - Digital Utility Data Inventory Tools
 - Developing Cost Estimating Tools for Utility Improvements and Connections Pilot Innovations
- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:
 - Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
 - Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.

For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025. The applicant must demonstrate the ability to complete this in budget/timeline, scope/deliverables, and delivery basics workbook in the submitted applications.

A total of \$35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to \$30M will be allocated to *Capital Projects*, with a maximum award of up to \$10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between \$800K- \$1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas. Depending on interest in the program, funding requests could be awarded in full or in part.

Please see PATH Guidelines for more detail on eligible activities.

This application is for Infrastructure Planning Projects.

Eligible Applicants

Eligible applicants must be a(n):

- SCAG Counties or Cities or,
- Tribal Entity with regulatory land use authority (within the SCAG Region) or,
- Public Agencies with role in housing production (within the SCAG Region).

Office Hours and Technical Assistance

SCAG staff is available to respond to questions and discuss proposed projects. An applicant does not need to have a project fully developed to participate in one-on-one consultations. Efforts will be made to accommodate meeting requests. There is no limit to the number of meetings possible. Interested applicants can visit SCAG's REAP 2021 webpage at: www.scag.ca.gov/reap2021 to schedule an appointment and for information about technical assistance available, visit <https://scag.ca.gov/programs-accelerate-transformative-housing-path>

Submit questions and requests for additional information by email with "RUSH Application – Planning" in the subject line to: housing@scag.ca.gov

Feedback on an application or a proposed project shared by SCAG staff should not be considered an indication the proposed application or project will be awarded funding. Please see the PATH Program Guidelines for information on overall program requirements, program objectives and evaluation criteria.

Selection Process

Each of the three funding areas in the PATH Program will begin with a call for applications. The application will be made available when the call is announced. The call will specify the period during which applications will be accepted. While each call is open, an applicant may amend a response that has been submitted up

to the response due date and time (close of the call). Once the call is closed, no further amendments are allowed. Applicants are encouraged to take advantage of SCAG's technical assistance that is available. More information is provided below and at www.scag.ca.gov/reap2021.

SCAG staff will review all responses received during an open call in two (2) stages: 1) Completeness (see the application submittal checklist) and 2) Technical Scoring and Evaluation.

The Completeness Review evaluates the completeness of the application and compliance with the submittal requirements. If all requirements are not met, SCAG staff will notify the applicant that the application is incomplete and will not be considered. Submitted application materials will not be returned. Results of the Completeness review are final and may not be appealed. SCAG may, in its sole discretion, request additional information or clarification of any portion of an application from the applicant and its applicant team.

Applications that pass Completeness Review move to Technical Scoring and Evaluation, which evaluates projects based on the Project Application Scoring Criteria. All complete applications will be evaluated by a selection panel using the scoring rubric and evaluation criteria provided in Section 4 of the application. The selection panel may request additional information or clarification of any portion of an application from applicants related to the scoring criteria. The selection panelists' scores for each application will be compiled to produce the final score. The selection panel will then meet to determine the final ranking of applications. Applicants will be notified of their score. Selected applications will be issued a conditional award letter and recommended for funding to the Regional Council. All conditional awards are provisional until approved by the Regional Council.

Selection Process Timeline

The following selection process timeline has been developed for the RUSH Pilot Program, subject to change.

Regional Utilities Supporting Housing (RUSH) Pilot Program	
Application Period Opens:	September 11, 2023
Application Workshop:	See website for workshop date
Application Consultation and Office Hours:	September – November 2023
Application Due Date: (Applications can be submitted prior to but will be considered after the application due date)	November 6, 2023 Closes at 11:59PM PDT
Evaluation Period:	November – December 2023
Conditional Notice of Awards issued:	Early 2024
Regional Council Approval of Awards:	Early 2024
Initiate Funding Agreements:	Early 2024

Administrative Provisions

SCAG's Rights and Responsibilities

SCAG reserves the right to change the requirements and policies described in this Program Application at SCAG's sole discretion. SCAG is responsible only for what is expressly stated in the Program Application, any authorized written addenda, and any posted Questions and Answers. Such addenda shall be made available to each person or organization via SCAG's REAP 2021 webpage (www.scag.ca.gov/reap2021). It is the responsibility of applicants to ensure, prior to submission, that their application reflects the most recent addenda information, program requirements, and policies. By submission of an application, each applicant acknowledges receipt of all addenda, if any, that are emailed or posted on the SCAG REAP 2021 website. SCAG is not responsible for and shall not be bound by any representations otherwise made by any individual acting or purporting to act on its behalf if those representations conflict with Program Application requirements.

SCAG'S Discretion

SCAG reserves the right, in its sole discretion, to disqualify any application that is incomplete, out of order, lacks required attachments, or contains other content errors, inconsistencies, misrepresented information, or other deficiencies. Forms provided in the Program Application must be used and information provided otherwise may be disregarded at SCAG's discretion. SCAG reserves the right to waive disparities in a proposal if the sum and substance of the application is present. Furthermore, SCAG reserves the right to terminate this program at any time without prior notice.

Cost of Application Preparation

The cost of application preparation shall be borne by the applicant. In no event shall SCAG be liable for any expenses incurred in the preparation and submission of the application.

Application is Property of SCAG

Once submitted, each application becomes the property SCAG and becomes a public record. SCAG is not liable for the public disclosure of any information contained in an application.

Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. Regardless of any extension funding awards must be encumbered before June 30, 2024. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed. Regardless of any extension granted all funds must be fully expended and final reports submitted to SCAG before June 30, 2026.

RUSH PROGRAM APPLICATION-PLANNING PROJECTS SECTIONS 1-4

Application

To be considered for the RUSH Program, the applicant must be eligible and file a completed application with all required attachments before the close of the call for applications.

Submittal Checklist

Please check each box in the lists below as each is completed.

The application includes the following sections, which must be filled out completely:

- ☐ Section 1. Application Terms and Signature
- ☐ Section 2. Minimum Requirements
- ☐ Section 3. Contact Information and Project Description
- ☐ Section 4. Evaluation Criteria

The following attachments must accompany the completed application:

- ☐ Budget/Timeline, Scope/Deliverable Workbook for Planning Projects (Use Provided Excel Template, complete 2 tabs)
- ☐ Project Area Maps (Guidance on creating and saving the maps is provided at www.scag.ca.gov/reap2021)
 - Map showing that the project area meets the definition of infill, (refer to Infill Guidance Document);
 - Map(s) depicting the Disadvantaged Communities and Communities of Concern support by the project (refer to REAP 2.0 Mapping Indicator Tool);
 - Map(s) of the Priority Growth Area(s) in the project area (refer to REAP 2.0 Mapping Indicator Tool).
- ☐ Letter of Support (from a third-party organization that the project meets local housing needs)

Section 1. Application Terms and Signature

A person duly authorized to sign for the entity (city manager, general manager, executive director, planning director or equivalent) must sign and certify the application. If this application is selected for funding, the information contained in this application will become the foundation of a funding agreement with SCAG. Applicants should be aware that SCAG may place stipulations on the project as a condition of the approval. These will be noted at the time of the funding recommendation. SCAG can also withdraw funding if the agency does not comply with the terms of the funding agreement.

Funding available under this Program Application is dependent upon SCAG's receipt of Regional Early Action Planning Grant (REAP 2.0) funds from the State of California. In the event funds offered through this Program Application are not available, SCAG, at its sole discretion, may terminate its obligations resulting from this Program Application.

SCAG reserves the right, in its sole discretion, to reject any and all applications in whole or in part.

Acceptance by SCAG of an application under this Program Application constitutes agreement by the applicant as to all terms, conditions, requirements, and rules of the application but does not constitute a contract or commitment of any kind.

☐ I confirm that I have reviewed the Submittal Checklist and that all application sections and required attachments have been filled out completely and will be submitted together following the Submittal Instructions.

☐ To the best of my knowledge, all information contained in this application is true and correct. If awarded funding from SCAG, I agree that I will adhere to the program guidelines, as well as provide a local resolution evidencing authorization to execute a funding agreement and receive funds.

Click or tap here to enter text.

Signature

Click or tap here to enter text.

Date

Click or tap here to enter text.

Print Name

Click or tap here to enter text.

Title

Click or tap here to enter text.

Entity Name

Section 2: Minimum Requirements

The following requirements establish eligibility to apply.

Section 2.1: Eligibility

The applicant must meet the following criteria:

- Project is submitted by an Eligible Applicant (see page 4 of application).
- Project is located in an Infill Area per REAP 2.0 Infill Definition (see Section 2.2).
- Project scope aligns with REAP 2.0 Eligible Activities (see PATH Guidelines for Eligible Activities).

Does the applicant meet the applicant eligibility requirements as described above?

☐ Yes

☐ No

If the applicant does not meet the applicant eligibility requirements, do not proceed. Your entity is not eligible.

Section 2.2: Project Meets Infill Definition

Eligible projects must be entirely located in infill areas per the definition below.

Check all boxes that apply to your project. The project must be entirely within areas meeting Part A and Part B, and either Part C-1 or Part C-2. The State defines “infill”, for the purposes of the REAP 2.0 Program, as follows:

☐ Part A: The area consists of unused or underutilized lands

☐ Part B: Within existing development patterns

☐ Part C: That is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

☐ Part C-1: An urban center, urban corridor, or area with transit-supportive densities, OR

☐ Part C-2: An established community that meets all the following criteria:

☐ 2.1: The area consists of previously consisted of qualified urban uses

☐ 2.2: The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included,

☐ 2.3: No parcel within or adjoining the area is classified as agricultural or natural and working lands.

Is the totality of your project located in an infill area, as defined above?

☐ Yes

☐ No



If your project area meets the definition of infill, please follow the instructions provided in the [Infill Guidance Document](#) posted on the scag.ca.gov/reap2021 webpage to create and save an area map of your project area that visually identifies how all activities meet the definition of infill. This map must accompany your submitted application.

If your project area does not meet the definition of infill, do not proceed. Your project is not eligible.

Section 3: Contact Information and Project Description

Section 3.1: Applicant Information

Applicant Name: Click or tap here to enter text.

Description of the entity: Click or tap here to enter text.

Address: Click or tap here to enter text.

Application Contact Name: Click or tap here to enter text. **Title:** Click or tap here to enter text.

Email: Click or tap here to enter text. **Phone:** Click or tap here to enter text.

Number of Applications Submitted: Click or tap here to enter text.

If you are submitting multiple RUSH applications, please prioritize them below by Project Title:

Priority #1: Click or tap here to enter text.

Priority #2: Click or tap here to enter text.

Priority #3: Click or tap here to enter text.

Section 3.2: Project Name and Location

Funding Proposal Title: Click or tap here to enter text.

Project Site: Describe the project area boundary (including street names and boundaries) by jurisdiction, tribal governments, project location, or area coverage.

Click or tap here to enter text.

Subregion or COG: Click or tap here to enter text. **County:** Click or tap here to enter text.

Estimated Project Costs: Click or tap here to enter text.

Requested Amount: Click or tap here to enter text.

Local Match/Other Sources (Not Required): Click or tap here to enter text.

Section 3.3: Project Description

Please include a short description for the proposed project and relevant details and dates below, including how the project will expand utility capacity to serve housing needs in the community and advance resilience. The project description should align with the information included in the budget/timeline, and scope/deliverables workbook that is linked in Section 4.3.3. [250-word limit]

Click or tap here to enter text.

Section 3.4: Connect SoCal Priority Growth Areas

Priority Growth Areas (PGAs) follow the principles of center-focused placemaking and are locations where many Connect SoCal strategies can be fully realized. Projects do not need to be in PGAs to be eligible for funding. The map will help describe how your project contributes to regional transformative change, which is one of the evaluation criteria in Section 4.5. For more information on PGAs please see the [2020 Connect SoCal Plan](#) (page 50).

Instructions for using the SCAG mapping tool are available online at <https://scag.ca.gov/programs-accelerate-transformative-housing-path>. This map must accompany your submitted application. Although listed as PGA in Connect SoCal, Spheres of Influence do not qualify for REAP 2.0 funding.

Please use the [REAP 2.0 Indicator Mapping Tool](#) to create and save a map of your project area that visually identifies how all PGAs and check off which layers that apply below.

- ☐ Job Centers
- ☐ Transit Priority Areas
- ☐ High Quality Transit Areas
- ☐ Neighborhood Mobility Areas
- ☐ Livable Corridors

Section 4: Evaluation Criteria (Scored)

All applications that meet the minimum requirements in Section 2 and 3 will be scored on how the project meets: (1) the REAP 2.0 Program Objectives and SCAG Key Priorities, and (2) provides Transformative and Significant Beneficial impacts in relation to the following criteria. More detail on each of the criteria is provided below as well as in Section 3.2 of the PATH Program Guidelines.

Please note that responses for all scored questions must score a one (1) or greater to be eligible for funding.

In each response, please include information about how the project connects to and implements the Housing Supportive Infrastructure Key Connection in the Connect SoCal SCS (see Section 3.4 for more information and a link to the Connect SoCal Plan).

Evaluation Criteria		Unweighted Points Possible	Weighting Factor	Percent of Total
1	Lead to a Transformative Significant Beneficial Impact	15		45%
1.1	Accelerate Infill Development that facilitates housing supply, choice, and affordability.	5	3	15%
1.2	Affirmatively Further Fair Housing (AFFH)	5	3	15%
1.3	Reduce Vehicle Miles Travelled	5	3	15%
2	Equitable Targeted Outreach	10		10%
2.1	Engagement with Disadvantaged and Historically Underserved Communities	5	1	5%
2.2	Inclusive, Diverse, and Equitable Engagement	5	1	5%
3	Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness	25		25%
3.1	Existing or Prior Local Policy Commitment	5	1	5%
3.2	Partnerships or Financial Match	5	1	5%
3.3	Ability to Complete the Project and Cost Effectiveness <ul style="list-style-type: none"> – Experience completing similar projects – Plan for ensuring project is completed on time and budget – Approach for ensuring cost effective use of funding 	15	1	15%
4	Prioritize Disadvantaged Priority Populations	10		10%
4.1	Disadvantaged and Historically Underserved Priority Populations	5	1	5%
4.2	Addressing Historic/Current Inequities and Priority Population Benefits	5	1	5%
5	Contributes to Regional Transformative Change	10		10%
5.1	Transformative Approaches to Scale Housing Supply	5	1	5%
5.2	Regional Impact and Applicability	5	1	5%
Total		70		100%

4.1. Lead to a Transformative Significant Beneficial Impact (15 Points)

The following set of questions ask you to describe how the project is a *Transformative Planning and Implementation Activity* (see definition in PATH Program Guidelines, Section 2.0) providing a *Significant Beneficial Impact* (see definition in PATH Program Guidelines, Section 3.2.1) that leads to a substantial change in land use patterns, equity, and travel behaviors.

4.1.1 Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability (5 points)

Please describe how the project accelerates infill development that facilitates housing *supply, choice* and *affordability*. In your response describe how the project will:

- increase the capacity to achieve housing units and result in increased housing production (*housing supply*),
- increase in density, a range of unit types (*housing choice*), and
- range in rent and sale price points with an emphasis on assuring lasting affordability for housing at extremely low, very low, low, and moderate ranges (*housing affordability affordability*).

Please also describe the local market conditions (in relation to housing), if housing production is realistic in the next several years, and how the project scope will help accelerate the timeline to get to increased housing production [500-word limit]

Click or tap here to enter text.

4.1.2 Affirmatively Further Fair Housing (AFFH) (5 points)

Please describe how the proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Please include the achievable actions that meaningfully address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

4.1.3 Reduce Vehicle Miles Travelled (5 points)

Please describe how the proposed project promotes development that reduces vehicle miles travelled and aligns housing production in infill locations consistent with the SCS (Refer to Section 3.4 for information and a link to the Connect SoCal Plan) and the state's climate targets and goals discussed in the California AB32 Climate Change Scoping Plan. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are high.
4	Strong - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are moderate.
3	Suitable – directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
2	Limited – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are low.
1	Weak – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
0	Disqualified – does not meet the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal, and transformative and Significant Beneficial impacts are negligible.

4.2. Equitable Targeted Outreach (10 Points)

4.2.1 Engagement with Disadvantaged and Historically Underserved Communities (5 points)

Describe your entity's experience engaging residents in Disadvantaged and Historically Underserved Communities¹, EJ Areas², and/or Communities of Concern³. If your entity has limited experience, discuss how your entity can gain experience in completing the project. [500-word limit]

Click or tap here to enter text.

¹ "Disadvantaged and Historically Underserved Communities" includes concentrated areas of poverty; Areas of High Segregation and Poverty and areas of low to moderate access to opportunity (TCAC/HCD Opportunity Area Maps); Communities of Concern, Disadvantaged Communities (SB 535 Disadvantaged Communities Map), and Low Income Communities pursuant to Senate Bill 535 (De León, Chapter 830, Statutes of 2012) and Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California's Housing and climate crisis. Communities included in SB 535 and AB 1550 include but are not limited to areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment, or areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

² "EJ Areas" are defined on Page 2 of the Connect SoCal EJ Technical Report as Transportation Analysis Zones that have a higher concentration of minority population OR low-income households than is seen in the region as a whole.

³ "Communities of Concern" are defined on Page 2 of the Connect SoCal EJ Technical Report as Census Designated Places and City of Los Angeles Community Planning Areas that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population AND low-income households.

4.2.2 Inclusive, Diverse, and Equitable Engagement (5 points)

Describe the approach for equitable community engagement, and how community organizations and/or community leaders will be engaged early and on an ongoing basis to inform the proposed engagement strategies. In your response describe how members of disadvantaged and historically underserved communities have been or will be engaged throughout the proposed project and how their input will shape the project and outcomes. [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – includes an explicit description of how stakeholders will be involved, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
4	Strong - includes a description of how applicant will involve stakeholders, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
3	Suitable – loosely describes how stakeholders will be involved, including from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
2	Limited – how stakeholders will be involved is generally described with general details on how affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
1	Weak – engagement is minimal but includes outreach to affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
0	Disqualified – does not include equitable targeted outreach.

4.3. Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness (25 Points)

4.3.1 Existing or Prior Local Policy Commitments (5 points)

Describe how the existing and prior local policy environment supports the project and will accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. To demonstrate the policy environment, describe any plan, policy, ordinance, or program that your entity has completed that supports the readiness of the proposed project, including if your proposed project supports identified sites in the jurisdictions 6th Cycle Housing Element site inventory. [500-word limit]

Click or tap here to enter text.

4.3.2 Partnerships or Financial Match (5 points)

Please describe, as applicable, other sources of funding and partnerships invested in the project. For other funding, please include the funding sources and terms. For partnerships, please describe the nature of the partnerships and long-term commitments from the various organizations. In your response, please describe how the project could leverage or act as a catalyst for additional investment, how this supports or aligns with any other major infrastructure projects or housing developments in the immediate areas, and how you will work or partner with agencies, utility providers or organizations to facilitate and implement this project. [500-word limit]

Click or tap here to enter text.

4.3.3. Ability to Complete the Project and Cost Effectiveness (15 Points)

The following set of questions ask you to describe how your entity will ensure the project is successfully completed by December 31, 2025 and how cost-effective means will be incorporated.

- A. *Experience completing similar projects.* Describe your entity's experience completing similar projects. (5 Points) [250-word limit]

Click or tap here to enter text.

- B. *Plan for ensuring project is completed on time and budget.* Please outline your entity's plan to ensure the project is completed on time and on budget. In your response, please discuss how your entity will address timing delays or cost overruns. In addition, please describe any risks to implementing the Project Scope by December 2025, including any funding gaps. How are you tracking these risks and what strategies could be used to mitigate them? (5 Points) [250-word limit]

Click or tap here to enter text.

- C. *Cost Effectiveness.* Please describe the approach for ensuring cost effective uses of the funding requested. Please refer to the scope and budget when discussing how the proposal best utilizes the funding to achieve desired outcomes. Your response should correspond to the information provided in the budget & timeline, scope and deliverables, and outcomes and metrics attachment. Provide a brief, more technical description of the Project Scope. For example, provide its length, amount/capacity of infrastructure added (e.g., sewer line diameter, etc.) and/or any design features that help contextualize the project's cost. (5 Points) [250-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional - Clearly demonstrates extensive local policy, community support, and/or financial investments. Applicant has extensive experience and approach for ensuring the project will be completed successfully. Clearly demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
4	Strong - Clearly demonstrates an amount of policy, partnerships, and/or financial investments. Applicant has experience and approach for ensuring the proposed project is completed successfully demonstrating ability to complete the project in the REAP 2.0 timeframe and for funding requested.
3	Suitable - Demonstrates a commitment to policy, partnership, or financial support. Applicant has experience and reasonably demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
2	Limited - Demonstrates a commitment to policy, partnership, or financial support. Demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
1	Weak – Includes possible partnerships, supporting policies, and options for building local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested.
0	No evidence – lacks partnerships, policy match, or local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested. A cumulative score of zero (0) disqualifies the application.

4.4. Prioritize Disadvantaged Communities (10 Points)

4.4.1 Disadvantaged and Historically Underserved Priority Populations (5 points)

SCAG prioritizes funding in or providing direct benefit to historically disadvantaged, underserved, underrepresented, and under resourced areas. SCAG has identified “Priority Populations” which include the designations below. These designations allow SCAG to demonstrate how funding programs have a significant geographic or region-wide benefit for disadvantaged and historically underserved communities.

Using the SCAG mapping tool, please identify the Priority Populations the project will serve. Please check the box next to all Priority Populations in the list above that will be served by the project. In the space next to each checked priority population please list the priority populations identified.

Priority Populations include:

- ☐ SB535 Disadvantaged Communities (CalEnviroScreen 4.0): Click or tap here to enter text.
- ☐ SCAG Communities of Concern (Defined in Section 4.2.1): Click or tap here to enter text.
- ☐ TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities is also prioritized): Click or tap here to enter text.
- ☐ AB 1550 Communities: Click or tap here to enter text.

Once all Priority Populations supported have been identified, please create and save a map showing all of the Priority Populations. Instructions for using the SCAG mapping tool are available online at <https://scag.ca.gov/programs-accelerate-transformative-housing-path>. This map must accompany your submitted application.

Please note that how the project supports the identified Priority Populations must be clearly stated in Section 4.4.2.

4.4.2 Addressing Historic/Current Inequities and Priority Population Benefits (5 points)

Please describe how the proposed project benefits the Priority Populations identified in Section 4.4.1. In your response include how the project will address and repair historic and/or current inequities related to climate change, environmental justice, housing security, housing affordability, reducing displacement, and/or expanding access to higher resourced communities. [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – will produce tangible benefits for disadvantaged communities, repair historic and/or current inequities related to housing affordability and reduce displacement.
4	Strong – will support disadvantaged communities, improve housing affordability, and reduce displacement.
3	Suitable - will loosely support disadvantaged communities, improve housing affordability, and reduce displacement.
2	Limited – includes some support for disadvantaged communities, minimal improvement in housing affordability or reducing displacement.
1	Weak – indirectly supports disadvantaged communities and does not improve housing affordability or reduce displacement.
0	Disqualified - the project does not support disadvantaged communities or has potential to negatively affect housing affordability or increase displacement without providing acceptable mitigation.

4.5. Contributes to Regional Transformative Change (10 Points)

The following set of questions ask you to describe how the project achieves regional goals with an emphasis on realistic and achievable innovations advancing and expanding the conditions necessary to scale housing supply, choice, and affordability to meet the 6th Cycle RHNA, implement SCAG’s 2020 adopted Connect SoCal, and meet community needs for housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

4.5.1 Transformative Approaches to Scale Housing Supply (5 Points)

Please describe how the project incorporates transformative approaches for advancing and expanding the conditions necessary to scale housing supply, choice, and affordability locally, and in relation to the Southern California region. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

4.5.2 Regional Impact and Applicability (5 Points)

Please describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GHG) and Vehicle Miles Traveled (VMT), which include: focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts across the SCAG region. In your response, describe how the project's impact on reducing GHG and VMT extends beyond the immediate project area to beneficially impact the region. Expand how the project supports regional sustainability and resilience beyond the immediate project area. Please also discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – Implements the SCS, uses innovative approaches, can be applied in similarly built contexts.
4	Strong – Implements the SCS, uses innovative approaches, might be possible to apply in similarly built contexts.
3	Suitable – Implements the SCS, approaches are somewhat innovative, might be possible to apply in similarly built contexts.
2	Limited – Implements the SCS, approaches are somewhat innovative, most likely not possible to apply in similarly built contexts.
1	Weak – Implements the SCS, approaches are not innovative, most likely not possible to apply in similarly built contexts.
0	Disqualified – does not implement the SCS or incorporate innovative approaches, most likely not possible to apply in similarly built contexts.

End of Application

...



REGIONAL UTILITIES TO SUPPORT HOUSING (RUSH) PROGRAM APPLICATION-CAPITAL PROJECTS

Non-transportation utilities infrastructure planning and improvements

Submittal Instructions

Issued: September 11, 2023

Responses due by 11:59 p.m. on November 6, 2023

The application must be submitted in pdf format with supporting materials with excel-based templates in excel format. All documents should be submitted as separate files.

Applications can be submitted at any time during the application period. SCAG will consider all applications submitted during the application period received at the closing time and day.

More information at: www.scag.ca.gov/reap2021

Submit completed applications along with all required attachments, and any to: housing@scag.ca.gov with “RUSH Application – Capital Projects, Entity Name” in the subject line. An emailed drop box link is also acceptable.

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Introduction

SCAG has allocated a total of \$35M to the RUSH Pilot Program. The Program is focused on *utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Goals and Objectives*. Projects should include building capacity for a sizable number of housing units and work towards addressing housing affordability.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure that increases water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

All projects MUST include a clear nexus to housing production in infill areas. Eligible project types include:

- **Infrastructure Planning** – Creating plans and programs, including green infrastructure plans, to support increased utility capacity in areas designated for residential development in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale and include green elements. Potential projects could include, but are not limited to the following:
 - Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
 - Creating a Capital Improvement Plan
 - Creating a Green Infrastructure Plan
 - Digital Utility Data Inventory Tools
 - Developing Cost Estimating Tools for Utility Improvements and Connections
 - Pilot Innovations
- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:
 - Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
 - Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.

For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025. The applicant must demonstrate the ability to complete this in budget/timeline, scope/deliverables, and delivery basics workbook in the submitted applications.

A total of \$35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to \$30M will be allocated to *Capital Projects*, with a maximum award of up to \$10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to \$5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between \$800K- \$1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas. Depending on interest in the program, funding requests could be awarded in full or in part.

Please see PATH Guidelines for more detail on eligible activities.

This application is for Capital Projects.

Eligible Applicants

Eligible applicants must be a(n):

- SCAG Counties or Cities or,
- Tribal Entity with regulatory land use authority (within the SCAG Region) or,
- Public Agencies with role in housing production (within the SCAG Region).

Office Hours and Technical Assistance

SCAG staff is available to respond to questions and discuss proposed projects. An applicant does not need to have a project fully developed to participate in one-on-one consultations. Efforts will be made to accommodate meeting requests. There is no limit to the number of meetings possible. Interested applicants can visit SCAG's REAP 2021 webpage at: www.scag.ca.gov/reap2021 to schedule an appointment and for information about technical assistance available, visit <https://scag.ca.gov/programs-accelerate-transformative-housing-path>

Submit questions and, requests for additional information by email with "RUSH Application – Capital" in the subject line to: housing@scag.ca.gov

Feedback on an application or a proposed project shared by SCAG staff should not be considered an indication the proposed application or project will be awarded funding. Please see the PATH Program Guidelines for information on overall program requirements, program objectives and evaluation criteria.

Selection Process

Each of the three funding areas in the PATH Program will begin with a call for applications. The application will be made available when the call is announced. The call will specify the period during which applications

will be accepted. While each call is open, an applicant may amend a response that has been submitted up to the response due date and time (close of the call). Once the call is closed, no further amendments are allowed. Applicants are encouraged to take advantage of SCAG's technical assistance that is available. More information is provided below and at www.scag.ca.gov/reap2021.

SCAG staff will review all responses received during an open call in two (2) stages: 1) Completeness (see the application submittal checklist) and 2) Technical Scoring and Evaluation.

The Completeness Review evaluates the completeness of the application and compliance with the submittal requirements. If all requirements are not met, SCAG staff will notify the applicant that the application is incomplete and will not be considered. Submitted application materials will not be returned. Results of the Completeness review are final and may not be appealed. SCAG may, in its sole discretion, request additional information or clarification of any portion of an application from the applicant and its applicant team.

Applications that pass Completeness Review move to Technical Scoring and Evaluation, which evaluates projects based on the Project Application Scoring Criteria. All complete applications will be evaluated by a selection panel using the scoring rubric and evaluation criteria provided in Section 4 of the application. The selection panel may request additional information or clarification of any portion of an application from applicants related to the scoring criteria. The selection panelists' scores for each application will be compiled to produce the final score. The selection panel will then meet to determine the final ranking of applications. Applicants will be notified of their score. Selected applications will be issued a conditional award letter and recommended for funding to the Regional Council. All conditional awards are provisional until approved by the Regional Council.

Selection Process Timeline

The following selection process timeline has been developed for the RUSH Pilot Program, subject to change.

Regional Utilities Supporting Housing (RUSH) Pilot Program	
Application Period Opens:	September 11, 2023
Application Workshop:	See website for workshop date
Application Consultation and Office Hours:	September – November 2023
Application Due Date: (Applications can be submitted prior to but will be considered after the application due date)	November 6, 2023 Closes at 11:59PM PDT
Evaluation Period:	November – December 2023
Conditional Notice of Awards issued:	Early 2024
Regional Council Approval of Awards:	Early 2024
Initiate Funding Agreements:	Early 2024

Administrative Provisions

SCAG's Rights and Responsibilities

SCAG reserves the right to change the requirements and policies described in this Program Application at SCAG's sole discretion. SCAG is responsible only for what is expressly stated in the Program Application, any authorized written addenda, and any posted Questions and Answers. Such addenda shall be made available to each person or organization via SCAG's REAP 2021 webpage (www.scag.ca.gov/reap2021). It is the responsibility of applicants to ensure, prior to submission, that their application reflects the most recent addenda information, program requirements, and policies. By submission of an application, each applicant acknowledges receipt of all addenda, if any, that are emailed or posted on the SCAG REAP 2021 website. SCAG is not responsible for and shall not be bound by any representations otherwise made by any individual acting or purporting to act on its behalf if those representations conflict with Program Application requirements.

SCAG'S Discretion

SCAG reserves the right, in its sole discretion, to disqualify any application that is incomplete, out of order, lacks required attachments, or contains other content errors, inconsistencies, misrepresented information, or other deficiencies. Forms provided in the Program Application must be used and information provided otherwise may be disregarded at SCAG's discretion. SCAG reserves the right to waive disparities in a proposal if the sum and substance of the application is present. Furthermore, SCAG reserves the right to terminate this program at any time without prior notice.

Cost of Application Preparation

The cost of application preparation shall be borne by the applicant. In no event shall SCAG be liable for any expenses incurred in the preparation and submission of the application.

Application is Property of SCAG

Once submitted, each application becomes the property SCAG and becomes a public record. SCAG is not liable for the public disclosure of any information contained in an application.

Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. Regardless of any extension, funding awards must be encumbered before June 30, 2024. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed. Regardless of any extension granted, all funds must be fully expended and final reports submitted to SCAG before June 30, 2026.

RUSH PROGRAM APPLICATION-CAPITAL PROJECTS SECTIONS 1-4

Application

To be considered for the RUSH Program, the applicant must be eligible and file a completed application with all required attachments before the close of the call for applications.

Submittal Checklist

Please check each box in the lists below as each is completed.

The application includes the following sections, which must be filled out completely:

- ☐ Section 1. Application Terms and Signature
- ☐ Section 2. Minimum Requirements
- ☐ Section 3. Contact Information and Project Description
- ☐ Section 4. Evaluation Criteria

The following attachments must accompany the completed application:

- ☐ Budget/Timeline, Scope/Deliverable, and Delivery Basics Workbook for Capital Projects
(Use Provided Excel Template, complete all 3 tabs)
- ☐ Project Area Maps (Guidance on creating and saving the maps is provided at www.scag.ca.gov/reap2021)
 - Map showing that the project area meets the definition of infill, (refer to Infill Guidance Document);
 - Map(s) depicting the Disadvantaged Communities and Communities of Concern support by the project (refer to REAP 2.0 Mapping Indicator Tool);
 - Map(s) of the Priority Growth Area(s) in the project area (refer to REAP 2.0 Mapping Indicator Tool).
- ☐ Letter of Support (from a third-party organization that the project meets local housing needs)

Section 1. Application Terms and Signature

A person duly authorized to sign for the entity (city manager, general manager, executive director, planning director or equivalent) must sign and certify the application. If this application is selected for funding, the information contained in this application will become the foundation of a funding agreement with SCAG. Applicants should be aware that SCAG may place stipulations on the project as a condition of the approval. These will be noted at the time of the funding recommendation. SCAG can also withdraw funding if the agency does not comply with the terms of the funding agreement.

Funding available under this Program Application is dependent upon SCAG's receipt of Regional Early Action Planning Grant (REAP 2.0) funds from the State of California. In the event funds offered through this Program Application are not available, SCAG, at its sole discretion, may terminate its obligations resulting from this Program Application.

SCAG reserves the right, in its sole discretion, to reject any and all applications in whole or in part.

Acceptance by SCAG of an application under this Program Application constitutes agreement by the applicant as to all terms, conditions, requirements, and rules of the application but does not constitute a contract or commitment of any kind.

☐ I confirm that I have reviewed the Submittal Checklist and that all application sections and required attachments have been filled out completely and will be submitted together following the Submittal Instructions.

☐ To the best of my knowledge, all information contained in this application is true and correct. If awarded funding from SCAG, I agree that I will adhere to the program guidelines, as well as provide a local resolution evidencing authorization to execute a funding agreement and receive funds.

Click or tap here to enter text.

Signature

Click or tap here to enter text.

Date

Click or tap here to enter text.

Print Name

Click or tap here to enter text.

Title

Click or tap here to enter text.

Entity Name

Section 2: Minimum Requirements

The following requirements establish eligibility to apply.

Section 2.1: Eligibility

The applicant must meet the following criteria:

- Project is submitted by an Eligible Applicant (see page 4 of application).
- Project is located in an Infill Area per REAP 2.0 Infill Definition (see Section 2.2).
- Project scope aligns with REAP 2.0 Eligible Activities (see PATH Guidelines for Eligible Activities).

Does the applicant meet the applicant eligibility requirements as described above?

☐ Yes

☐ No

Is the applicant the implementing agency?

☐ Yes

☐ No

If the applicant is not the implementing agency, state the name of the implementing agency, their role in the project and their involvement to-date:

Click or tap here to enter text.

Does the applicant and implementing agency have a demonstrated track record in successfully completing similar projects? The applicant will be asked to detail their experience in completing similar projects including the experience of any key personnel managing the project in Section 4.3.3 of the application.

☐ Yes

☐ No

If the applicant does not meet the applicant eligibility requirements, do not proceed. Your entity is not eligible.

Section 2.2: Project Meets Infill Definition

Eligible projects must be entirely located in infill areas per the definition below.

Check all boxes that apply to your project. The project must be entirely within areas meeting Part A and Part B, and either Part C-1 or Part C-2. The State defines “infill”, for the purposes of the REAP 2.0 Program, as follows:

- ☐ Part A: The area consists of unused or underutilized lands
- ☐ Part B: Within existing development patterns
- ☐ Part C: That is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:
 - ☐ Part C-1: An urban center, urban corridor, or area with transit-supportive densities, OR
 - ☐ Part C-2: An established community that meets all the following criteria:
 - ☐ 2.1: The area consists of previously consisted of qualified urban uses
 - ☐ 2.2: The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included,
 - ☐ 2.3: No parcel within or adjoining the area is classified as agricultural or natural and working lands.

Is the totality of your project located in an infill area, as defined above?

- ☐ Yes ☐ No

If your project area meets the definition of infill, please follow the instructions provided in the [Infill Guidance Document](#) posted on the scag.ca.gov/reap2021 webpage to create and save an area map of your project area that visually identifies how all activities meet the definition of infill. This map must accompany your submitted application.

If your project area does not meet the definition of infill, do not proceed. Your project is not eligible.

Section 3: Contact Information and Project Description

Section 3.1: Applicant Information

Applicant Name: Click or tap here to enter text.

Description of the entity: Click or tap here to enter text.

Address: Click or tap here to enter text.

Application Contact Name: Click or tap here to enter text. **Title:** Click or tap here to enter text.

Email: Click or tap here to enter text. **Phone:** Click or tap here to enter text.

Number of Applications Submitted: Click or tap here to enter text.

If you are submitting multiple RUSH applications, please prioritize them below by Project Title:

Priority #1: Click or tap here to enter text.

Priority #2: Click or tap here to enter text.

Priority #3: Click or tap here to enter text.

Section 3.2: Project Name and Location

Funding Proposal Title: Click or tap here to enter text.

Project Site: Describe the project area boundary (including street names and boundaries) by jurisdiction, tribal governments, project location or, area coverage and how it relates to housing element sites and/or needs in the community.

Click or tap here to enter text.

Subregion or COG: Click or tap here to enter text. **County:** Click or tap here to enter text.

Estimated Project Costs: Click or tap here to enter text.

Requested Amount: Click or tap here to enter text.

Local Match/Other Sources (Not Required): Click or tap here to enter text.

Section 3.3: Project Description

Please include a short description for the proposed project and relevant details and dates below, including how the project will expand utility capacity to serve housing needs in the community and advance resilience. The project description should align with the information included in the budget, timeline, scope, deliverables, and delivery basics workbook that is linked in Section 4.3.3. In your response, describe the status of the project and whether this is a phase of a larger project. [250-word limit]

Click or tap here to enter text.

Section 3.4: Connect SoCal Priority Growth Areas

Priority Growth Areas (PGAs) follow the principles of center-focused placemaking and are locations where many Connect SoCal strategies can be fully realized. Projects do not need to be in PGAs to be eligible for funding. The map will help describe how your project contributes to regional transformative change, which is one of the evaluation criteria in Section 4.5. For more information on PGAs please see the [2020 Connect SoCal Plan](#) (page 50).

Instructions for using the SCAG mapping tool are available online at <https://scag.ca.gov/programs-accelerate-transformative-housing-path>. This map must accompany your submitted application. Although listed as PGA in Connect SoCal, Spheres of Influence do not qualify for REAP 2.0 funding.

Please use the [REAP 2.0 Indicator Mapping Tool](#) to create and save a map of your project area that visually identifies how all PGAs and check off which layers that apply below.

- ☐ Job Centers
- ☐ Transit Priority Areas
- ☐ High Quality Transit Areas
- ☐ Neighborhood Mobility Areas
- ☐ Livable Corridors

Section 4: Evaluation Criteria (Scored)

All applications that meet the minimum requirements in Section 2 and 3 will be scored on how the project meets: (1) the REAP 2.0 Program Goals and Objectives and SCAG Key Priorities, and (2) provides Transformative and Significant Beneficial impacts in relation to the following criteria. More detail on each of the criteria is provided below as well as in Section 3.2 of the PATH Program Guidelines.

Please note that responses for all scored questions must score a one (1) or greater to be eligible for funding.

In each response, please include information about how the project connects to and implements the Housing Supportive Infrastructure Key Connection in the Connect SoCal SCS (see Section 3.4 for more information and a link to the Connect SoCal Plan).

Evaluation Criteria		Unweighted Points Possible	Weighting Factor	Percent of Total
1	Lead to a Transformative Significant Beneficial Impact	15		45%
1.1	Accelerate Infill Development that facilitates housing supply, choice, and affordability.	5	3	15%
1.2	Affirmatively Further Fair Housing (AFFH)	5	3	15%
1.3	Reduce Vehicle Miles Travelled	5	3	15%
2	Equitable Targeted Outreach	10		10%
2.1	Engagement with Disadvantaged and Historically Underserved Communities	5	1	5%
2.2	Inclusive, Diverse, and Equitable Engagement	5	1	5%
3	Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness	25		25%
3.1	Existing or Prior Local Policy Commitment	5	1	5%
3.2	Partnerships or Financial Match	5	1	5%
3.3	Ability to Complete the Project and Cost Effectiveness <ul style="list-style-type: none"> – Experience completing similar projects – Plan for ensuring project is completed on time and budget – Approach for ensuring cost effective use of funding 	15	1	15%
4	Prioritize Disadvantaged Priority Populations	10		10%
4.1	Disadvantaged and Historically Underserved Priority Populations	5	1	5%
4.2	Addressing Historic/Current Inequities and Priority Population Benefits	5	1	5%
5	Contributes to Regional Transformative Change	10		10%
5.1	Transformative Approaches to Scale Housing Supply	5	1	5%
5.2	Regional Impact and Applicability	5	1	5%
Total		70		100%

4.1. Lead to a Transformative Significant Beneficial Impact (15 Points)

The following set of questions ask you to describe how the project is a *Transformative Planning and Implementation Activity* (see definition in PATH Program Guidelines, Section 2.0) providing a *Significant Beneficial Impact* (see definition in PATH Program Guidelines, Section 3.2.1) that leads to a substantial change in land use patterns, equity, and travel behaviors.

4.1.1 Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability (5 points)

Please describe how the project accelerates infill development that facilitates housing *supply, choice* and *affordability*. In your response describe how the project will:

- increase the capacity to achieve housing units and result in increased housing production (*housing supply*) and how this relates to your RHNA allocation,
- increase in density, a range of unit types (*housing choice*), and
- range in rent and sale price points with an emphasis on assuring lasting affordability for housing at extremely low, very low, low, and moderate ranges (*housing affordability affordability*).

Please also describe the local market conditions (in relation to housing), if housing production is realistic in the next several years, and how the project scope will help accelerate the timeline to get to increased housing production [500-word limit]

Click or tap here to enter text.

4.1.2 Affirmatively Further Fair Housing (AFFH) (5 points)

Please describe how the proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Please include the achievable actions that meaningfully address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

4.1.3 Reduce Vehicle Miles Travelled (5 points)

Please describe how the proposed project promotes development that reduces vehicle miles travelled and aligns housing production in infill locations consistent with the SCS (Refer to Section 3.4 for information and a link to the Connect SoCal Plan) and the state's climate targets and goals discussed in the California AB32 Climate Change Scoping Plan. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are high.
4	Strong - directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are moderate.
3	Suitable – directly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
2	Limited – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are low.
1	Weak – indirectly addresses the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal. Transformative and Significant Beneficial impacts are uncertain.
0	Disqualified – does not meet the REAP 2.0 Program Objectives and SCAG Program Framework Core Objectives, including Connect SoCal, and transformative and Significant Beneficial impacts are negligible.

4.2. Equitable Targeted Outreach (10 Points)

4.2.1 Engagement with Disadvantaged and Historically Underserved Communities (5 points)

Describe your entity's experience engaging residents in Disadvantaged and Historically Underserved Communities¹, EJ Areas², and/or Communities of Concern³. If your entity has limited experience, discuss how your entity can gain experience in completing the project. [500-word limit]

Click or tap here to enter text.

¹ "Disadvantaged and Historically Underserved Communities" includes concentrated areas of poverty; Areas of High Segregation and Poverty and areas of low to moderate access to opportunity (TCAC/HCD Opportunity Area Maps); Communities of Concern, Disadvantaged Communities (SB 535 Disadvantaged Communities Map), and Low Income Communities pursuant to Senate Bill 535 (De León, Chapter 830, Statutes of 2012) and Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California's Housing and climate crisis. Communities included in SB 535 and AB 1550 include but are not limited to areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment, or areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

² "EJ Areas" are defined on Page 2 of the Connect SoCal EJ Technical Report as Transportation Analysis Zones that have a higher concentration of minority population OR low-income households than is seen in the region as a whole.

³ "Communities of Concern" are defined on Page 2 of the Connect SoCal EJ Technical Report as Census Designated Places and City of Los Angeles Community Planning Areas that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population AND low-income households.

4.2.2 Inclusive, Diverse, and Equitable Engagement (5 points)

Describe the approach for equitable community engagement, and how community organizations and/or community leaders will be engaged early and on an ongoing basis to inform the proposed engagement strategies. In your response describe how members of disadvantaged and historically underserved communities have been or will be engaged throughout the proposed project and how their input will shape the project and outcomes. [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – includes an explicit description of how stakeholders will be involved, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
4	Strong - includes a description of how applicant will involve stakeholders, and specifically from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
3	Suitable – loosely describes how stakeholders will be involved, including from affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
2	Limited – how stakeholders will be involved is generally described with general details on how affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
1	Weak – engagement is minimal but includes outreach to affected/benefitting Disadvantaged Communities and Historically Underserved Communities.
0	Disqualified – does not include equitable targeted outreach.

4.3. Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness (25 Points)

4.3.1 Existing or Prior Local Policy Commitments (5 points)

Describe how the existing and prior local policy environment supports the project and will accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. To demonstrate the policy environment, describe any plan, policy, ordinance, or program that your entity has completed that supports the readiness of the proposed project, including if your proposed project supports identified sites in the jurisdictions 6th Cycle Housing Element site inventory.

[500-word limit]

Click or tap here to enter text.

4.3.2 Partnerships or Financial Match (5 points)

Please describe, as applicable, other sources of funding and partnerships invested in the project. For other funding, please include the funding sources and terms. For partnerships, please describe the nature of the partnerships and long-term commitments from the various organizations. In your response, please describe how the project could leverage or act as a catalyst for additional investment, how this supports or aligns with any other major infrastructure projects or housing developments in the immediate areas, and how you will work or partner with agencies, utility providers or organizations to facilitate and implement this project. [500-word limit]

Click or tap here to enter text.

4.3.3. Ability to Complete the Project and Cost Effectiveness (15 Points)

The following set of questions ask you to describe how your entity will ensure the project is successfully completed by December 31, 2025 and how cost-effective means will be incorporated.

- A. *Experience completing similar projects.* Describe your entity's experience completing similar projects. (5 Points) [250-word limit]

Click or tap here to enter text.

- B. *Plan for ensuring project is completed on time and budget.* Please outline your entity's plan to ensure the project is completed on time and on budget. In your response, please discuss how your entity will address timing delays or cost overruns. In addition, please describe any risks to implementing the Project Scope by December 31, 2025, including any funding gaps. How are you tracking these risks and what strategies could be used to mitigate them? (5 Points) [250-word limit]

Click or tap here to enter text.

- C. *Cost Effectiveness.* Please describe the approach for ensuring cost effective uses of the funding requested. Please refer to the scope and budget when discussing how the proposal best utilizes the funding to achieve desired outcomes. Your response should correspond to the information provided in the budget & timeline, scope and deliverables, and outcomes and metrics attachment. Provide a brief, more technical description of the Project Scope. For example, provide its length, amount/capacity of infrastructure added (e.g., sewer line diameter, etc.) and/or any design features that help contextualize the project's cost. (5 Points) [250-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional - Clearly demonstrates extensive local policy, community support, and/or financial investments. Applicant has extensive experience and approach for ensuring the project will be completed successfully. Clearly demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
4	Strong - Clearly demonstrates an amount of policy, partnerships, and/or financial investments. Applicant has experience and approach for ensuring the proposed project is completed successfully demonstrating ability to complete the project in the REAP 2.0 timeframe and for funding requested.
3	Suitable - Demonstrates a commitment to policy, partnership, or financial support. Applicant has experience and reasonably demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
2	Limited - Demonstrates a commitment to policy, partnership, or financial support. Demonstrates ability to complete the project in the REAP 2.0 timeframe and for funding requested.
1	Weak – Includes possible partnerships, supporting policies, and options for building local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested.
0	No evidence – lacks partnerships, policy match, or local capacity. Uncertain about ability to complete the project in the REAP 2.0 timeframe and for funding requested. A cumulative score of zero (0) disqualifies the application.

4.4. Prioritize Disadvantaged Communities (10 Points)

4.4.1 Disadvantaged and Historically Underserved Priority Populations (5 points)

SCAG prioritizes funding in or providing direct benefit to historically disadvantaged, underserved, underrepresented, and under resourced areas. SCAG has identified “Priority Populations” which include the designations below. These designations allow SCAG to demonstrate how funding programs have a significant geographic or region-wide benefit for disadvantaged and historically underserved communities.

Using the SCAG mapping tool, please identify the Priority Populations the project will serve. Please check the box next to all Priority Populations in the list above that will be served by the project. In the space next to each checked priority population please list the priority populations identified.

Priority Populations include:

- ☐ SB535 Disadvantaged Communities (CalEnviroScreen 4.0): Click or tap here to enter text.
- ☐ SCAG Communities of Concern (Defined in Section 4.2.1): Click or tap here to enter text.
- ☐ TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities is also prioritized): Click or tap here to enter text.
- ☐ AB 1550 Communities: Click or tap here to enter text.

Once all Priority Populations supported have been identified, please create and save a map showing all of the Priority Populations. Instructions for using the SCAG mapping tool are available online at <https://scag.ca.gov/programs-accelerate-transformative-housing-path>. This map must accompany your submitted application.

Please note that how the project supports the identified Priority Populations must be clearly stated in Section 4.4.2.

4.4.2 Addressing Historic/Current Inequities and Priority Population Benefits (5 points)

Please describe how the proposed project benefits the Priority Populations identified in Section 4.4.1. In your response include how the project will address and repair historic and/or current inequities related to climate change, environmental justice, housing security, housing affordability, reducing displacement, and/or expanding access to higher resourced communities. Please also describe any potential direct community benefits future developers could contribute as a result of your agency's investment (affordable housing, open space, etc.) [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – will produce tangible benefits for disadvantaged communities, repair historic and/or current inequities related to housing affordability and reduce displacement.
4	Strong – will support disadvantaged communities, improve housing affordability, and reduce displacement.
3	Suitable - will loosely support disadvantaged communities, improve housing affordability, and reduce displacement.
2	Limited – includes some support for disadvantaged communities, minimal improvement in housing affordability or reducing displacement.
1	Weak – indirectly supports disadvantaged communities and does not improve housing affordability or reduce displacement.
0	Disqualified - the project does not support disadvantaged communities or has potential to negatively affect housing affordability or increase displacement without providing acceptable mitigation.

4.5. Contributes to Regional Transformative Change (10 Points)

The following set of questions ask you to describe how the project achieves regional goals with an emphasis on realistic and achievable innovations advancing and expanding the conditions necessary to scale housing supply, choice, and affordability to meet the 6th Cycle RHNA, implement SCAG's 2020 adopted Connect SoCal, and meet community needs for housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

4.5.1 Transformative Approaches to Scale Housing Supply (5 Points)

Please describe how the project incorporates transformative approaches for advancing and expanding the conditions necessary to scale housing supply, choice, and affordability locally, and in relation to the Southern California region. In your response, please discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

4.5.2 Regional Impact and Applicability (5 Points)

Please describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GHG) and Vehicle Miles Traveled (VMT), which include: focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts across the SCAG region. In your response, describe how the project's impact on reducing GHG and VMT extends beyond the immediate project area to beneficially impact the region. Expand how the project supports regional sustainability and resilience beyond the immediate project area. Please also discuss the actions that will be feasibly completed, and the measurable results anticipated. [500-word limit]

Click or tap here to enter text.

Points	Description
5	Exceptional – Implements the SCS, uses innovative approaches, can be applied in similarly built contexts.
4	Strong – Implements the SCS, uses innovative approaches, might be possible to apply in similarly built contexts.
3	Suitable – Implements the SCS, approaches are somewhat innovative, might be possible to apply in similarly built contexts.
2	Limited – Implements the SCS, approaches are somewhat innovative, most likely not possible to apply in similarly built contexts.
1	Weak – Implements the SCS, approaches are not innovative, most likely not possible to apply in similarly built contexts.
0	Disqualified – does not implement the SCS or incorporate innovative approaches, most likely not possible to apply in similarly built contexts.

End of Application

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4. ICTC UPDATES/ ANNOUNCEMENTS

Presented by ICTC Staff



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Memorandum

Date: September 20, 2023
To: ICTC Management Committee Members
From: David Aguirre, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Commission meeting on September 27, 2023.

- 1) **Mobility 21 Summit – September 29, 2023:** *The Mobility 21 Summit is being held on September 29, 2023, at the Disneyland Hotel. Chairman Mike Goodsell will be participating in the Chair's Roundtable breakout session, along with other Southern California transportation leaders, to discuss challenges and solutions transportation agencies have faced post-pandemic in a Q & A format. Previous ICTC Chairs that have participated in the Chair's Roundtable breakout sessions are Maria Nava-Froelich, Luis Plancarte, Cheryl Viegas-Walker, Robert Amparano, George Nava, and James Predmore. Below are some pictures from previous years.*



- 2) **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). *ICTC was able to secure a new grant to provide free fares for all of its transit programs. Due to the previous labor issues, ICTC implemented free fares for all services to assist with the inconvenience to the*

public. The labor issues have since been resolved but ICTC will continue to offer free fares to the public until further notice. ICTC was also able to secure a second grant to provide free fares for all services with the exception of the Calexico On Demand service.

- 3) **IVT Ride Potential Service Modifications:** IVT Ride is a dial-a-ride service that is available to seniors (55 years of age or older) and persons with disabilities in the communities of Calexico, Heber, El Centro, Imperial and Brawley. The service primarily operates in an intracity capacity with the exception of the communities of El Centro, Imperial and Heber and the Westshores service which travels to the city of Brawley or the Coachella Valley. The Westshores service is also available to the general public. Due to continuing declining ridership on all IVT Ride services, staff are exploring the possibility of modifying the service to provide trips to the general public but still provide priority to the senior population. The possible modification would enable the service to capture additional passengers and implement a microtransit like service in various communities. The possible modification would also require financial investment in technology and the development of a passenger web and mobile application. Staff anticipates bringing the further evaluated concept to the Management Committee and Commission in the coming months.
- 4) **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 private bus companies, taxis and farm labor buses. ICTC previously received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. *The environmental and design phase has been completed. Right of Way Acquisition is underway. ICTC has already acquired 1 of the required 3 properties for the project. The city of Calexico Council approved the commencement of the eminent domain process for two of the required properties. ICTC was recently awarded multiple grants to complete the required construction efforts for the project. ICTC received grant awards from the Regional Early Action Planning (REAP) 2.0, Active Transportation Program (ATP) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Programs. ICTC recently participated in a press conference with Congressman Dr. Raul Ruiz to announce the award of the RAISE grant.*
- 5) **Bus Stop Improvement Project:** Staff are working on developing a bus stop improvement project across multiple cities throughout the county. The project consists of installing various bus shelters and potentially other amenities. ICTC will be coordinating with the various cities to complete the development. It is anticipated that the project will be completed within FY23-24.
- 6) **EV Charger Installation Project:** Staff are working on developing an EV charger installation project across multiple cities throughout the county. ICTC will be coordinating with the various cities to complete the development. It is anticipated that the project will be completed within FY23-24.
- 7) **Calexico Microtransit Service – Calexico On Demand:** ICTC submitted a grant application for the Clean Mobility Options (CMO) program in October of 2020. The grant application was submitted to provide a clean energy microtransit service in the city of Calexico. In early 2021, ICTC was notified of its grant award of \$1 Million to fund the pilot microtransit service. The microtransit service will operate as an on-demand service available to provide trips to the general public within the boundaries of the city of Calexico. The award required that ICTC fund and operate the service for a minimum of 4 years. ICTC partnered with Via Transportation, an experienced transportation operator to operate the service. ICTC and Via began the development of the project including service criteria, marketing information, and operational criteria. ICTC obtained approval from the CMO program to commence the service. ICTC kicked off the service on January 9th, 2023, and intends to have a formal event to celebrate the kickoff of the service as soon as approval is received by the CMO. The service was free for all passengers until February 9th, 2023. Further information about the service can be viewed on the website: <https://city.ridewithvia.com/calexico-ondemand>. The service has averaged 180 passengers per day since the removal of the free fares and has been well received. ICTC has been working with CMO to obtain additional funding for the project. ICTC was awarded an additional \$500,000 to be utilized for operations of the service and additional service hours. The contract amendment with the operator was approved at the June meeting.

- 8) **2022 Long Range Transportation Plan:** The ICTC in its capacity as the Regional Transportation Planning Agency is responsible to lead the Long Range Transportation Plan (LRTP) in Imperial County. The last update to the LRTP was conducted in 2013. ICTC staff completed a Request for Proposal (RFP) to prepare a full update of the Imperial County LRTP. Michael Baker International was the selected consultant. The goal of the LRTP is to provide the following:
- Identify and promote the relationship between the transportation system to existing and future land use and community comprehensive plans and programs.
 - Provide guidance to promote the improvement of multi-modal transportation circulation of people and goods, using both motorized and non-motorized transportation modes, new technologies and infrastructure facilities.
 - Recommendations and guidance to provide a safe, efficient, accessible, socially equitable and cost-effective transportation system.
 - Ensure compliance with state and federal transportation planning regulations.
 - Develop recommendations that ensure environmentally sustainable planning practices.

The consultant team continues to work on the existing conditions technical memorandum. The first TAC meeting was held on March 30, 2022, and was attended by a diverse stakeholder group comprised of local, regional, environmental justice groups and economic development organizations. In addition, an all-day event with six (6) subgroup meetings was held on April 6, 2022, that encompassed subgroups for:

- Highways and Local Roadways
- Border and Goods Movement
- Pedestrian, Bicycles and Microbility
- Transit and Paratransit / Senior and Disabled Service
- Environmental and Environmental Justice
- Developers / Economic Development / Small Business Liaison

Virtual and pop-up outreach events were held in the month of July to inform the public of the upcoming draft document and opportunity to provide input. *The draft LRTP is currently under review and was presented to TAC and the Steering Committee at the end of August. The completed draft LRTP public review and comments period ended on September 6, 2023. It is anticipated that the document adoption will be in the of October/November timeframe. To access the completed documents and draft project listing, please visit the project website located at <https://ictc-lrtp2023.org/new-page-2>.*

- 9) **Forrester Road Project Study Report (PSR):** Caltrans District 11 has been working on a project report on behalf of ICTC. The PSR will analyze safety and operation improvements along Forrester Road between I-8 and SR86/SR78. Other improvements include the Westmorland bypass. A meeting to discuss the draft PSR took place at the ICTC offices on Wednesday, March 29, 2023, at 9 a.m. Further updates to the PSR are anticipated along with additional meetings to discuss the updated PSR.
- 9) **Coordinated Border Infrastructure Program Funds:** Project considerations have been compiled from all ICTC member agencies. Lead agencies have expressed interest in \$2M Coordinated Border Infrastructure (CBI) Program funds and would be able to provide the corresponding matching funds for their corresponding project listed below. All projects listed have been identified by the lead agency as a project of regional significance; however, some projects have stronger nexus to CBI funding requirements than others. Meeting CBI requirements is an important requirement in the selection of the project(s).

Project List for Consideration		
Agency	Project Name	Work Completed
City of Brawley	Best Road Rehabilitation Project from Main Street to Ganado Road	
City of Calexico	2nd Street/All American Canal Bridge Replacement	

	2nd Street Bridge Widening at New River	Cost Estimates were completed but need to be updated
City of Calipatria	Sidewalks along Hwy 111	
City of El Centro	Imperial Avenue Extension South Phase 4	Environmental (NEPA) cleared
City of Holtville	Sidewalks along Hwy 115	
City of Imperial	P Street/Clark Road Rehabilitation Project from Aten Blvd. to Worthington Road (including work in the County of Imperial)	Preliminary costs completed
City of Westmorland	SR86 & Martin Road Signalization	
County of Imperial	Picacho Road Bridge Replacement	Design in progress & CEQA & NEPA in progress
	Drew Road Bridge***	

***The County of Imperial has expressed interest in seeking CBI funds for the Picacho Road Bridge Replacement to redirect local funds towards the improvements to Drew Road Bridge. The Drew Road Bridge project currently has 90% design completed. The County of Imperial can commit to deliver the Drew Bridge Project by February 2025 if granted CBI funding for Picacho Road Bridge.

- 10) **Imperial Mexicali Binational Alliance (IMBA):** An IMBA meeting was held on August 10, 2023, at the City of Mexicali's Preparatoria Universidad 16 de septiembre. The meeting included presentations by the North American Development Bank: NADBank, border infrastructure project updates, education updates, and economic development updates. *The next IMBA meeting will be held in Imperial County in October 2023.*
- 11) **Calxico 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, ICTC was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. ICTC subsequently received TCEP in the amount of \$7.4 Million for construction efforts. *The design portion of the project is complete. The project construction is underway, and construction is anticipated to be completed at the end of 2023 due to delays with the issuance of the presidential permit. Approximately 80% of construction efforts have been completed. The project was temporarily on hold due to the issuance of the presidential permit to relocate the border fence. The Presidential Permit was received on July 7, 2023. ICTC is working with the contractor to restart the project as quickly as possible. A Ribbon Cutting event will be held sometime in October or November, or as soon as construction for the bridge portion is completed. It is anticipated that the overall project will be completed during the beginning months of the 2024 calendar year.*
- 12) **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. On Wednesday, March 17, 2021, 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 \$1.3 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 is committed to 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 obtaining Caltrans Permits and Environmental Clearance. The improvement plans will be submitted to Caltrans for review and comment.

- 13) **Bus Stop along Cole Road west of Highway 111 in the City of Calexico:** *ICTC received a request through its Unmet Transit Needs Public Hearing Process asking for the installation of bus stop improvements along Cole Road west of Highway 111 in the City of Calexico. ICTC and the City of Calexico were able to work together to have the bus shelter and associated infrastructure improvements installed. The bus stop is now open for public use.*
- 14) **Clean California Bus Stop Improvement Project:** *Through Clean California Round 1 Funding, Caltrans was able to secure funding to complete bus stop and shelter improvements in the communities of Niland, Calipatria, Brawley and Holtville along various state routes. Caltrans, ICTC and the communities worked together to identify locations, in addition to reviewing possible secondary amenities such as trash enclosures. Construction activities for the new bus stop improvements began on March 13, 2023.*
- 15) **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 was awarded in the amount of \$103.4 million. Work for phase 2B will include demolition of the old port building and construction of the new pedestrian building. The total estimated investment for the Calexico West POE improvements are \$416.2 million. Construction efforts for the West Port of Entry are anticipated to begin on September 26, 2022. Noticing information pertaining to lane closures and closure times, adjustments to the East Port of Entry passenger vehicle operating hours and other items have been distributed and shared via multiple media outlets including ICTC's website at [Canopy construction at the Calexico West Port of Entry to impact vehicle traffic | Imperial County Transportation Commission \(imperialctc.org\)](https://www.imperialctc.org/canopy-construction-at-the-calexico-west-port-of-entry-to-impact-vehicle-traffic)*
- 16) **Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025:** *The STBG and CMAQ Call for Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at <http://www.imperialctc.org/call-for-projects/>. Applications were submitted on Friday, February 25, 2022, to ICTC office. All agencies submitted with the exception of the City of Westmorland and IID. A total of 10 STBG and 11 CMAQ applications were received by ICTC. Funding requests exceed the CMAQ and STBG amounts available for the three (3) fiscal years.*

Program	Total Amount Available	Amount Requested by All Applicants
CMAQ	\$5,222,306	\$9,136,697
STBG	\$7,706,117	\$16,640,508

Technical staff representing all the cities and county participated in a scoring and ranking meeting on March 17, 2022, at the ICTC offices. This item was approved by the Commission on April 27, 2022. ICTC staff worked with local

agency staff and programmed all approved projects in the Federal Transportation Improvement Program (FTIP). Additionally, in response to the Federal Highway Administration (FHWA) corrective action of future CMAQ and STBG funds, ICTC staff has worked with member agency staff and completed a mini call for projects for FFY 2025/26 CMAQ and STBG funds. On Thursday, October 6th all member agencies reviewed and ranked projects submitted for FFY2025/26 funding. Project list recommendation was reviewed and approved by Management Committee and Commission on November 9, 2022.

- 17) **Orchard Road & SR115 Traffic Concept Report:** *During the Commission meeting of September 2022, the Commission asked ICTC staff to follow up on the SR 115 Transportation Concept Report (TCR). ICTC staff has conducted meetings with Caltrans and County Public Works staff during the week of October 17th. ICTC staff in partnership with County and Caltrans staff are continuing discussions for short term options to deter trucks from using Orchard Road. The parties are also expected to discuss long term options as well. More information will be shared as discussions continue.*
- 18) **Regional Active Transportation Program:** ICTC staff has been working with staff from the Southern California Association of Governments (SCAG) in the development of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S). The approved California Transportation Commission 2023 ATP (Cycle 6) program guidelines divide the funds into state and regional shares. State funds are available through a competitive application process. Applicants that are unsuccessful at the state level are considered for regional funds. Regional ATP funds are administered by the Metropolitan Planning Organizations (MPO). SCAG is Imperial County's MPO. Per SCAG's 2023 ATP Regional Guidelines, county transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. ICTC staff has completed the adoption process of the scoring methodology. ICTC staff received state scoring of ATP applications from Imperial County and presented staff recommendations to TAC members on December 15, 2022. Staff recommendations were approved at the January Commission meeting. See the table below for further information. *Next steps include approval of the projects by SCAG and ultimately the California Transportation Commission during their June 2023 meeting.*

Regional ATP Projects		
Agency	Project Name	Total ATP Funds Requested
City of Calipatria	Bonita Place Pedestrian Safety Project	\$997,000
City of El Centro	Pedestrian Improvement Project – various locations on Main Street	\$1,200,000
ICTC	Pedestrian Improvements for the Calexico Intermodal Transportation Center	\$1,073,000
TOTAL Regional ATP funds		\$3,270,000

- 19) **San Diego & Imperial Counties Sustainable Freight Strategy:** San Diego Association of Governments (SANDAG) and ICTC received a Caltrans Sustainable Transportation Planning Grant for a Sustainable Freight Implementation Strategy for both counties. The goal with the strategy is to help transition the freight sector in San Diego and Imperial Counties to sustainable technologies, operations, infrastructure over the next 30 years. The strategy will systematically implement multimodal freight projects and policies, seek to pilot innovation technologies, create a workforce development toolkit, and identify potential funding sources for implementation. The area of study includes communities adjacent to major freight infrastructure in San Diego and Imperial Counties. Environmental justice areas, as defined by AB617, will be a particular focus and include the Portside Environmental Justice Communities, the International Border Community, and Calexico-El Centro-Heber corridor. This plan kicked off in February 2022 and is expected to be completed March 2024. Public engagement has been instrumental in the creation of this strategy, participants of Imperial County have included County Public Works department, Work Force Development, Comité Civico del Valle, Imperial Valley Economic Development Corporation, among others. *Strategy outcomes are scheduled to be presented to SANDAG and ICTC groups as well as community organizations such as IMBA and AB617 meetings starting in June in Imperial County.*

- 20) **Potential Bus Stop in Calipatria:** ICTC has evaluated all 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 are proposing to utilize the IVC Express route to potentially service the area. ICTC and City staff have begun coordination to implement infrastructure associated with the 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. The City of Calipatria has engaged its engineering team to review applicable infrastructure needs.*
- 21) **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 to due to environmental impacts and other utility projects in progress within the project area. Construction of the project began on August 6, 2021. The existing contractor of the project has been removed. Caltrans has secured a new temporary contractor to complete the project improvements from Ollie Avenue to Highway 111. Caltrans completed Phase 1 in late November. Phase 2 of the project commenced on January 9th, 2023. The portion of the project that consisted of the north side of Highway 98 between Highway 111 and Ollie Avenue has been completed. Caltrans is now working on completing the east side of Highway 98 between Highway 111 and Rockwood Avenue.*
- 22) **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).
- 23) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** *According to the California League of Cities, overall local streets and roads allocations to cities and counties from the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (RMRA) are projected to climb 14.8% in the current fiscal year, 2021-22, above last year, reflecting a rebound from peak impacts of the pandemic in 2020. For the budget year 2022-23, allocations are projected to grow 10.8% over the current year. This presumes that if the scheduled July 1 cost-of-living fuel tax increase is suspended, the Legislature will backfill any revenue impacts to local governments as leaders have pledged. The estimates are based on new statewide tax revenue estimates released by the California Department of Finance with the Governor's 2022-23 Proposed Budget. The county estimates were prepared in collaboration with the California State Association of Counties.*
For RMRA remittance advice by cities visit: https://www.sco.ca.gov/ard_payments_rmra_cities.html
For RMRA remittance advice by counties visit: https://www.sco.ca.gov/ard_payments_rmra_counties.html
- 24) **State Legislation for Transportation Funding – SB 1 Local Partnership Program (LPP):** *Local Partnership Program is comprised of formulaic program and competitive programs. The Local Partnership Formulaic Program (LPFP) funds share distributions for Cycle 3 are in the amount of \$1,549,000. Cycle 3 LPFP funds must be programmed and allocated in FY 2022-2023 and before June 30, 2023. The Program guidelines require a 50% match, project nomination forms must be collected by ICTC and submitted to the California Transportation Commission (CTC) for programming approval. Subsequently, the cities/county must submit allocation request to the CTC for use of funds. A one-time extension is allowed for allocation approval by the CTC for up to 12 months. If both programming, allocation, and/or time extension is approved by June 30, 2023, funds will lapse.*

ICTC staff is preparing to initiate the funding distribution discussion with member agency staff at the TAC meeting on August 25, 2022. Upon review and recommendations received by TAC members, project nomination forms will be gathered and presented to the ICTC Management and Commission in the September or October meetings.

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

25) Partnerships with IVEDC:

- **Southern Border Broadband Consortium (SBBC):** 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; The SBBC has participated in the development of a Digital Equity Best Practices Checklist and Imperial County Broadband Priority Routes. *The grant Cycle 1 has one (1) pending invoice waiting for approval. Budget Recap:*

Cycle 1: 2017-2020

Original Grant Amount: \$450,000.00

Total Reimbursements Received to Date: \$233,070

- **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. *As of July 2023, the project has expended all funding and is now closed.*

26) Funding Opportunities:

For a complete list of California specific grant opportunities go to <https://www.grants.ca.gov/>. For a complete list of federal transportation grant opportunities go to <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>.

Upcoming federal grant opportunities from the U.S. Department of Transportation include:

- Reconnecting Communities Program and Neighborhood Access & Equity Grant Program due 9/28/23

The Imperial County Air Pollution Control District leads 2 AB617 Corridors in Imperial County, one in south county for Calexico-Heber-El Centro the other on north county for Calipatria-Westmorland-Brawley. Funding is available via call for projects released at different times for both corridors, for more information refer to the website: <https://www.icab617community.org/request-for-proposals>.

27) Meetings attended on behalf of ICTC:

- Various Weekly Reoccurring Calexico East POE Bridge Widening Project Meetings
- Various Weekly Project Specific Meetings
- August 24, 2023 – ICTC Technical Advisory Committee meeting at the ICTC office
- August 28-29, 2023 – Imperial County Transportation Commission FY 2023 Triennial Review via Microsoft teams

- August 28, 2023 – SoCal Greenprint Technical Advisory Committee Meeting via video conference at ICTC offices (attended by staff)
- August 30, 2023 – SCAG Regional Transit Technical Advisory Committee Meeting via zoom meeting
- August 30, 2023 – ECRMC Wellness Wednesday outreach event at the Imperial Valley Mall (attended by staff)
- August 31, 2023 – Imperial County Transportation Commission FY 2023 Triennial Review - Exit Conference via Microsoft teams
- September 6, 2023 – ICTC SCAG meeting at the ICTC offices
- September 7, 2023 – SCAG Regional Council Meeting via zoom meeting
- September 11, 2023 – Imperial County SB 1383 Coalition - meeting #2 via zoom meeting
- September 12, 2023 – Southern California Legislative Roundtable Meeting via Teams meeting (attended by staff)
- September 13, 2023 – ICTC Management Committee Meeting in the City of Brawley
- September 13, 2023 – SANDAG Freight Stakeholders Taskforce Meeting via zoom meeting (attended by staff)
- September 13, 2023 – AB 617 Community Steering Committee Meeting for the El Centro-Heber-Calexico Corridor in Callexico, CA
- September 12-13, 2023 – Introduction to Government Accounting – CSMFO training (attended by staff)
- September 14, 2023 – SCAG Region STBG/CMAQ/CRP Working Group Meeting via teams meeting (attended by staff)
- September 18, 2023 – Imperial County LTA FY 2023 Audit Kickoff meeting at the ICTC offices
- September 20, 2023 – SCAG Demographic Workshop via videoconference at the ICTC offices (attended by staff)

FFY22/23 Federal/State Funded Project Obligation List

Updated on 08/18/23

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 2022/23. (Starting October 1, 2022 thru September 30, 2023)							
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 FFY 2022/2023 (Starting July 1, 2022 thru June 30, 2023)							
Agency	Project ID	Federal Project ID (FPN)	Project Name	Funding Type	Programming Phase	Federal/STATE Amount in FY 2022/23 (in 000's)	Obligation Status/ Notes
Brawley	IMP220601	CML-5167(046)	Traffic Signal Synchronization & Intelligent Transportation Systems on Main St. from Western Ave. to Best Ave., and on 8th St. from Main St. to B St.	CMAQ	CON	\$700	RFA submitted 6/13/23
Brawley	IMP210601		Main Street Improvements from First Street to 9th Street.	EARMARK	CON	\$2,674	RFA will be submitted 6/16/23
Brawley	N/A		Improvements on C St from Western Ave to First St, Steven St from Evelyn Ave to Richard Ave, and Ronald St from Evelyn Ave to Richard Ave.	LPP	CON	\$327	Request of Allocation submitted May 30, 2023
Brawley		CML 5167 (047)	Rehabilitation of C Street from 1st Street to Imperial Avenue	CRRSAA	CON	\$97	CRRSAA funds. Local match SBI funds \$729,807 Request of Allocation submitted May 30, 2023
Calexico	IMP191001		Weakley Street Improvements between Scaroni Blvd. and Portico Blvd. (paving of dirt road).	CMAQ	CON	\$155	RFA anticipated to be submitted July 2023 *Project has EPSF
Calexico	IMP220602		Sidewalk Improvement Project on Grant Street between Pierce Avenue and Emilia Drive, Calexico Street between Adler Avenue to Kloke Avenue, Van de Graaf between Cole Boulevard and Calexico 10 Theaters	CMAQ	CON	\$230	RFA anticipated to be submitted end of July
Calexico	IMP220609	STBGL-5168 (035)	Cole Boulevard between M.L. King and Bowker Road Rehabilitation Project	STBG	CON	\$1,416	E-76 7/28/2023
Holtville	IMP220605	CML-5174(035)	East 9th Street Pedestrian Improvements Project from Ash Avenue to Oak Avenue	CMAQ	CON	\$400	RFA submitted on 5/23/23
Holtville	IMP2206012	STPL-5174(034)	West 9th Street Bicycle and Pedestrian Improvements Project Between Melon Road and Olive Avenue	STBG	ENG	\$53	RFA submitted 5/23/23 NOTE: This project is tied to a Local Partnership Program (LPP) Project. Local Agency Funds added to FY22/23 (PE Agency funds \$7 are LPP funds from Cycle 3). Agency CON Funds in FY 23/24 amount of \$89 are LPP from Cycle 3 and Cycle 4.
Imperial	IMP220606	CML 5134(026)	Aten Boulevard Class II Bike Lane from Vilore Way to Austin Road	CMAQ	CON	\$404	RFA under approval process. RFA packet was submitted on 6/12/23
Imperial	IMP2206013	STBGL-5134 (027)	Aten Boulevard Rehabilitation Project Between Vilore Way and Old SR-86	STBG	CON	\$1,136	RFA under approval process. RFA packet was submitted on 6/12/23
						\$7,592	

CON- Construction
PE- Design
RAW- Right of Way
RFA- Request for Authorization
CMAQ- Congestion Mitigation Air Quality
STBG- Surface Transportation Block Grant

FFY23/24 Federal Funded Project Obligation List

Updated on 08/18/23

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 2022/23. (Starting October 1, 2023. thru September 30, 2024)

Agency	Project ID	Federal Project ID (FPN)	Project Name	Funding Type	Programming Phase	*Federal Amount in FY 2023/24 (in 000's)	Obligation Status/ Notes
Brawley	IMP220608		At B Street Eastern Avenue to Palm Avenue Description Street Improvements (Resurfacing the pavement) along B Street from Eastern Avenue to Palm Avenue.	STBG	PE	\$51	
Brawley	IMP230701		From to Intersection of Main Street and 8th street, install traffic signal mast arm assembly, LED safety lighting, curb bulb out, median curb nose, ADA curb ramps, high visibility crosswalks, and pavement markings.	HSIP	PE	\$42	
Brawley	IMP230702		From to Install roadway lighting, guardrails, chevron curve warning signs, rumble strips, roadway striping, pavement markings, and outside shoulderwidening on Dogwood road from 550 ft south of Mead Road to 750 ft. north of Mead Road.	HSIP	PE & R/W	\$154	
Calipatria	IMP220603		At South Brown Avenue Main Street/SR115 to Church Street South Brown Avenue Roadway and Pedestrian Facilities Improvement Project between Main Street/SR115 to Church Street. Improve pedestrian connectivity and improve the existing deteriorated conditions of the roadway.	CMAQ	CON	\$1,649	
Calipatria	IMP220610		At Main St. Lake Avenue to International Blvd Roadway Improvements on Main Street between Lake Avenue and International Boulevard	STBG	CON	\$298	
El Centro	IMP220604		At Imperial Ave. Ocotillo Dr. to Main St Imperial Ave. Traffic Signal Synchronization from Ocotillo Dr. to Main St.	CMAQ	PE	\$85	
Holtville	IMP220612		At 9th Street Melon Road to Olive Avenue Pedestrian and Bicycle Improvements on 9th Street between Melon Road and Olive Avenue	STBG	CON	\$587	
Imperial County	IMP220607		From to Various Locations Main Street Improvements from SR 111 to Memphis Ave. (South Side) and Isis Ave. Improvements from Main St. to Third St. (sidewalk, ADA ramps, curb, gutter, infill paving, and bicycle lane) in the community of Niland.	CMAQ	PE	Local Funds only. Refer to project sheet	
Imperial County	IMP220614		At Bowker Road McCabe Rd. to Ross Rd. Bowker Road Rehabilitation from McCabe Rd. to Ross Rd.	STBG	CON	\$1,666	
Westmorland	IMP230102		From to The City of Westmorland Pedestrian Improvements Project will consist of construction/installation of new sidewalk (including gap completion) and new ADA ramps, where none exist, for the safety and convenience of the walking public. Also, streetlights may be installed where needed for nighttime safety of pedestrians	CMAQ	PE	Local Funds only. Refer to project sheet	
						\$2,395,532	

CON- Construction
PE- Design
R/W- Right of Way
RFA- Request for Authorization
CMAQ- Congestion Mitigation Air Quality
STBG- Surface Transportation Block Grant

*Refer to attached project sheet for complete funding details

FY23-24 **State** Funded Project Obligation List

Updated on 8/18/2023

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 2023/2024 (Starting July 1, 2023, thru June 30, 2024)*

Agency	Project ID	Project Name	Funding Type	Programming Phase	*State Amount in FY 2023/24 (in 000's)	Obligation Status/ Notes
Calipatria	IMP230703	From to Install new sidewalk and associated improvements on Bonita Place between South Brown Avenue and Southeast Avenue. The project also includes the removal and replacement of existing sidewalk.	ATP	PE	\$88	
El Centro	IMP230601	At Imperial Avenue various locations to Various locations Pedestrian crossing improvements along Imperial Avenue.	ATP	CON	\$882	
					\$135,970	

CON- Construction
PE- Design
R/W- Right of Way
RFA- Request for Allocation
ATP- Active Transportation Program
LPP- Local Partnership Program

***Refer to attached project sheet for complete funding details**

5. CALTRANS UPDATES/ ANNOUNCEMENTS

Presented by Caltrans Staff



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

Imperial County Transportation Commission (ICTC)

Technical Advisory Committee (TAC)

September 28, 2023

Contacts: Ben Guerrero, Local Area Engineer, Benjamin.Guerrero@dot.ca.gov or 619-985-1492
Alex Lopez-Rangel, P.E., Local Area Engineer, Alejandro.Lopez-Rangel@dot.ca.gov or 858-229-1721

Caltrans Local Assistance Blog (LAB) has additional resources and updates – LocalAssistanceBlog.com

Inactive Projects

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

The Inactive project list was updated **August 29, 2023**. Action is required by the City of Calexico and the County of Imperial.

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

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

The new invoice Form 5A form was updated as of September 2023. Please use the file from this link –
<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=DOTLAPM5A>

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review this linked schedule of deadlines and prepare requests for California Transportation Commission (CTC) approval during the December 6-7, 2023, CTC meeting –

<https://dot.ca.gov/programs/financial-programming/office-of-ctc-liaison-octcl>

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

Friday, **October 6, 2023**, is the final deadline (for that December 6-7, 2023, CTC meeting).

Projects with Lapsing Project End Dates (PED)

Project phases must be complete or approved for time extensions during the specified and agreed-upon timeframe to avoid de-obligation of funds.

On **September 1, 2023** the list of active Project End Dates (PED) was updated.

A complete PED list – <https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates>

For questions regarding this PED Extension Tool, please contact the Division of Local Assistance (DLA) Office of Project Management Oversight at Project.End.Dates@dot.ca.gov

To initiate an extension, or for further assistance, please contact Alma Sanchez at Alma.Sanchez@dot.ca.gov

2025 Active Transportation Program (Cycle 7)

The CTC is developing guidelines for the 2025 Active Transportation Program (ATP) cycle. Statewide workshops have started, with opportunities to participate live remotely.

Further details are available at this link – <https://catc.ca.gov/programs/active-transportation-program>



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

Imperial County Transportation Commission (ICTC)

Technical Advisory Committee (TAC)

September 28, 2023

Contacts: Ben Guerrero, Local Area Engineer, Benjamin.Guerrero@dot.ca.gov or 619-985-1492
Alex Lopez-Rangel, P.E., Local Area Engineer, Alejandro.Lopez-Rangel@dot.ca.gov or 858-229-1721

September 28, 2023 – USDOT Deadline for Rural and Tribal Assistance Program

The United States Department of Transportation (USDOT) has \$3.4 million to provide grants for eligible applicants on a first-come, first-served basis. Individual awards will range in value up to the statutory \$360,000 limit, with no local funding match requirement for this program. Grants may be used to hire staff or advisors to assist with early development-phase activities including feasibility studies; preliminary engineering and design; environmental review; revenue forecasting; financial feasibility analysis; statutory and regulatory analysis and drafting and negotiation of agreements. **Deadline is September 28, 2023.**

A Notice of Funding Opportunity and further details are posted at this link –

<https://www.transportation.gov/buildamerica/RuralandTribalGrants>

November 6, 2023 – Deadline for Nationally Significant Federal Lands and Tribal Projects Program

This Federal Highway Administration (FHWA) Program addresses significant challenges for transportation facilities that serve federal and tribal lands. **Deadline is November 6, 2023.**

A Notice of Funding Opportunity and further details are posted at this link –

<https://highways.dot.gov/federal-lands/programs/significant>

Disadvantaged Business Enterprise (DBE) Goal and Methodology Updates (Office Bulletin #23-01)

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

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

Future updates to the *LAPM* will align with the Caltrans Division of Construction accordingly. Specifically, *LAPM* revision will include “Termination and Replacement of DBE firms” and “Commercially Useful Function” information. A corresponding Office Bulletin #23-01 has more details –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2023/ob23-01.pdf>

Cooperative Training Assistance Program (CTAP) – New Learning Opportunities! (“live” & virtual)

Access the new Cooperative Training Assistance Program (CTAP) website to register for subsidized, practical training for transportation professionals in California's cities, counties, tribal and regional transportation agencies. Send any questions to the CTAP Registrar: CA-CTAP@csus.edu

Familiar courses include the Federal Aid Series and the Resident Engineers Academy, which fill quickly!

Schedule is available here – <https://ca-ctap.org/?pid=1609> Recordings of several trainings are online.

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.

Title VI Nondiscrimination Program

Local agencies must comply with all Title VI requirements (*LAPM* Section 9.2). Title VI compliance is subject to review at any time. www.dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

California Department of Transportation



To: ICTC Commission

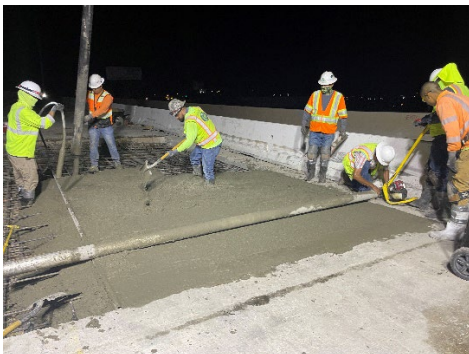
Date: September 2023

From: GUSTAVO DALLARDA
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION

1. **SR-98 Widening Project:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Blvd were widened and improved to serve the expansion to the west. 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 by the City of Calexico. Construction for stage 1 of the SR-98 eastbound widening between Rockwood Avenue and Ollie Avenue was completed in November 2022. The construction of Stage 2 (westbound SR-98 from SR-111 to Ollie Ave) is now substantially complete. Stage 3 is underway with completion estimated in fall 2023. The total project cost is estimated at \$8.2 million.
2. **I-8 Colorado River Bridge Rehab:** This project is located near the Arizona border on I-8. The scope includes replacement of bearing pads, portions of the concrete pavement on the bridge deck and approach slabs. Part of work foot print straddles the California/Arizona border. Detours and temporary closures are expected and will be announced as the project progresses. Construction started in February 2023 and major work concluded this month. The total project cost is estimated at \$11.1 million.



3. **I-8, SR-78 Bridge Rehab at Various Locations:** The project scope includes 4 bridge locations on I-8 at Brock Research Center Rd, All American Canal (left/right) Bridges and at Winterhaven Dr/4th Ave. The 2 locations on SR-78 are at Palo Verde Drain and Palo Verde Outfall bridges near Palo Verde. Work has begun at the I-8 location over the All American Canal, bridge deck work is underway. Target start for the 4th Ave bridge is mid to late September. Total estimated cost is \$13.2 million. The following images show the progress on the All American Canal bridge.



4. **I-8 Roadside Safety Improvements:** This project will be implementing various safety improvements at various locations on I-8 between Silsbee Rd and Anderholt Rd. The scope includes slope paving, gore paving and rumble strip installations. Construction activities are underway and estimated completion is spring 2024. The total project cost is estimated at \$4.6 million.
5. **Clean California Projects:** District 11 has been working on several Clean CA Projects in Imperial County. They include bus shelter improvements in Niland(SR111), and bus shelter installations in Calipatria(SR111), Brawley(SR86) and Holtville(SR115). Additionally, median island improvements in El Centro(SR86) and a gateway beautification project at SR-7/Nina Lee Rd just north of the Calexico Port of Entry are also included as part of this effort. The gateway project is complete as with one of the median island locations. The bus shelter projects in Niland, Calipatria and Holtville are nearing completion.

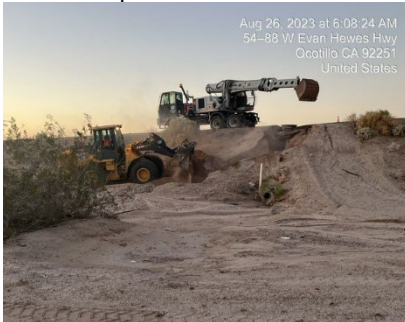


PROJECT DELIVERY

1. **SR-111 Roadside Improvements:** This project will be implementing improvements at various locations on SR-111 between Heber Rd and Niland. The scope includes upgrading guardrail, ADA curb ramps and rumble strip installations. The project cost is estimated at \$11 million and was advertised in August, bid opening is slated for late September. Construction start is estimated for spring 2024.
2. **SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US GSA. *Project Milestones: Project Approval/Environmental Clearance 12/2024. The Anticipated funding fiscal year for construction is 2027/28.*

MAINTENANCE AND TRAFFIC OPERATIONS

1. El Centro Traveled Way Crew – Sweeping I-8/SR111, lateral support SR111, storm repairs SR98/I-8, drain cleaning SR86



2. El Centro Functional/Marking Crew – Sign/landscape maintenance, school crossing in Calexico



3. Midway Traveled Way Crew – Crack sealing SR98, storm response/repairs, fence repair I-8, brush control I-8



4. Brawley Traveled Way Crew – Sweeping/brush control, mowing and guardrail repair - SR78



5. El Centro Clean CA Crew – Litter control/landscaping activities I-8/4th - Dogwood Rd and SR86 at the Border Patrol Checkpoint



6. **SR-86/Customs & Border Protection Checkpoint Expansion:** AECOM has submitted a revised concept plan with a standard acceleration lane from the secondary inspection facility and it has been approved. AECOM is expected to submit revised design plans with the approved concept soon. The environmental studies are being prepared by ICTC and will soon be sent for review. Caltrans will assist ICTC in coordinating upcoming meetings.

An environmental document as well all other appropriate studies will be needed to finalize the project. A series of permits will be required for existing traffic control at the checkpoint, for the inspection operations and equipment within the facility, and for a temporary checkpoint while the project is in construction. A new Freeway Maintenance Agreement will be required for the portion of the existing canopy that is within Caltrans ROW.

PLANNING AND LOCAL ASSISTANCE

1. **Project Study Report: Forrester Road Improvements** - This study is developing short, medium, and long term improvements for Forrester Road (I-8 to SR 78/86). It is being prepared as a Project Study Report – Project Development Support (PSR-PDS) and identifies improvements that can proceed to the Project Approval/Environmental Document (PA/ED) phase of the project development process. The project creates a truck bypass to the City of Westmorland by making improvements to Andre Road and Martin Road. Other projects within the PSR-PDS could move to the next phase once funding is available. A meeting with ICTC is scheduled for August to review the draft. The document is anticipated to be completed in fall 2023.
2. **Feasibility Studies: District 11 Truck Parking and Medium/Heavy Duty ZEV Charging Station Site Assessment** – The purpose of this study is to identify potential sites, assess site feasibility, and develop conceptual planning plans for four future truck parking facilities and Medium Duty/Heavy Duty (MD/HD) Zero Emission (ZEV) charging and fueling stations in San Diego and Imperial counties primarily along corridors identified by the Senate Bill (SB) 671 Clean Freight Corridor Efficiency Assessment. The study will also support regional and local efforts to advance MD/HD ZEV including the San Diego and Imperial County Sustainable Freight Implementation Strategy. The study completion is estimated for summer 2024.

Calexico East Land Port of Entry Joint Operations Systems- This study will develop a concept for a joint operation system for the Calexico East Port of Entry (POE), which will also debut the first land POE appointment system for commercial vehicles and potentially passenger vehicles. Using current border conditions, the system will allow commercial vehicle border users to pay for a designated appointment window to cross the border. This first-in-the-nation application will be piloted initially for commercial vehicles and could be expanded to passenger vehicles. If successful, this pilot has the potential to be scalable by expanding to other POE and could be utilized at other POEs along the northern and southern borders in the United States. The study completion is estimated for summer 2024.

3. Local Assistance:

September 28, 2023 – USDOT Deadline for Rural and Tribal Assistance Program

USDOT has \$3.4 million to provide grants for eligible applicants on a first-come, first-served basis. Individual awards will range in value up to the statutory \$360,000 limit, with no local funding match requirement for this program. Grants may be used to hire staff or advisors to assist with early development-phase activities including feasibility studies; preliminary engineering and design; environmental review; revenue forecasting; financial feasibility analysis; statutory and regulatory analysis and drafting and negotiation of agreements.

A Notice of Funding Opportunity and further details are posted at this link –
<https://www.transportation.gov/buildamerica/RuralandTribalGrants>

Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

This Federal Highway Administration (FHWA) Program addresses significant challenges for transportation facilities that serve federal and tribal lands.

Application deadline is November 6, 2023.

A Notice of Funding Opportunity and further details are posted at this link –
<https://highways.dot.gov/federal-lands/programs/significant>

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

USDOT again is accepting applications for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. During Stage 1, the SMART Program seeks to fund innovation aimed at solving real-world transportation problems, which focus on building data and technology capacity, as well as experience for State, local and tribal governments. SMART also recognizes that many public sector transportation agencies face challenges finding resources and personnel to leverage new technologies. The program gives both time and support to enable successful deployment.

Application deadline is October 10, 2023.

A Notice of Funding Opportunity and further details are posted at this link –
<https://www.transportation.gov/grants/SMART>

2025 Active Transportation Program (Cycle 7)

The CTC is developing guidelines for the 2025 Active Transportation Program (ATP) cycle. Statewide workshops have started, with opportunities to participate live online. Further details are posted at this link –

<https://catc.ca.gov/programs/active-transportation-program>

California Transportation Commission (CTC) Allocation and Approval Requests

Please review the attached schedule of due dates and prepare requests for California Transportation Commission (CTC) approval accordingly. Caltrans District 11 needs all documents at least two months before the CTC meets.

Friday, October 6, 2023 – deadline for the next CTC meeting
(December 6-7, 2023)

Title VI Nondiscrimination Program

Local agencies must comply with all Title VI requirements (LAPM Section 9.2). Title VI compliance is subject to review at any time.

www.dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

RELINQUISHMENTS

1. **SR-86** from *SR-111 to Countryside Dr, West Ralph Rd to Calle Estrella*, and just east of *Brandt Rd to SR-78*. Relinquishment to County of Imperial, estimated completion 2026. (#11 on Status Map)
2. **SR-86** from *Countryside Dr to Treshill Rd*. Relinquishment to City of El Centro, estimated completion 2026. (#12 on Status Map)

2023 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

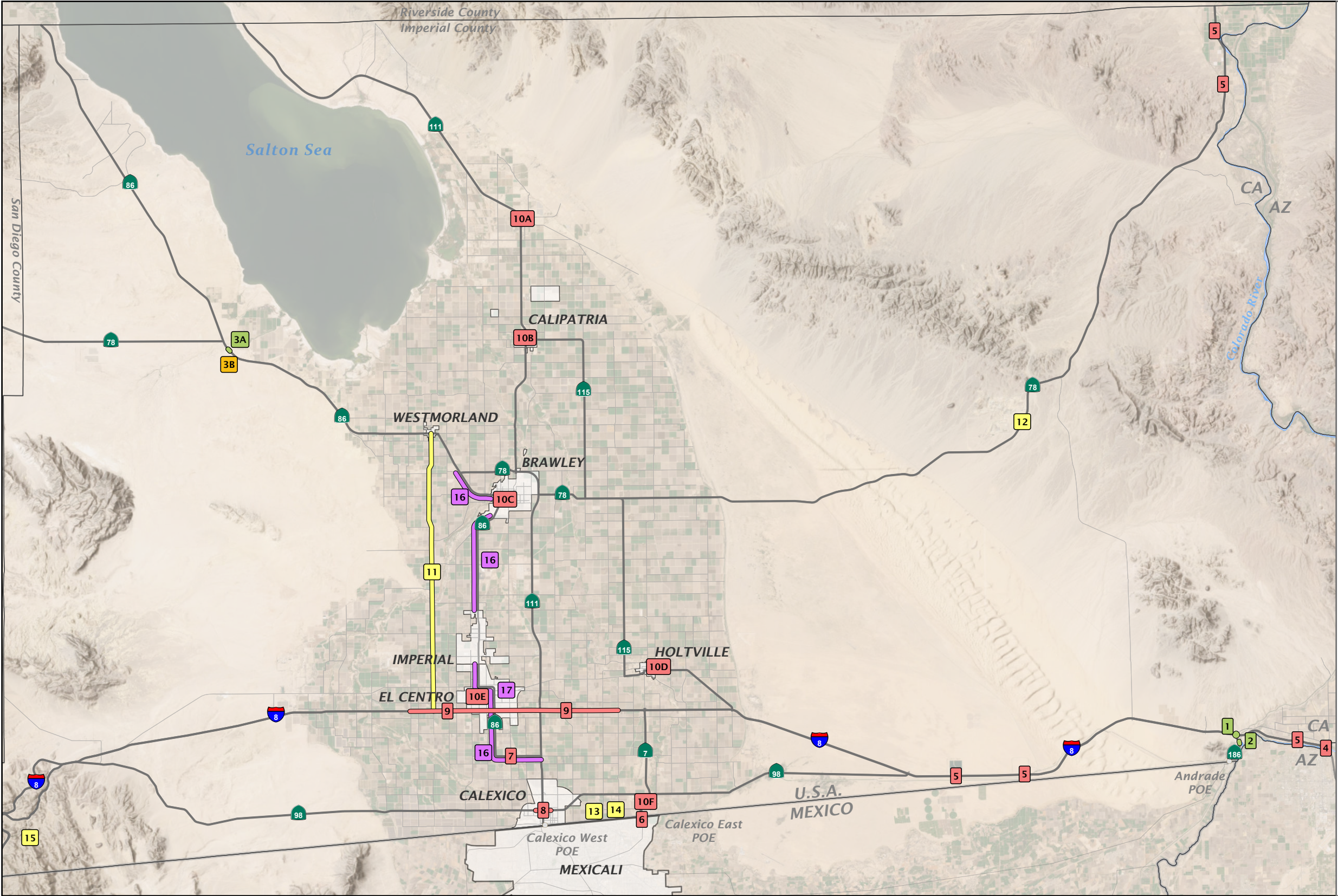
As of:
July 2022

2023 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 Email: CTCLiaison@dot.ca.gov
Jan 25-26 - Sacramento	Mon, Nov 28, 22	Mon, Dec 5, 22	Mon, Dec 12, '22	Wed, Dec 21, '22	Thu, Dec 22, '22
Mar 22-23 - Los Angeles	Mon, Jan 23, 23	Mon, Jan 30, 23	Mon, Feb 6, '23	Wed, Feb 15, '23	Thu, Feb 16, '23
May 17-18 - Bay Area	Mon, Mar 20, 23	Mon, Mar 27, 23	Mon, Apr 3, '23	Wed, Apr 12, '23	Thu, Apr 13, '23
June 28-29 - Sacramento	Mon, May 1, 23	Mon, May 8, 23	Mon, May 15, '23	Wed, May 24, '23	Thu, May 25, '23
Aug 16-17 - San Diego	Mon, Jun 19, 23	Mon, Jun 26, 23	Mon, Jul 3, '23	Wed, Jul 12, '23	Thu, Jul 13, '23
Oct 18-19 - Central Valley	Mon, Aug 21, 23	Mon, Aug 28, 23	Tue, Sep 5, '23	Wed, Sep 13, '23	Thu, Sep 14, '23
Dec 6-7 - Riverside	Mon, Oct 9, 23	Mon, Oct 16, 23	Mon, Oct 23, '23	Wed, Nov 1, '23	Thu, Nov 2, '23

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

IMPERIAL COUNTY

STATUS OF TRANSPORTATION PROJECTS



ENVIRONMENTAL

1. SR-186/I-8 Quechan Interchange Improvements*
Complete Dec 2023
2. SR-186 All-American Canal Bridge
Complete Dec 2024
- 3A. SR-86 USBP Checkpoint Canopy*
Complete Fall 2023

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete Fall 2023

CONSTRUCTION

4. I-8 Colorado River Viaduct
Complete Construction Fall 2023
5. Bridge Rehab Projects on I-8 and SR-78
Begin Construction March 2023, Complete Spring 2024
6. Calexico East POE Bridge Widening
Design/Build Begin Mar 2021, Complete June 2023
7. SR-86/Dogwood Road Intersection Improvements County Permit*
8. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete Winter 2023
9. I-8 Roadside safety improvements
Begin construction June 2023, Complete Spring 2024
- 10 A-F. Clean CA Projects - Bus Shelters, Median, Welcome Sign

PLANNING

11. Forrester Road Improvements PSR
12. SR-78/Mesquite Mine
13. Feasibility Study - Truck Parking & Med/Heavy Duty ZEV Charging Station Site Assessment
14. Feasibility Study - Calexico East Land Port of Entry Joint Operations Systems
15. Feasibility Study - Desert Line

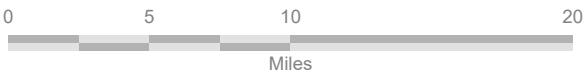
RELINQUISHMENT

16. SR-86 Relinquishment to County of Imperial
Date Estimate 2026
17. SR-86 Relinquishment to City of El Centro
Date Estimate 2026

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



- Environmental
- Design
- Construction
- Planning
- Relinquishment



:Project funded by Senate Bill 1

Abbreviations:

GSA: General Services Administration

109 Port of Entry

Portions of this map contain geographic information copyrighted by the Imperial County GIS program. All rights reserved. The data provided is "as is" without warranty of any kind.

Questions can be directed to (619) 688-6699
ct.public.information.d11@dot.ca.gov

Date:08/18/2023



6. SCAG UPDATES/ ANNOUNCEMENTS

Presented by SCAG Staff

7. CITIES & COUNTY PLANNING/ PUBLIC WORKS UPDATES