



TECHNICAL ADVISORY COMMITTEE AGENDA

DATE: Thursday, November 16, 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.

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

<https://us06web.zoom.us/j/87820947290?pwd=uNnwiSlzCmjIC1MZ2DpDKaNNvaAXr3.1>

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: 878 2094 7290#

Password: 828659#

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 cristilerna@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.

DISCUSSION/ACTION ITEMS

1. **Introductions**
2. **Adoption of Minutes for October 26, 2023** *ACTION*
Requesting a motion to adopt
3. **SCAG Big Data Presentation** *15 minutes*
Presented by Scott Johnson, SCAG
4. **ICTC Updates / Announcements** *10 minutes*
Presented by ICTC Staff
 1. Transit Updates
 2. Transportation Planning Updates
 - CMAQ/STBG & CRP Call for Projects
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 December 21, 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 OCTOBER 26, 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

October 26, 2023

Present:

Phillip Ramirez	City of Brawley
Alan Molina	The Holt Group
Lily Falomir	City of Calexico
Abraham Campos	City of El Centro
Adriana Anguis	City of Holtville
Jesus Villegas	City of Imperial
Veronica Atondo	County of Imperial
Manuel Ortiz	IID

Others:

David Aguirre	ICTC
Cristi Lerma	ICTC
Angela Delgadillo	ICTC
Juan Manuel Cabrera	City of Brawley
Liz Zarate	City of El Centro
Andres Miramontes	City of El Centro
Angel Hernandez	City of El Centro
Yvonne Cordero	City of Imperial
Ismael Garcia	County of Imperial
Alejandro Lopez Rangel	Caltrans
Byran Ott	Caltrans
Ben Guerrero	Caltrans
Liliana Silveria	Caltrans
David Salgado	SCAG
Luis Wong	ICOE
Erica Garcia	The Holt Group

1. The meeting was called to order at 10:04 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 September 28, 2023 ([Anguis/Ramirez](#)) **Motion Carried.**
3. **ICTC Updates / Announcements**
(Presented by ICTC Staff)
 - a. **Transit Planning Updates**

- Mobility 21 Summit – September 29, 2023: The Mobility 21 Summit was held on September 29, 2023, at the Disneyland Hotel. Chairman Mike Goodsell participated 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. Thank you, Chair Mike Goodsell, for your participation.
- IVT Ride Potential Service Modifications: Due to the continuing decline in ridership on all IVT Ride services, staff are exploring the possibility of modifying the service to provide trips to the public but still provide priority to the senior population. The possible modification would enable the service to capture additional passengers and implement a micro transit-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.

b. Transportation Planning Updates

DRAFT Long-Range Transportation Public Review:

- 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. The Final Draft LRTP has been released for public review prior to final development. It is anticipated that the document adoption will be in the of 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>

CMAQ/STBG & CRP Funding Discussion:

- The CMAQ/STBG & CRP call starts in January and closes in June.
- The updated guidelines will be shared soon.
- For any questions, please contact David Aguirre at davidaguirre@imperialctc.org

4. Caltrans Updates / Announcements:

(Presented by: Alejandro Lopez, Bryan Ott & Ben Guerrero)

- The Inactive project list was updated August 29, 2023. Action is required by the City of Calexico and the County of Imperial.
- The new invoice Form 5A form was updated as of September 2023.
- November 2, 2023 (8:30 – 11:30) – “Local Assistance Day” Quarterly Webinar: Registration and further details are available through this link here – csulb.zoom.us/webinar/register/WN_nkS_DTnGRuWHCHyhK2YcqW#/registration
- Wednesday, November 22, 2023, is the final deadline (for that January 25-26, 2024, CTC meeting).
- On October 1, 2023 the list of active Project End Dates (PED) was updated.
- Complete PED list – <https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates>
- 2025 Active Transportation Program (Cycle 7): Further details are available at this link – <https://catc.ca.gov/programs/active-transportation-program>
- November 6, 2023 – Deadline for Nationally Significant Federal Lands and Tribal Projects Program
- Disadvantaged Business Enterprise (DBE) Goal and Methodology Updates (Office Bulletin #23-01)
- 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.
- Each jurisdiction gave an update on their projects to Caltrans.

5. SCAG Updates / Announcements:

(Presented by: David Salgado)

- SCAG's 14th Annual Southern California Economic Summit will be held on Thursday, December 7th, 8 A.M. – 2 P.M. at SHERATON GRAND LOS ANGELES. Learn more and register to attend at scag.ca.gov/economicsummit.
- Regional Council Approves RHNA Reform Recommendations. For more information on SCAG's RHNA program, visit scag.ca.gov/rhna.
- The Regional Utilities Supporting Housing (RUSH) Grant Opportunity is now open through November 6. Only \$35 million is available so it is asked to be strategic with your asks.

6. Cities and County Planning / Public Works Updates:

- Each jurisdiction gave its update.

7. General Discussion / New Business

No new business was discussed.

Next TAC meeting will be on October 26, 2023, via Zoom for the public and in person at the ICTC offices.

Meeting adjourned at 11:47 a.m.

3. SCAG BIG DATA PRESENTATION

Presented by Scott Johnson, SCAG

StreetLight Big Data Platform Access

TAC Imperial County Transportation Commission

November 16, 2023

WWW.SCAG.CA.GOV

Objectives

- What is Big Data?
- What does the StreetLight Big Data Platform provide?
- How can ICTC and Imperial County partners get free access to StreetLight





CONNECTION TO REAP 2.0 PROGRAM

Big Data's connection to the REAP 2.0 Program

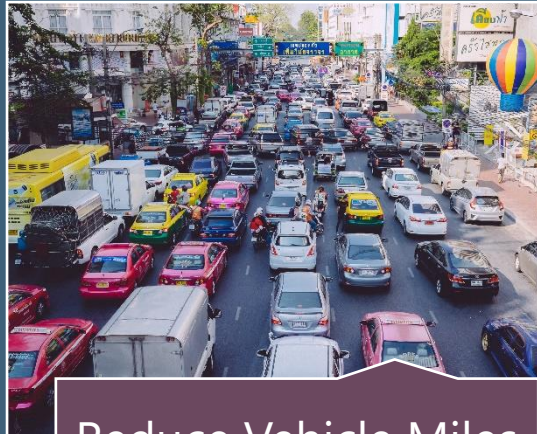
REAP 2.0 Objectives

**Transformative planning and implementation activities which
implement the regional
Sustainable Communities Strategy (SCS)**

REAP 2.0 Objectives



Promote infill
housing
development AND



Reduce Vehicle Miles
Travelled AND



Affirmatively Further
Fair Housing



BIG DATA ANALYTICS

Describing Big Data and the Streetlight Insight Tool

WHAT IS BIG DATA ANALYTICS?

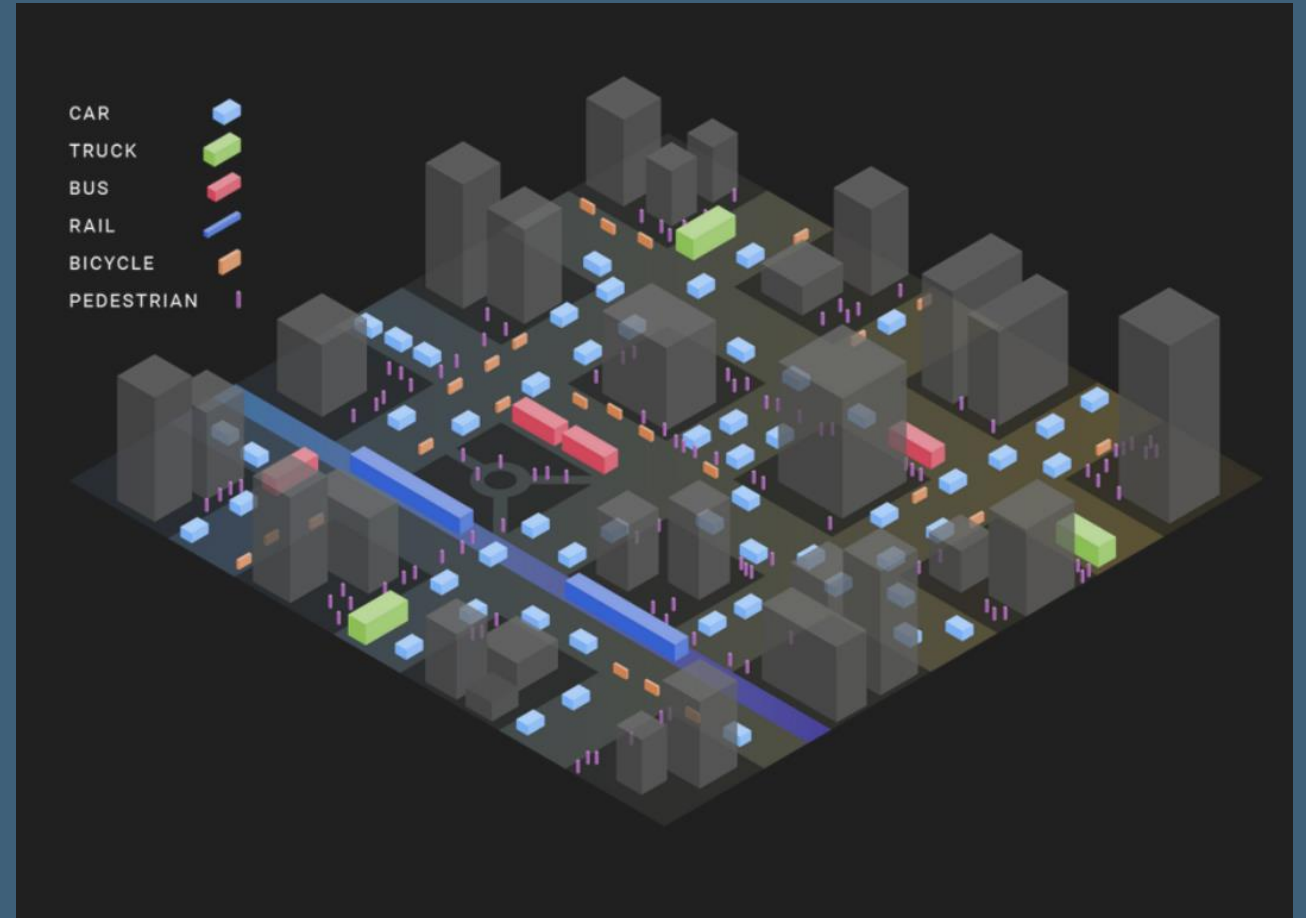
Translating large datasets into usable information.



STREETLIGHT INSIGHT

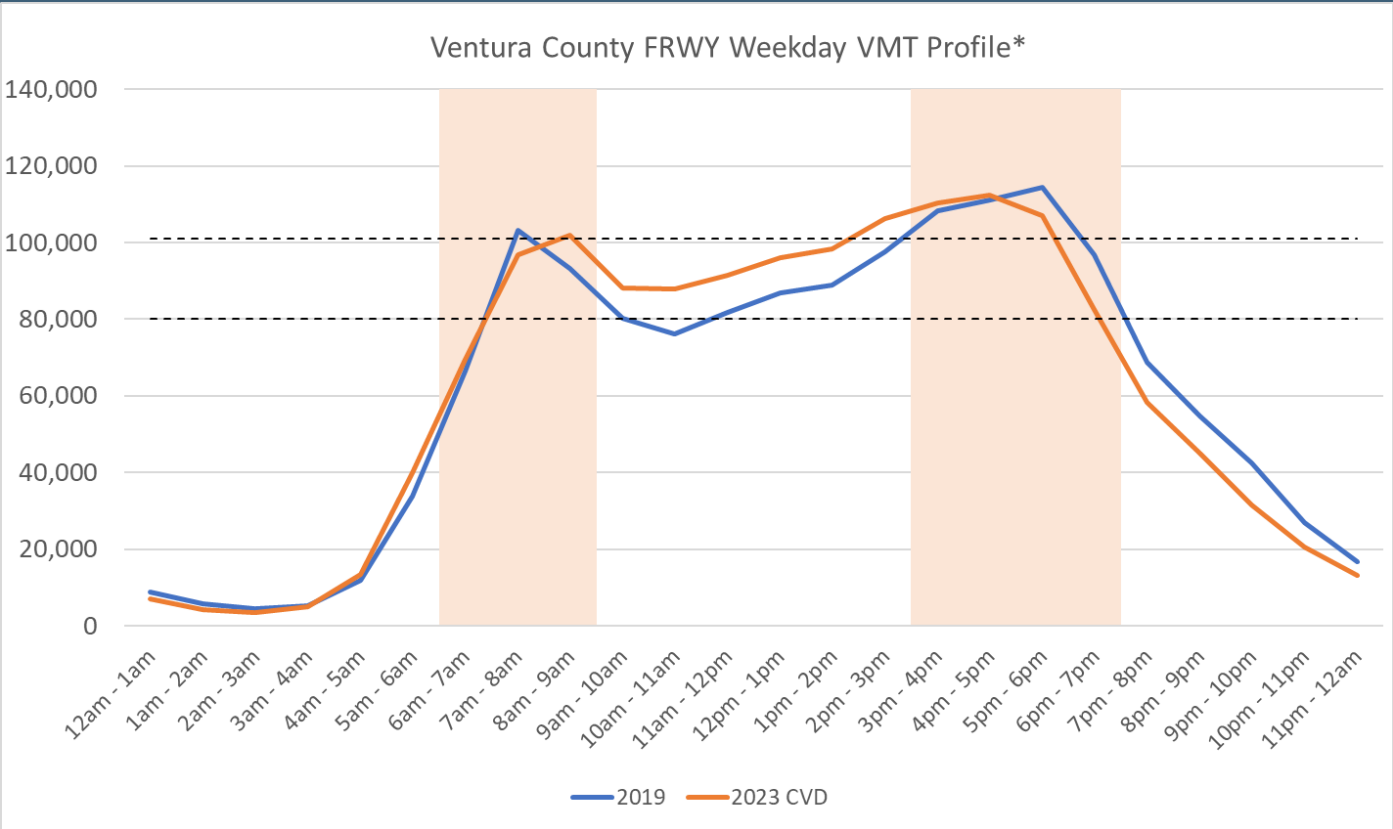
Streetlight's Insight Web App platform

- Roadway traffic volumes (vehicle, truck, bike, transit and ped)
- Turning movement counts
- Speed and Safety data
- Origin and destination information linked to census data

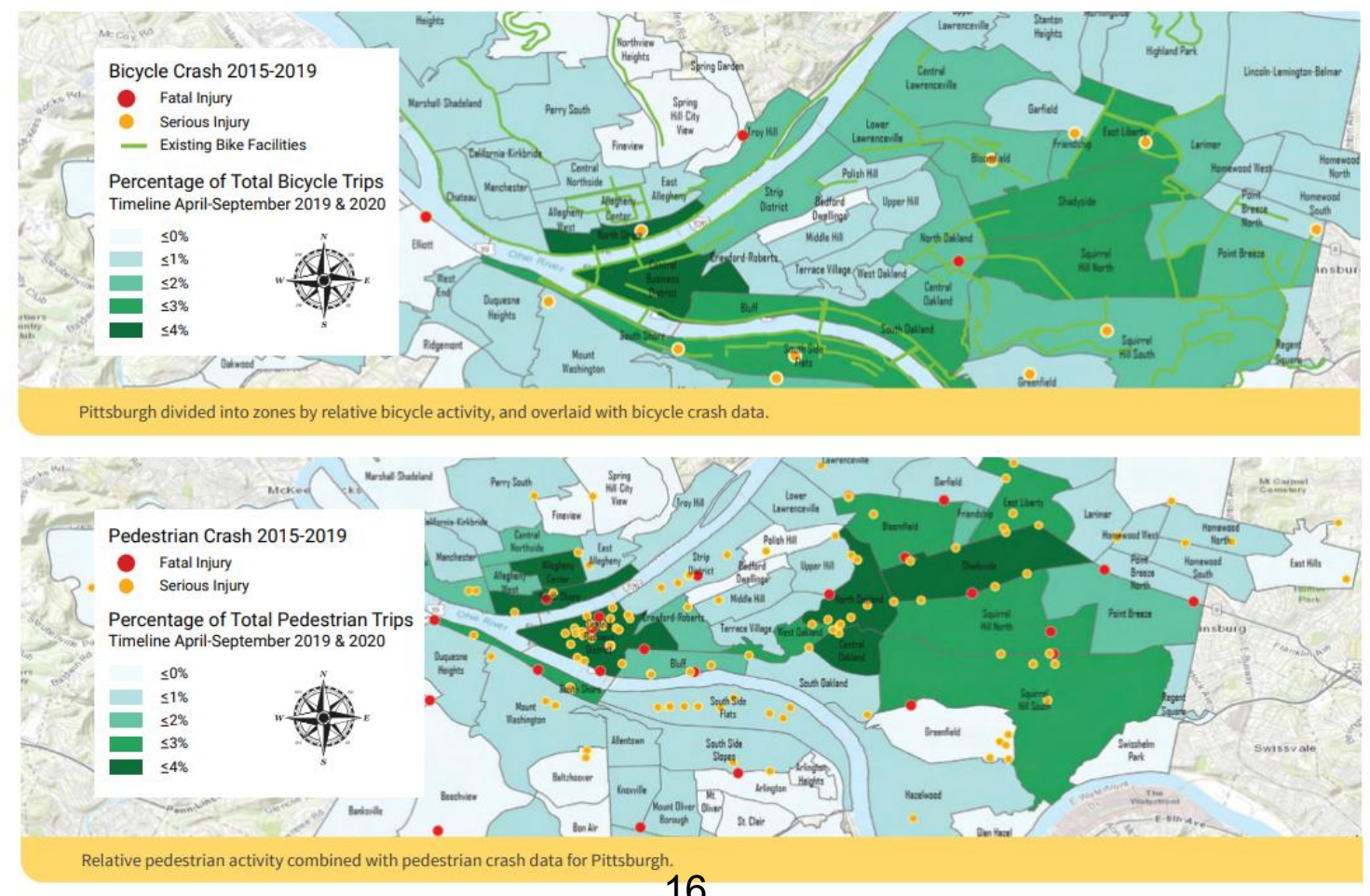


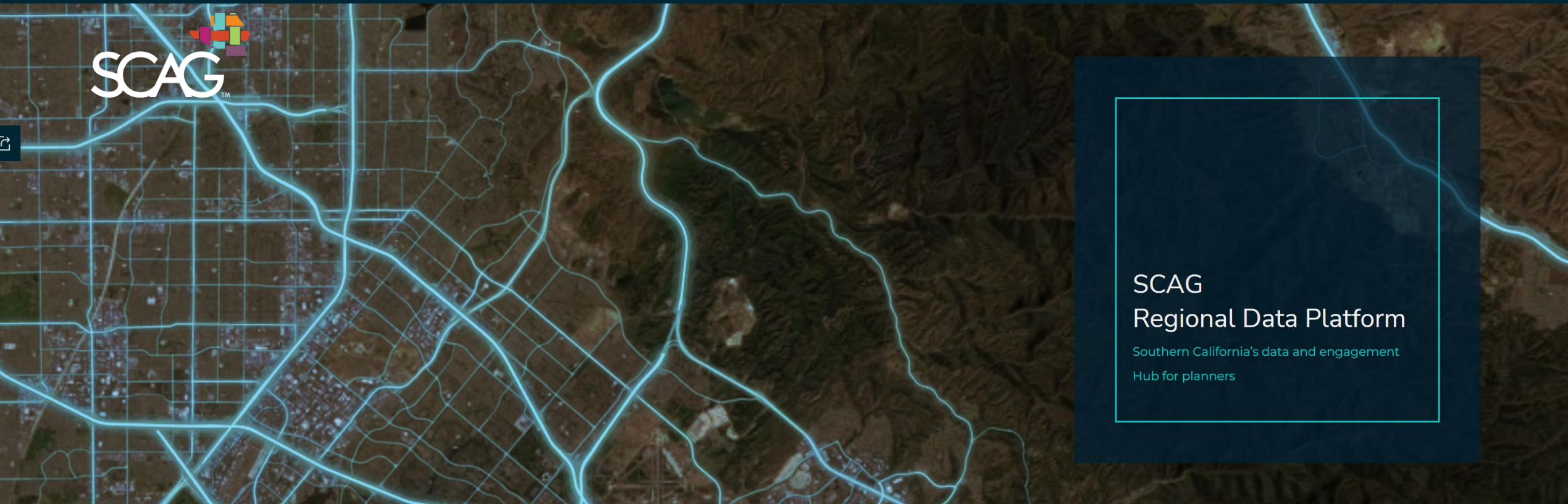
Use Case: Planning for Safety Support

Freeway Service Patrol in Ventura County



Use Case: Safety – Evaluating Bike/Ped Ridership and Crash Data



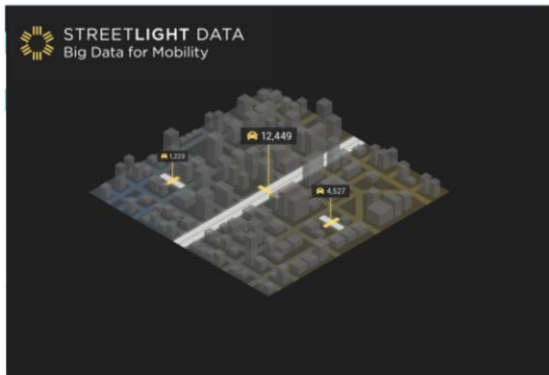


ACCESS TO STREETLIGHT INSIGHT

How to get access and training options

USER SIGNUP

- Key Users: Cities, CTCs, COGs, Academic Institutions, and other public entities
- Public agencies can request access for consultants directly working for them
- Must be used in alignment REAP 2.0 Objectives
- License request form <https://www.surveymonkey.com/r/BigDataPlatform>



Streetlight Insight Big Data Platform

Streetlight's Insight Web App big data platform provides users access to real-time, anonymized, and aggregated travel and safety information, sourced from mobile data and sensors. Uses include analyzing changes in walking, biking, vehicle, and truck volumes, estimating vehicle miles traveled impacts of development projects, evaluating transportation safety changes, and determining changes in local and regional travel patterns. To access this platform, users must request a license at the link below and agree to the license's terms and conditions. Note, due to funding restrictions, there are only a limited number of licenses available, and access will only be given for uses that advance the REAP 2.0 program objectives to accelerate infill housing, affirmatively further fair housing, and reduce vehicle miles traveled.

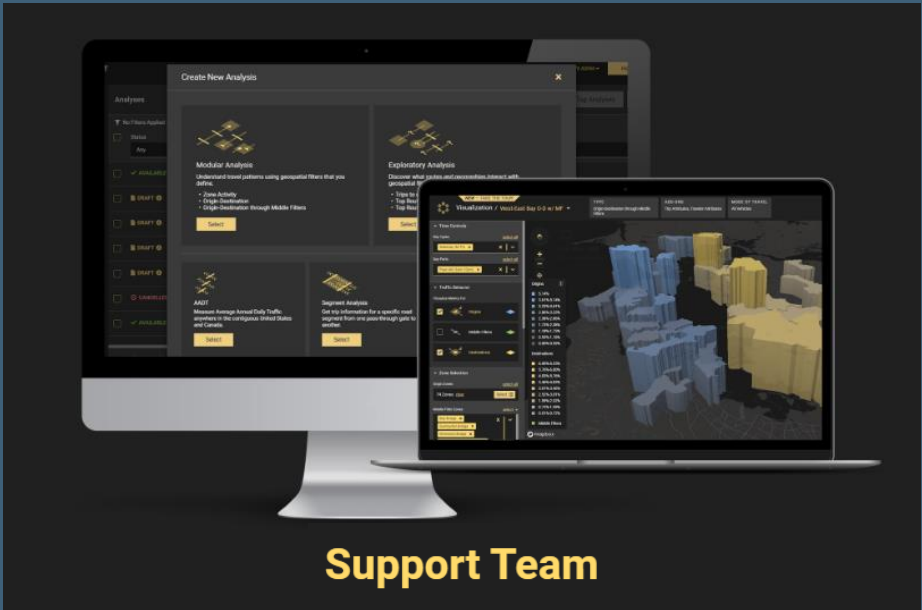
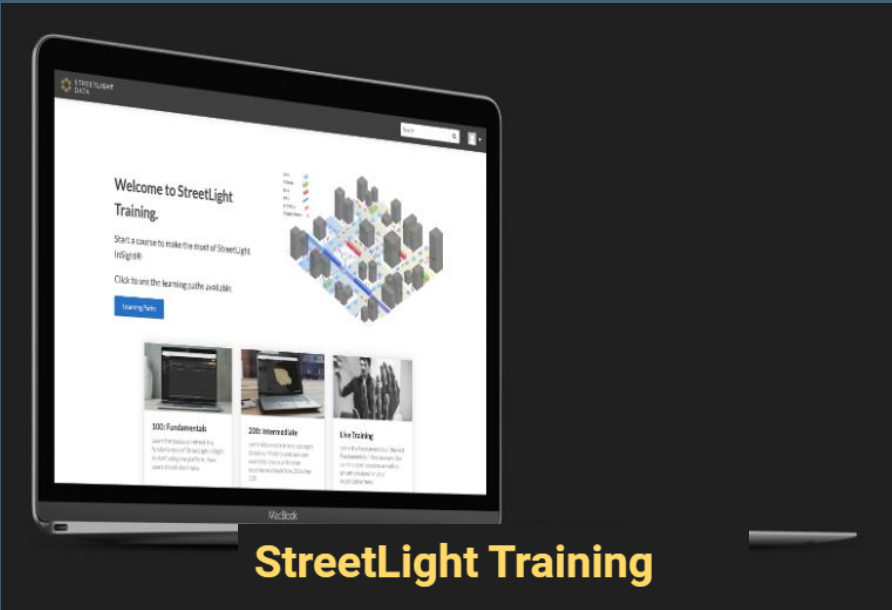
[Launch the Application*](#)

[Request License](#)

[Training](#)

UPCOMING TRAINING SCHEDULE

February 2024	September 2024	May 2024
Equity Analysis (Transportation)	Equity Analysis (Housing)	Transportation Safety



NEXT STEPS

Interested public agencies fill out the interest form and we'll get them setup with access.

Links to get setup

- Website SCAG Regional Data Platform <https://hub.scag.ca.gov/>
- License request form <https://www.surveymonkey.com/r/BigDataPlatform>
- Email johnsons@scag.ca.gov or list@scag.ca.gov with questions



Q&A

How to Get Free Access to Big Data StreetLight Platform

Interested public agencies fill out the interest form and SCAG will setup them up with access.

Links to get setup

- Website SCAG Regional Data Platform <https://hub.scag.ca.gov/>
- License request form <https://www.surveymonkey.com/r/BigDataPlatform>
- Email johnsons@scag.ca.gov or list@scag.ca.gov with questions

4. ICTC UPDATES/ ANNOUNCEMENTS

Presented by ICTC Staff



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Memorandum

Date: November 2, 2023
To: ICTC Commission 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 November 8, 2023.

- 1) **Mobility 21 Summit – September 29, 2023:** *The Mobility 21 Summit was held on September 29, 2023, at the Disneyland Hotel. Chairman Mike Goodsell participated in the Chairs' Roundtable, along with other Southern California transportation leaders joined to discuss the challenges of change in a Q & A format. **Thank you, Chair Mike Goodsell, for your participation.** ICTC Executive Director also participated in the closing session along with other transportation agency CEO's. Several photos of the summit are shown below.*



- 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) **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. The Final Draft LRTP has been released for public review prior to final development. It is anticipated that the document adoption will be in the month of November/December timeframe. To access the completed documents and draft project listing, please visit the project website located at <https://ictc-lrtp2023.org/new-page-2>.*

- 8) **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. The updated PSR is anticipated to be received mid-November 2023.*
- 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. ICTC will be working with each of the agencies to obtain updates on proposed projects. An action item will be presented to the Management Committee and Commission in the coming months.

- 10) **Imperial Mexicali Binational Alliance (IMBA):** The last IMBA meeting was held in the city of Brawley on October 10, 2023. Scheduling for the upcoming IMBA Meeting is now taking place.
- 11) **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.
- 12) **Calexico East Port of Entry Bridge Widening Project:** The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, 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 was anticipated to be completed at the beginning of 2023 but suffered delays due to the issuance of the presidential permit. Approximately 83% of construction efforts have been completed. The project was temporarily placed on hold for 6 months due to the issuance of the presidential permit to relocate the border fence. The Presidential Permit was received on July 7, 2023. The project has restarted construction activities. It is anticipated that the overall project will be completed during the beginning months of the 2024 calendar year. ICTC, GSA, CBP and Caltrans are coordinating a Ribbon Cutting event to be held in mid-November, with a bridge opening date immediately after.*
- 13) **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 have been prepared in final draft form and have been submitted to Caltrans for review.

- 14) **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.*
- 15) **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.*
- 16) **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)*
- 17) **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.

- 18) **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.*
- 19) **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

- 20) **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.*

- 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 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) **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.
 Budget Recap:
- Cycle 1: 2017-2020**
 Original Grant Amount: \$450,000
 Total Reimbursements Received to Date: \$261,240
- 25) **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>.
- 26) **Meetings attended on behalf of ICTC:**
- Various Weekly Reoccurring Calexico East POE Bridge Widening Project Meetings

- Various Weekly Project Specific Meetings
- October 2-3, 2023 – 2023 SAFE Annual Conference in San Rafael, CA (attended by staff)
- October 3, 2023 – Clean Mobility Forum in Los Angeles, CA
- October 4, 2023 – Walk to School Event in Heber, CA (attended by staff)
- October 4, 2023 – Social Services Transportation Advisory Council (SSTAC) Meeting at the ICTC offices
- October 5, 2023 – SCAG Regional Council Meeting via zoom meeting
- October 6, 2023 – Westmorland Health Fair in Westmorland, CA (attended by staff)
- October 10, 2023 – Imperial Mexicali Binational Alliance in the City of Brawley
- October 11, 2023 – ICTC Management Committee meeting in the City of Calexico
- October 11, 2023 – AB 617 Community Sterring Committee Meeting for the El Centro-Heber-Calexico Corridor via zoom meeting
- October 12, 2023 – SCAG Region CRP & CMAQ/STBG Working Group Meeting via Teams meeting
- October 17, 2023 – SCAG & CTC Planning Directors Briefing via zoom meeting
- October 17, 2023 – District 11 - Sustainable Transportation Planning Grants Workshop (2024-25) via Teams meeting
- October 25, 2023 – Senior Health Fair at the Calexico Wellness Center (ICTC provided transportation services to the event, attended by staff)
- October 25, 2023 – Safety and Wellness Fair at Calipatria High School (attended by staff)
- October 25, 2023 – ICTC Commission meeting at the ICTC offices
- October 26, 2023 – ICTC TAC meeting at the ICTC offices
- October 26, 2023 – Yuma Metropolitan Planning Organization meeting in Yuma, AZ
- October 26, 2023 – California Cities Imperial County Division meeting in Brawley, CA
- October 27, 2023 – Imperial County Mobile Tour with SCAG leadership
- October 31 – November 2, 2023 – CalACT meeting in Indian Wells, CA
- November 1, 2023 – ICTC SSTAC Meeting at the ICTC offices
- November 2, 2023 – CCV Summit
- November 2, 2023 – SCAG Regional Council meeting



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EL CENTRO, CA 92243-2875
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November 3, 2023

Mike Goodsell, Chair
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: 2023 Call for Projects Guidelines – Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) – FFY 2023/24 to FFY 2025/26

Dear Commission Members:

The Imperial County Transportation Commission (ICTC) receives revenue information for the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant Program (STBG) funding by staff at the Southern California Association of Governments (SCAG). As a result, ICTC leads a call for projects for both programs for three federal fiscal years. A call for projects of STBG and CMAQ programs was conducted and completed in May 2022 for federal fiscal years FFY2022/23 to FFY2024/25. All approved projects in FFY2022/23 to FFY2024/25 have been programmed in the Federal Transportation Improvement Program (FTIP). As a result of a Corrective Action issued by Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) to Caltrans on Sub-Allocations, ICTC conducted a mini call for projects for FFY2025/26 which secured project funding up to that year. The mini call for projects was completed and projects were programmed prior to June 30, 2023.

In summer of 2023, augmentation of federal transportation funding was made available by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA). As a result, an augmentation of funding to the Carbon Reduction Program (CRP), CMAQ and STBG funding was made available for FFY2023/24 to FFY2025/26. The SCAG region is responsible to program the additional funds in the FTIP. The available funding amounts are \$88M of CRP, \$57M of CMAQ, and \$130M of STBG. It is important to note that these funding amounts are a result of augmentation funding and not reflective of anticipated future estimates. In addition, CRP funding is guaranteed up to FFY 2025/26 and it is unclear if this funding program will remain available in future funding cycles. The augmentation funding will be made available via a call for projects that begins with CTC's and concludes with SCAG. ICTC will be responsible to initiate the call for projects process by leading the initial call that will be evaluated and ranked by ICTC member agencies and ultimately approved for recommendation to SCAG. The timeline for the call for projects will need to be expedited due to the additional SCAG scoring and ranking process that will begin in March 2024. For an overview of the available funding targets for Imperial County please refer to **Table A** of this staff report.

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

Table A			
Joint CRP, CMAQ, STBG Call for Project Funding			
	<i>SCAG Region Funding</i>	<i>IC Funding Targets</i>	<i>Imperial County Funding</i>
Federal Fiscal Year (FFY)	FFY 2023/24 to FFY2025/26	Funding Target %	FFY 2023/24 to FFY2025/26
CRP (in millions)	\$88	1.2%	\$1.056
CMAQ (in millions)	\$57	0.6%	\$0.342
STBG (in millions)	\$130	1.2%	\$1.560
Total (in millions)	\$275		\$2.958

ICTC member agencies will need to adhere to SCAG's approved CRP, CMAQ & STBG Program guidelines attached to this report for reference. All member agencies must use the SCAG Federal Funding Application attached. Both the CRP Guidelines and Federal Funding Application are in Draft form; however, they are not anticipated to change and are planned for final SCAG approval on December 6, 2023. The same application will be used for all three (3) funding programs. Applicants will be able to identify what program they are requesting funding from. It is important to keep the available funding target in mind and consider that all three (3) programs have a minimum of 11.47% non-federal match requirement.

To summarize the estimated funding targets for Imperial County, please refer to **Table B**.

Table B				
Joint CRP, CMAQ, STBG Call for Project Funding				
	Imperial County Funding	Approximate amounts per FFY		
Federal Fiscal Year (FFY)	FFY 2023/24 to FFY2025/26	FFY2023/24	FFY2024/25	FFY2025/26
CRP (in thousands)	\$1,056	\$352	\$352	\$352
CMAQ (in thousands)	\$342	\$114	\$114	\$114
STBG (in thousands)	\$1,560	\$520	\$520	\$520
Total (in thousands)	\$2,958	\$986	\$986	\$986

ICTC staff recommends that a competitive call for projects be conducted for member agencies under the local schedule approved by ICTC and SCAG program guidelines and application attached. The attachments include a copy of both SCAG's Federal Funding Application (subject to final modifications) and the final draft CRP, CMAQ & STBG Program Guidelines that summarize the eligibility criteria, the selection criteria and backup requirements. It should be noted that CRP, STBG and CMAQ are separate programs and different backup documentation may be required, please refer to the attached guidelines for details. The formal adoption of the guidelines by SCAG is near finalization and they are anticipated to be adopted in early December 2023.

All ICTC member agencies are required to adhere to the proposed schedule detailed in **Table C** of this report. If a member agency does not adhere to the call for project schedule, their project will be deemed ineligible.

The proposed 2023 CRP, CMAQ and STBG Call for Projects will be open to all cities and the County of Imperial starting November 9, 2023. Below is the proposed Call for Projects implementation schedule for CRP, CMAQ and STBG.

Table C	
2023 CRP, CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
November 8, 2023 (Wednesday)	Management Committee reviews and approves the 2023 CRP, CMAQ & STBG Call for Projects Schedule
November 8, 2023 (Wednesday)	ICTC Board reviews and approves the 2023 CRP, CMAQ & STBG Call for Projects Schedule
November 9, 2023 (Thursday)	Call for Projects begins. The Approved 2022 CMAQ & STBG Guidelines application document is posted on the ICTC website
January 26, 2024 (Friday)	Call for Projects ends. Project applications deadline to ICTC is 5:00 pm
January 29, 2024 (Monday)	Project selection evaluation process begins
February 7, 2024 (Wednesday)	Project selection process ends (ICTC staff generates list of projects recommended for funding based on TAC member evaluation and ranking). TAC members will meet to complete the ranking process
February 14, 2024 (Wednesday)	Management Committee reviews and approves project selection recommendations
February 28, 2024 (Wednesday)	ICTC Board reviews and approves project selection recommendations
March 29, 2024 (Friday)	Member agencies Executed Resolutions (for match commitment) due to ICTC
March 29, 2024 (Friday)	ICTC submits Project Recommendations to SCAG

ICTC member agencies must submit their project nominations no later than 5:00pm on January 26, 2024. Late applications will be deemed ineligible. Due to the time constraints of this Call for Project Nominations, ICTC must adhere to a strict call for projects schedule. The approach is to provide ICTC member agencies with all the possible time available to begin their project nominations.

The ICTC Management Committee will meet on November 8, 2023 and it is anticipated that they will forward this item to the Commission for their review and approval, after public comment, if any:

1. Approve 2023 Carbon Reduction Program (CRP), the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Call for Projects Schedule;
2. Direct staff to open a competitive call for projects for member agencies for estimated CRP, STBG and CMAQ funds, effective November 9, 2023, through January 26, 2024;
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

Sincerely,



DAVID AGUIRRE
Executive Director

DA/vm
Attachment

Southern California Association of Governments Federal Funding Application

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CTC Prioritization

SCAG will consider CTC Prioritization based on the comprehensive list of all project applications submitted from each county. Only applications included on the applicable CTC Prioritization list will receive a score for CTC Prioritization.

Please select prioritization: (To be determined by County Transportation Commission)

- ☐ Highly Recommended
- ☐ Recommended
- ☐ Contingency List

Project Information

General Information

Project Name/Title

Open Ended (500 Character Limit)

Enter Text Here.

Project Sponsor/Lead Agency

Name: _____

Address: _____

Project Manager/Primary Contact Person

Name: _____

Title: _____

Email: _____

Phone: _____

Alternate Contact Person

Name: _____

Title: _____

Email: _____

Phone: _____

Project Details

Project Schedule (specific to portion for which funding is being requested)

Start Date: _____

End Date: _____

Project Location

County: _____

Subregion or COG: _____

Supervisory District: _____

City Council District: _____

Congressional District(s): _____

Project Limits: _____

Requested Funding

Requested Amount: \$ _____ Requested Funding Source: _____

Which fund source(s) is this project eligible for:

- ☐ STBG (see [FHWA Memo](#))
☐ CMAQ (see [FHWA Interim Program Guidance](#))
☐ CRP (see FHWA [CRP Implementation Guidance](#) and Caltrans [Carbon Reduction Strategy](#))

Carbon Reduction Program (CRP) funds must include a minimum of 11.47% match in non-federal funds.

Please confirm your agency has identified a match: ☐ Yes

Match Amount: \$ _____ Match Source(s): _____

Due to limited availability of toll credits, project applicants should be prepared to provide a match source in the event toll credits are not available for STBG and CMAQ funds.

Project Description

Please provide a short summary of your project.

Open Ended (3000 Character Limit)

Enter Text Here.

Project Feasibility: Scope and Budget

Please upload a proposed scope if not fully captured above. Please include a budget breakdown using the template provided and any additional information if needed. Please also include a project map.

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Project Partnerships

CTCs can partner with local agencies to achieve local goals, however the CTC must be responsible for the deliverability of the project. If your agency is partnering with additional agencies, jurisdictions, or community-based organizations for this project, please list them here and identify their roles.

Partner Name:	_____	Role:	_____
Partner Name:	_____	Role:	_____
Partner Name:	_____	Role:	_____
Partner Name:	_____	Role:	_____

Stakeholder Engagement

Describe how the project has or will meaningfully engage/partner with any relevant stakeholders, community-based organizations (CBOs), local transit operators, local jurisdictions, or any other critical groups. How have or will this engagement/these partnerships inform the project and contribute to its success? Are there opportunities to support multijurisdictional collaboration or expand the impacts of the project beyond a single municipality or area?

Open Ended (2500 Character Limit)

Enter Text Here.

Project Readiness

Has your agency completed any plan, policy, ordinance, or program within the last 10 years that supports the readiness of this proposed project, including but not limited to, developed workplans; environmental clearance; entered contracts; conducted project focused surveys or analysis, or taken board action to support this proposed project? Alternatively, have these actions been taken at the local jurisdiction, county, or transit agency level?

- ☐ Yes
- ☐ No

Mark all that your project currently has:

Type of Readiness Activity	Year Completed or Anticipated	Link

*If your item is not currently available online, please submit a PDF of the document with your application.

Deliverability

Describe the project sponsor’s ability to meet federal funding requirements and obligation deadlines:

Open Ended (1000 Character Limit)

Enter Text Here.

Identify any known risks to the project schedule and how the CTC or project sponsor will mitigate and respond to those risks:

Open Ended (1000 Character Limit)
Enter Text Here.

Regional Priorities

Describe connections between your proposed project and SCAG’s Connect SoCal 2020 and/or Connect SoCal 2024 plans. Indicate which Connect SoCal strategies this project would help implement. You may select strategies from the Connect SoCal 2020: [Plan Summary](#) or [Connect SoCal Chapter 3](#) or from the following Connect SoCal Technical Reports: [SCS Technical Report](#), [Congestion Management Technical Report](#), [Transportation Demand Management \(TDM\) Toolbox](#), [Emerging Technology Technical Report](#), [Goods Movement Technical Report](#), or [Transportation Finance Technical Report](#). You may also select from the Regional Planning Policies and Implementation Strategies included in Chapter 3 of Connect SoCal 2024. Policies and Strategies address the following areas: System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation System Management, Transportation Demand Management, Technology Integration, Safety, Funding the System/User Fees, Priority Development Areas, Housing the Region, 15-Minute Communities, Equitable Engagement and Decision-Making, Sustainable Development, Air Quality, Clean Transportation, Natural and Agricultural Lands Preservation, Climate Resilience, Goods Movement, Broadband, Universal Basic Mobility, Workforce Development, and Tourism.

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Enter Text Here.

Performance Measures

Performance Measurement Plan

State how your agency plans to quantify and demonstrate the project benefits. Discuss any analysis tools, outreach, key tasks, or other strategies to be included in the scope of work to measure and manage performance of this project.

Open Ended (2500 Character Limit)
Enter Text Here.

Connect SoCal Performance Measures

Indicate which performance measure(s) this project supports.

- | | |
|-----------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Location Efficiency | <input type="checkbox"/> Economic Opportunity No |
| <input type="checkbox"/> Mobility and Accessibility | <input type="checkbox"/> Investment Effectiveness |
| <input type="checkbox"/> Safety and Public Health | <input type="checkbox"/> Transportation System Sustainability |
| <input type="checkbox"/> Environmental Quality | <input type="checkbox"/> Environmental Justice |

State how this project demonstrates support for Connect SoCal Performance Measures indicated above (including but not limited to Federal Transportation Performance Management Goals).

Open Ended (4000 Character Limit)
Enter Text Here.

Equity

Geographic Equity

Describe the proposed project area and its geographic impact in the county, including if and how its impact extends beyond the immediate project area.

Open Ended (3000 Character Limit)
Enter Text Here.

Impact on Priority Equity Communities

How will the project impact Priority Equity [Communities](#), including low income, communities of color, transit-reliant, and people with disabilities, among others? Priority Equity Communities are defined as Census tracts in the SCAG region with a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. Please see Connect SoCal 2024 Equity Analysis Technical Report for more information.

Open Ended (3000 Character Limit)

Enter Text Here.

Air Quality and Carbon Reduction (CMAQ/CRP ONLY)

Describe the air quality improvements and/or expected carbon reduction and relative cost effectiveness of this project in improving air quality and/or reducing carbon emissions in the SCAG region.

Open Ended (4000 Character Limit)

Enter Text Here.

For CMAQ funding, please provide an air quality analysis. Project sponsors may consider providing the California Air Resources Board standard air quality calculation sheet and accompanying backup data.

<https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

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CMAQ FTIP Information

Please note, if projects are selected for CMAQ funding, the following information will be needed for FTIP programming.

Project Type:

- Is this an outreach activity? Y/N
- Does this project include transit operating assistance? Y/N
- Is this a congestion reduction project? Y/N

Quantitative Data

VOC (kg/day):	_____	CO (kg/day):	_____
NOx (kg/day):	_____	PM10 (kg/day):	_____
PM2.5 (kg/day):	_____	CO2 (MT/day):	_____

Connection to State Carbon Reduction Strategy (CRP ONLY)

Each project funded through SCAG's CRP Call for Projects must meet the state's carbon reduction strategies. Please indicate which strategy(ies) this project addresses.

- ☐ Zero-Emission Vehicles and Infrastructure
- ☐ Active Transportation
- ☐ Rail and Transit
- ☐ Conversion of Existing Highway Lanes to Priced Managed Lanes

Local Conditions (CRP ONLY)

Describe how the project appropriately addresses unique local land use, transportation, climate change, equity, and other local planning priorities consistent with the state's Carbon Reduction Strategy.

Open Ended (2000 Character Limit)

Enter Text Here.

Project Budget Template

Project Phases	Total Cost	Secured Funds		Unsecured Funds			Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	STBG/CMAQ/CRP Request	Matching Funds	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	\$	Month/Year
Construction	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	\$	Month/Year
Total	\$	\$		\$	\$	\$	



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

FY23-FY26 CARBON REDUCTION PROGRAM GUIDELINES

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CARBON REDUCTION PROGRAM OVERVIEW

The federal Carbon Reduction Program (CRP) Guidelines, establishes the policy framework for project selection and investment of federal funds in accordance with the State of California's Carbon Reduction Strategy. CRP funding is made available by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), which provides funds for projects designed to reduce transportation emissions.

SCAG is in a unique position to utilize this resource and build upon the REAP 2.0 funded County Transportation Commission Partnership Program efforts, allowing for broader planning and implementation investments, including those which focus on reducing transportation emissions. As part of its implementation of CRP, SCAG will use 65 percent of the regional CRP share to issue a Call for Project Nominations to support transformative projects as described below.

BACKGROUND

The United States is committed to a whole-of government approach to reducing economy-wide net greenhouse gas (GHG) emissions by 2030. The BIL provides resources to help funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

The CRP encourages the advancement of projects that address climate change and sustainability. In particular, SCAG encourages projects that implement the region's Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS, known as Connect SoCal). In alignment with SCAG's Racial Equity Early Action Plan, projects that facilitate the consistent integration of equity are strongly encouraged.

FUNDING AVAILABILITY*

The CRP program is authorized from FY22 through FY26. For the FY22 apportionments totaling \$33.6 million, SCAG coordinated with the CTCs to expedite and select a program of projects approved by the Regional Council on April 6, 2023. The SCAG region's allocation of CRP funds is estimated to be approximately \$141 million from FY23 through FY26. For FY23-FY26, SCAG will solicit project nominations from the CTCs using a Call for Project Nominations process to program up to an estimated approximately \$92 million. This represents 65 percent of the SCAG region's apportionments. SCAG will direct the remaining estimated up to approximately \$49 million to SCAG's regional initiatives, to identify, evaluate, and award funding for regional and/or local pilots and partnership projects that achieve regional transportation goals and further the objectives of Connect SoCal. Actual programming may be lower to reflect the latest apportionments as reported by Caltrans.

CRP funds are contract authority, reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, CRP funds are available for obligation for up to 4 years.

FEDERAL FISCAL YEAR	2023	2024	2025	2026
OBLIGATION DEADLINE	9/30/2026	9/30/2027	9/30/2028	9/30/2029
EXPENDITURE DEADLINE	9/30/2031	9/30/2032	9/30/2033	9/30/2034

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CRP funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties. CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

ELIGIBLE PROJECT USES

SCAG's CRP guidelines prioritize projects that aspire to transform Southern California's mobility opportunities, especially with respect to Connect SoCal, the region's adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Applicants are encouraged to review strategies included within [Connect SoCal](#) to align project applications with regional planning priorities and concepts. Funds shall be used for implementation efforts that can demonstrate a reduction in transportation emissions over the project's lifecycle. Of critical importance to SCAG is to demonstrate GHG emission reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and public health vulnerabilities.

Funds may be spent on projects at any phase, helping to close a critical transportation funding gap for pre-construction needs. As with most federal funds, CRP requires a non-federal match. While the non-federal share requirement depends on the type of project, most projects must have a minimum 11.47 percent non-federal funding match. Due to the limited balance of toll credits statewide, toll credits may not be used as funding match for CRP.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. In accordance with California's Carbon Reduction Strategy, applicants should nominate projects that support the state's three [Carbon Reduction Program pillars](#): 1) transit and passenger rail 2) active transportation, 3) zero emission vehicles and infrastructure, and conversion of existing highway

lanes to price managed lanes. For more information, please refer to the [Federal CRP Implementation Guidance](#).

All proposed uses will be required to meet the state and program requirements. Projects must demonstrate a reduction in transportation emissions. Please contact SCAG with any questions regarding funding eligibility.

PROJECT SELECTION PROCESS

SCAG will conduct a Call for Project Nominations, provide guidance, perform project evaluations, develop a list of selected projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

One application is required per project and entities may submit multiple project applications. **Applicants must complete and submit their application by March 29, 2024, at 5:00 p.m. Program timelines are subject to change.**

CALL FOR PROJECTS SCHEDULE

The following schedule outlines important dates for the CRP Call for Projects. **Program timelines are subject to change.**

CRP (FY23-FY26) CALL MILESTONES	DATE
CALL FOR APPLICATIONS OPENS	January 4, 2024
APPLICATION WORKSHOP	TBD
CALL FOR APPLICATIONS SUBMISSION DEADLINE	March 29, 2024
REGIONAL COUNCIL APPROVAL	July 11, 2024

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the project submittals provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure compliance with applicable federal, state, and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 100 points. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	Up to 20 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	Up to 20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	Up to 20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Up to 20 Points
Carbon Reduction: Expected carbon reduction and relative cost effectiveness of projects in reducing carbon emissions in the SCAG region	Up to 20 Points

The review committee will score each project using the following criteria:

CTC Prioritization	
• Prioritized in the CTC list as Highly Recommended	20 points
• Prioritized in the CTC list as Recommended	10 points
• Prioritized in the CTC Contingency List	5 points
Regional Priorities	
• Aligns with 3 or more Regional Priorities	20 points
• Aligns with 1 to 2 Regional Priorities	10 points
• Does not align a Regional Priority	0 points
Performance Measures	
• Supports 6 or more Performance Measures	20 points
• Supports 4 or 5 Performance Measures	10 points
• Supports 2 or 3 Performance Measures	5 points
• Supports less than 2 Performance Measures	0 points
Equity	
• Demonstrates direct positive benefit to Priority Equity Communities	20 points
• Demonstrates indirect positive benefit to Priority Equity Communities	10 points
• Does not demonstrate positive benefits to Priority Equity Communities	0 points
Carbon Reduction	
• Demonstrates cost effectiveness in reducing transportation emissions	20 points
• Estimates transportation emission reduction benefits	10 points
• Does not address transportation emission reduction benefits	0 points

3. **Project Ranking Process:** Projects will be ranked according to their average review committee score. SCAG staff will develop a recommended list of eligible projects for CRP funding using the comprehensive rubric rankings. All eligible projects scored with a maximum possible score of 100 points and ranked from highest to lowest score. In developing this list, SCAG will consider if project elements may not be eligible for CRP funds.
4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities and meet Justice 40 requirements, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 85 points. To achieve an overall Recommended determination, projects must achieve a score of at least 70 and less than 85 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CRP projects.

APPROVED PROJECTS AND MONITORING

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans and CTCs to enhance Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Once SCAG selects projects, CTCs will be required to submit a Project Alignment Confirmation Form to SCAG for transmittal to Caltrans. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances. Program completion is based on statutory provisions and SCAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

CONTACT INFORMATION

Questions regarding the Carbon Reduction Program application process should be directed to:

Kate Kigongo
Department Manager, Partnerships for Innovative Deployment
Telephone: (213) 236-1808
Email: kigongo@scag.ca.gov

Questions regarding eligibility, programming, and obligation of CRP funding should be directed to:

Heidi Busslinger
Principal Planner, Federal Transportation Improvement Program
Telephone: (213) 236-1541
Email: busslinger@scag.ca.gov

DRAFT



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ

PROGRAM GUIDELINES

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STBG/CMAQ PROGRAM OVERVIEW

The Congestion Mitigation and Air Quality Improvement program (CMAQ) and Surface Transportation Block Grant program (STBG) Program Guidelines, scheduled for adoption by the SCAG Regional Council (RC) on June 1, 2023, establishes the framework for project selection and investing of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. While the program guidelines focus on CMAQ and STBG project selection for Fiscal Year (FY) 2025 through FY 2028, the guidelines are effective June 30, 2023, and any new project or new project phase to be programmed in the Federal Transportation Improvement Program (FTIP) with CMAQ and/or STBG funds after this date will be subject to the SCAG selection process. These guidelines address joint Federal Highway Administration's (FHWA) and Federal Transit Administration (FTA) compliance findings focused on the delegation of project selection authority for the CMAQ program and the suballocation and administration of the STBG program.

BACKGROUND

Planning and programming actions for federal formula funded projects and programs are guided by the SCAG RC-approved Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) – known as Connect SoCal 2020 and Connect SoCal 2024 (expected to be adopted by the SCAG RC in April 2024), the 2023 FTIP, the 2025 FTIP (expected to be adopted by the SCAG RC in September 2024), and Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) emissions and criteria air pollutant (CAP) emissions.

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution.

Federal Transportation Performance Management Targets, adopted by the SCAG RC, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed, by planning and programming actions.

FUNDING AVAILABILITY

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for CMAQ and STBG funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs) (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and

programming in the SCAG region). Use of the funds included in the set aside will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate. The balance of CMAQ and STBG funding is available to projects through a competitive call for project nominations process that is administered and selected by SCAG in coordination with the SCAG region's six CTCs. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. As outlined in the STBG/CMAQ Compliance Action Plan, SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

County	CMAQ Target Percentage	STBG Target Percentage
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

ELIGIBLE APPLICANTS

In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CMAQ and STBG funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such as the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

PUBLIC OUTREACH & STAKEHOLDER ENGAGEMENT

Stakeholder engagement is essential in all SCAG programs. SCAG requires each CTC to engage relevant stakeholders from their respective county to maximize project impact and further collaborative policy goals.

CTCs are required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTCs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. SCAG strongly encourages each CTC to outreach and engage with historically disadvantaged communities (Priority Equity Communities) within their respective counties.

CTCs must document their public outreach and stakeholder engagement process and demonstrate how it meets the program guidelines. This can include a CTC conducting a call for project nominations.

PROJECT SELECTION PROCESS

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

CTCs will solicit and submit project nomination applications including conducting and documenting their outreach processes, screening applicants and projects for program eligibility, and conducting initial evaluation and prioritization of projects from their respective county. CTCs will develop individual project nomination application materials for submission to SCAG and establish processes for their county's project nominations, consistent with the overall program guidelines and subject to consultation and concurrence by SCAG staff.

After completing the initial project screening and evaluations, the CTCs will submit prioritized project nominations and required documentation to SCAG by the deadline established by SCAG. Prioritized nomination lists must be approved by the CTC's CEO (and/or governing board) prior to submission to SCAG.

CTC INITIAL SCREENING

At minimum, CTCs must incorporate the following regional criteria into their project nomination evaluations:

1. **Eligibility:** CTCs will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment:** CTCs should evaluate projects for alignment with relevant federal and regional plans and policies. CTCs should prioritize projects that:
 - Implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies;
 - Advance Connect SoCal Performance Measures including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability and system performance, as detailed in [23 USC Sec. 105\(b\)](#) and [49 USC Sec. 5301\(b\)\(3\)](#);
 - Demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities. (CTCs should aim to ensure that at least 40 percent of funding requested by projects countywide positively impact Priority Equity Communities).
3. **Community/Stakeholder Engagement:** CTCs should prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
 - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** CTCs should evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.

SCAG encourages CTCs to work with SCAG staff on the development of the CTC project evaluation criteria. CTC project evaluation criteria must receive concurrence from SCAG staff and approval by the CTC CEO (and/or governing board) prior to issuing the call for nominations activities (or documented equivalent process) in their respective county. CTCs may develop separate evaluation frameworks by project type, but each such framework must meet the requirements of this section.

PROJECT NOMINATIONS

After completing initial project screening and evaluations, CTCs shall submit project nominations and associated documentation to SCAG for regional evaluation and project selection. Nomination lists must be approved by the CTC CEO (and/or governing board) prior to submission to SCAG. Project nomination packets must include the following elements, including project applications identifying the requested source(s) of funding:

1. **Nomination List:** list of eligible candidate projects for STBG and/or CMAQ funds prioritized according to the evaluation criteria developed by the CTC and approved by SCAG staff.
2. **CEO Approval:** letter from the CTC's CEO approving the project nomination list.
3. **Outreach Documentation:** materials verifying CTC compliance with outreach requirements.
4. **Compliance Checklists:** completed checklists and supporting documentation affirming compliance with requirements for both the CTC and each potential implementing agency with a project on the nomination list, including emissions benefit analysis for candidate CMAQ projects. Checklists should be completed by the CTC and must be signed by a signatory authority for the agency concerned.

REGIONAL PROJECT EVALUATION

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the CTCs and develop a recommended list of projects for adoption by the SCAG RC. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to CTC staff, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> Location Efficiency, Mobility and Accessibility, Safety and Public Health, Environmental Quality, Economic Opportunity, Investment Effectiveness, Transportation System Sustainability, and Environmental Justice 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points

The review committee will score each project using the following criteria:

CTC Prioritization:

- Prioritized in the CTC list as Highly Recommended 50 points
- Prioritized in the CTC list as Recommended 40 points
- Prioritized in the CTC Contingency List 20 points

Regional Priorities

- Aligns with 3 or more Regional Priorities 20 points
- Aligns with 1 to 2 Regional Priorities 10 points
- Does not align a Regional Priority 0 points

Performance Measures

- Supports 6 or more Performance Measures 20 points
- Supports 4 to 5 Performance Measure 10 points
- Supports 2 to 3 Performance Measures 5 points
- Supports less than 2 Performance Measures 0 points

Equity

- Demonstrates direct positive benefit to Priority Equity Communities 10 points
- Demonstrated indirect positive benefits to Priority Equity Communities 5 points
- Does not demonstrate positive benefits to Priority Equity Communities 0 points

Air Quality Improvements

- Demonstrates cost effectiveness in reducing CAP emissions 10 points
- Estimates CAP emission reduction benefits 5 points
- Does not address CAP emission reduction benefits 0 points

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the Air Quality Districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
 - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
 - Relative STBG and/or CMAQ availability, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must

achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 70 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG RC adoption. Projects that achieve a score of less than 70 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG RC will consider the recommended CMAQ and STBG projects. Projects approved by the SCAG RC for funding will be eligible for programming into the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

Projects approved by the SCAG RC for funding will be programmed in the FTIP consistent with adopted FTIP Guidelines. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines. To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to enhance FTIP Guideline policies and procedures to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

California Department of Transportation

DIVISION OF FINANCIAL PROGRAMMING
 P.O. BOX 942873, MS-82 | SACRAMENTO, CA 94273-0001
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www.dot.ca.gov



May 16, 2023

Mr. Kome Ajise
 Executive Director
 Southern California Association of Governments
 900 Wilshire Blvd., Ste. 1700
 Los Angeles, CA 90017

Dear Mr. Ajise:

The California Department of Transportation (Caltrans) recently received the final draft Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidelines submitted by the Southern California Association of Governments (SCAG). The SCAG Regional Council's adoption of the final Program Guidelines on June 1, 2023, will satisfy the corrective action issued to Caltrans in April 2021 and to SCAG in the 2022 SCAG Planning Certification Review.

Caltrans reviewed SCAG's STBG/CMAQ Program Guidelines, in coordination with the Federal Highway Administration and the Federal Transit Administration and determined that the Program Guidelines will satisfy the corrective action in a manner consistent with federal requirements and guidance. Caltrans appreciates SCAG's extensive collaboration with Caltrans and other partners to develop the Program Guidelines.

Thank you for your continued coordination regarding the corrective action. We look forward to the SCAG Regional Council's adoption of the Program Guidelines on **June 1, 2023**. If you have any questions or concerns, please contact Kien Le, Chief of the Office of Federal Programming and Data Management, at (916) 439-4306 or by email to kien.le@dot.ca.gov.

Sincerely,

James R. Anderson

JAMES R. ANDERSON

Chief, Division of Financial Programming
 Caltrans

c: Steven Keck, Chief Financial Officer, Caltrans
 Jeannie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans
 Marlon Flournoy, Chief, Division of Transportation Planning, Caltrans
 Kien Le, Chief, Office of Federal Programming and Data Management, Caltrans
 Antonio Johnson, Director, Planning, Environment, and Right of Way, Federal Highway Administration – CA Division

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Kome Ajise
May 16, 2023
Page 2

Michael Morris, Community Planner, Federal Highway Administration – CA Division
Mervin Acebo, Transportation Program Specialist, Federal Transit Administration – Region IX
Charlene Lee Lorenzo, Director, Los Angeles Office, Federal Transit Administration – Region IX

Attachment: Caltrans and Federal Agencies Findings on Program Guidelines (STBG/CMAQ Program Guidelines)

"Provide a safe and reliable transportation network that serves all people and respects the environment"

5. CALTRANS UPDATES/ ANNOUNCEMENTS

Presented by Caltrans Staff



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

Imperial County Transportation Commission (ICTC)

Technical Advisory Committee (TAC)

November 16, 2023

Contacts: Ben Guerrero, Local Area Engineer, Benjamin.Guerrero@dot.ca.gov or 619-985-1492
Alejandro Lopez-Rangel, 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 on **November 1, 2023**. Action is required by 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 January 25-26, 2024, CTC meeting –

dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/proposed-2024-draft-prep-external-063024.pdf

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.**

Wednesday, **November 22**, 2023, is the final deadline (for that January 25-26, 2024, CTC meeting).

November 30, 2023 – Request for Letters of Support from Caltrans for 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) applications

The Caltrans Office of Strategic Investment Planning (OSIP) will accept requests for a Caltrans “Letter of Support” (LOS) from local and regional agencies to include with project application packages on various competitive grant programs. OSIP coordinates LOS review and approval from the Director of Caltrans.

The 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) request for a Caltrans LOS due date is November 30, 2023.

Please visit the OSIP website on how to submit a request for a Caltrans Letter of Support –

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-investment-planning>

For more information, check the Caltrans Letter of Support Guide –

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/strategic-investment-planning/ct-partner-agency-los-guidance-02-2023-a11y.pdf>

Please email dotp.osip@dot.ca.gov with any questions.



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
November 16, 2023

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

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

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>

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>

Quality Assurance Program (QAP) – Renewal Deadline in 2024

Quality Assurance Program (QAP) approval will expire in 2024 for the City of Brawley.

An updated QAP package must be submitted to the Local Area Engineer: Alejandro Lopez-Rangel. Otherwise, no Construction federal funding authorization requests can be processed.

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>



CALTRANS DIVISION OF
LOCAL ASSISTANCE



Preliminary Environmental Study Question & Answer Session

1st Thursday of Each Month

- December 7, 2023 1:00-2:00pm
- January 4, 2024 1:00-2:00pm

Provided by DIVISION OF LOCAL ASSISTANCE

Office of Environmental Compliance and Outreach

WHO: Open for local public agencies, consultants, California Tribes, and Caltrans staff.

WHAT: Ask an Environmental Compliance & Outreach expert how to fill out the Preliminary Environmental Study (PES) for transportation projects, and other PES related questions.

WHERE: Online. No registration required. Access the following link to attend: <https://cadot.webex.com/cadot/j.php?MTID=mad14e2d6befe1a67a1f38d237fd6dbf0>



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
November 16, 2023

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

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.

“Local Assistance Day” – Quarterly Webinar Recording Available (for November 2, 2023)

Caltrans Division of Local Assistance has posted a recording of the last quarterly “Local Assistance Day” statewide webinar event, which is meant to inform tribal and local government agencies, Regional Transportation Planning Agencies, and Metropolitan Planning Organizations about these topics:

- Preliminary Engineering (PE) Right of Way Checklist
- Apportionments & Obligation Authority (OA)
- Expedited Project Selection Process (EPSP)
- Modified Buy America Requirements
- Upcoming Training Opportunities

A recording link with further details are available through this link here –

<https://www.youtube.com/watch?v=tQZ2bYgT2H0&t=1s>

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

Expires – Upon Issuance of LPP

Exhibit 13-E: Preliminary Engineering Right of Way (PERW) Checklist

I. BACKGROUND

A task force was formed in 2021 to develop the Preliminary Engineering Right of Way (PERW) Checklist for Right of Way (R/W) and Local Public Agencies (LPAs). The intent of the PERW Checklist (Exhibit 13-E) is to assist LPAs in identifying potential right of way issues early in their projects. It will put the District Local Assistance Engineer (DLAE) and the Caltrans R/W Local Programs Coordinator on notice early in the process to identify potential R/W involvements on federally funded projects. Exhibit 13-E will alert non-qualified LPAs and Caltrans staff of the LPA's need to hire Right of Way Consultant(s), and to take that into consideration when setting the delivery schedule. In addition, the PERW Checklist will allow Caltrans staff to do real-time monitoring. If there are unanticipated right of way issues that arise during the R/W phase, there should be time to correct any deficiencies thus avoiding delays in certifying the project.

District 10 DLAE and the District 6 R/W Local Programs Coordinator jointly conducted a pilot program with their LPAs from November 2022 to July 2023. The original PERW Checklist was revised based on feedback and recommendations received from the local agencies in the pilot program and the D6 R/W Local Programs Coordinator. The D10 LPAs involved agreed the PERW Checklist assisted them in identifying any potential right of way conflicts early in the project.

II. POLICY

Effective November 1, 2023, the new Exhibit 13-E: PERW Checklist will be implemented for all federally funded local projects. Any proposed projects and existing projects currently working on their PES document must complete and submit Exhibit 13-E.

III. PROCEDURE

Exhibit 13-E is to be completed and signed by the LPA and submitted to the DLAE along with LAPM Exhibit 6-A: Preliminary Environmental Study (PES) Form. The PES and PERW forms will list the Federal Project Number (FPN). Exhibit 13-E is required with or without a project field review being completed.

The original signed Exhibit 13-E will be forwarded by the DLAE to the District R/W Local Programs Coordinator. The R/W Local Programs Coordinator will document receipt of the form in the project file diary. This notifies the R/W Local Programs Coordinator to monitor and advise the LPA through the right of way process. It is recommended that the R/W Local Programs Coordinator contact the author of the PERW Checklist Form to discuss the parcels identified as requiring right of way acquisitions, and/or utility relocations, and to be available to monitor the project in real time thus ensuring that federal regulations are followed, and any right of way issues are identified early in the processes so that the project can be certified without unnecessary delay.

IV. APPLICABILITY/IMPACTS

This Office Bulletin applies to all federal-aid projects. The following LAPM sections will be updated to incorporate the revised policy and procedures associated with this Office Bulletin.

Chapter/Exhibit	New / Revised Text
LAPM Chapter 13.5 Preliminary Studies	<p>At this early stage in the development process, it is crucial to correctly evaluate the project requirements: namely, the limits, location (including existing utilities), scope, costs, and whether any additional R/W will be required. Each agency should establish a process for accumulating this data, which will play an integral part in successfully completing the Field Review, the Preliminary Environmental Study Form (Exhibit 6-A), the Preliminary Engineering Right of Way (PERW) Checklist (Exhibit 13-E), and the Plans, Specifications & Estimate (PS&E) for the project.</p>
LAPM Chapter 13.5 Preliminary Engineering Right of Way Checklist [New subsection]	<p>During preliminary studies, the LPA must complete Exhibit 13-E: Preliminary Engineering Right of Way (PERW) Checklist in conjunction with the PES Form (Exhibit 6-A) and submit to the DLAE. The DLAE will forward the form to the District Right of Way Local Programs Coordinator. This form is required with or without a project field review being completed.</p> <p>The purpose of the PERW Checklist is to help LPAs, their Right of Way Agents and/or Right of Way Consultants determine if there are right of way involvements such as fee or temporary right of way acquisitions, utility conflicts, relocations, etc. at the project initiation stage. It will provide the information needed to complete an accurate right of way estimate and notify the District Right of Way Local Programs Coordinator of upcoming projects with right of way involvement to allow real-time monitoring. This earlier engagement will also provide both the LPA and the District Right of Way Local Programs Coordinator the opportunity to discuss Caltrans policies and processes necessary for compliance with the Uniform Act.</p>
LAPM Chapter 13.7 Projects Requiring Right of Way / Property Rights [New paragraph between 1 st and 2 nd paragraphs]	<p>Exhibit 13-E: PERW Checklist has been developed as a tool used in identifying potential right of way conflicts and notifies the R/W Coordinator to monitor the project. Exhibit 13-E must be completed in conjunction with the PES form (Exhibit 6-A). A signed copy is sent to the DLAE who forwards it to the Right of Way Coordinator. It will alert staff of potential right-of-way acquisitions and/or utility conflicts on a proposed federal aid project. The form also alerts the LPA that they will need to hire Right of Way Consultants if they are not a qualified agency.</p>



Exhibit 13-E: Preliminary Engineering Right of Way (PERW) Checklist	New Exhibit
----------------------------------------------------------------------------	-------------

Recommended: Original signature on file October 5, 2023
Lisa M. Spellenberg, Resource Coordinator
Office of Local Right of Way Date

Approved: Original signature on file October 5, 2023
Neidy Pinuelas, Chief
Office of Local Right of Way Date

Attachments:
Attachment 1 – Exhibit 13-E: PERW Checklist



Expires – Upon Issuance of LPP

Update to Exhibit 12-G: Required Federal-aid Contract Language

I. BACKGROUND

In response to recent changes in federal regulations, Exhibit 12-G: Required Federal-aid Contract Language of the Local Assistance Procedures Manual (LAPM) needs to be updated to incorporate two significant revisions related to Buy America and the Davis-Bacon regulations. The purpose of this Office Bulletin is to highlight these policy changes and provide guidance for their implementation.

The Buy America requirements have undergone revisions with the passage of the Build America Buy America (BABA) Act, which was enacted as part of the Infrastructure Investment and Jobs Act (IIJA) on November 2021. The Office of Management and Budget (OMB) recently issued its final guidance on August 23, 2023, to implement the updated BABA provisions of IIJA and provide clarity on the provisions related to domestic preferences.

On August 23, 2023, final guidance was issued to update the Davis-Bacon and Related Acts. These revised regulations address several issues that have arisen over time in the administration and enforcement of the relevant regulations, offering greater regulatory clarity concerning numerous Davis-Bacon requirements.

II. POLICY

The updated Buy America requirements aim to ensure that all iron, steel, manufactured products, and construction materials permanently incorporated into federal-aid projects are produced in the United States. The final Buy America guidance establishes standards defining "all manufacturing processes" for each material subject to Buy America requirements (refer to 2 CFR 184.6). Additionally, the guidance updates the list of construction materials subject to Buy America requirements (refer to 2 CFR 184.3).

The revised Davis-Bacon regulations encompass alterations in prevailing wages, wage determinations, definitions, compliance principles, and enforcement. Comprehensive information regarding these changes can be accessed at: <https://www.dol.gov/agencies/whd/government-contracts/construction/rulemaking-davis-bacon>. These revisions are included in the revised Form FHWA-1273 effective October 23, 2023.

III. PROCEDURE

Buy America

To align with the effective date of the final guidance, **all projects authorized (E-76) on or after October 23, 2023** must adhere to the final guidance on construction materials as outlined in 2 CFR 184.



Davis-Bacon and related Acts

The revised Form FHWA-1273 has been introduced to accommodate the updated Davis-Bacon requirements. **Starting from October 23, 2023**, all prime construction contracts awarded by contracting agencies, as well as their associated subcontracts, must integrate this latest version. This requirement applies to many projects that are currently in the advertising phase.

IV. APPLICABILITY / IMPACTS

This Office Bulletin is applicable to all aspects of the federal-aid program whenever the Buy America and Davis-Bacon requirements are applicable. The table below lists the changes to the January 2023 LAPM and Exhibit 12-G. The LAPM chapter changes will be incorporated into the January 2024 Local Programs Procedure (LPP), while changes to Exhibit 12-G will be integrated and released upon publication of this Office Bulletin.

Chapter Section / Exhibit	Changes that supersede current publication
LAPM 12.8 Federal Contract Requirements	<p><u>Buy America</u></p> <p>FHWA's policy for Buy America requires a domestic manufacturing process for all steel and iron products, manufactured products, and construction materials that are permanently incorporated in a federal-aid funded project.</p> <p>Manufactured products are those that contain steel or iron components that equate to 90 percent or more by weight of the product. Steel or iron products used within precast concrete products, such as reinforcing steel, wire mesh, and pre-stressing or post-tensioning strands, rods, or cables, must meet Buy America regardless of the percentage of use.</p> <p>FHWA defines a construction material as an article, material, or supply that is considered or consists primarily of consists of only one of the following items: non-ferrous metals, plastic, and polymer-based products (including polyvinylchloride, and composite building materials, and polymers used in fiber optic cables), glass, (including optic glass), fiber optic cable (including drop cable), optical fiber, lumber, engineered wood, or drywall. The manufacturing processes for all materials governed by Buy America requirements are outlined in accordance with 2 CFR 184.6. If one or more of these construction materials have been combined by a manufacturer with other materials through a manufacturing process, Buy America requirements do not apply unless otherwise specified.</p> <p>...</p> <p>Buy America requirements apply to all steel and iron products, manufactured products, and construction materials supplied and permanently incorporated into a federal-aid project regardless of the</p>



	<p>funding source used to purchase the product and regardless of how the products were procured (i.e., agency furnished materials, materials added by change order, etc.). The LPA must not list non-domestic steel and iron products, or construction materials as nonparticipating in order to circumvent the Buy America requirements.</p> <p>...</p> <p>Alternate bid provisions. The LPA elects to include alternate bid provisions for both, foreign and domestic steel and iron materials. The contract provisions must require all bidders to submit a bid based on furnishing domestic steel and iron materials, and clearly state that the contract will be awarded to the bidder who submits the lowest total bid based on furnishing domestic steel and iron materials unless such total bid is more than 25 percent higher than the total bid based on foreign steel or iron products. The comparison must be between the total lowest bid using domestic iron/steel steel and iron product and the total lowest bid using foreign iron/steel steel and iron product. The LPA must coordinate with their DLAE prior to using the alternate bid provisions; the DLAE will coordinate with FHWA.</p>
LAPM 16.11 Quality Assurance Program	<p><u>Materials Requiring a Buy America Certification</u></p> <p>Steel and iron products and construction materials Iron and steel, manufactured products, and construction materials permanently incorporated into the project must comply with Buy America requirements per 23 CFR 635.410 and Section 70914 of the Build America, Buy America (BABA) Act. All steel and iron products must be delivered with a COC stating all manufacturing processes involved in the production of the products occurred within the United States.</p> <p>In addition to the COC requirements mentioned earlier in this section, a Buy America COC must also include the mill markings or heat numbers. All manufacturing processes for construction materials as defined in 2 CFR 184.6 must occur in the United States.</p> <p>Contractors must provide certificates of compliance with each project delivery for all construction materials used for the projects. Manufacturer's certificate of compliance must identify where the construction material was manufactured and attest specifically to the Buy America compliance 2 CFR 184.6. Minor additions of articles, materials, supplies, or binding agents to these construction materials do not change the categorization of the construction material.</p>

<p>Exhibit 12-G 8. Buy America</p>	<p><u>Construction Materials</u></p> <p>Buy America requirements apply to the following construction materials that are or consist primarily of:</p> <ol style="list-style-type: none"> 1. Non-ferrous metals 2. Plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables) such as: <ol style="list-style-type: none"> 2.1 Polyvinylchloride 2.2 Composite building materials 3. Glass (including optic glass) 4. Fiber optic cable (including drop cable) 5. Optical fiber 6. Lumber 7. Engineered wood 8. Drywall <p>All manufacturing processes for these materials as defined in 2 CFR 184.6 must occur in the United States.</p>
<p>Exhibit 12-G Form FHWA-1273</p>	<p>The updated Form FHWA-1273, dated October 23, 2023 replaces the July 5, 2022 version. A section-by-section summary of the changes is accessible on FHWA's website at: https://www.fhwa.dot.gov/construction/cgit/fhwa1273_changes230906.pdf</p> <p>In addition, a direct link will now be provided to FHWA's Form FHWA-1273 rather than the full text as previously included in Exhibit 12-G.</p>
<p>Exhibit 12-G</p> <p>Note: To avoid frequent updates to this Exhibit, the following changes identified in the Local Programs Procedures (LPP) 23-01 have also been incorporated with this update.</p>	<p><u>14. Federal Trainee Program</u></p> <p>This section applies if a number of trainees or apprentices is specified in the special provisions shown on the Notice of Bidders.</p> <p>...</p> <p>The prime contractor shall furnish the apprentice or trainee with a copy of the program that the prime contractor will comply with in providing the training.</p> <p>Furnish the apprentice or trainee a:</p> <ol style="list-style-type: none"> 1. Copy of the training plan approved by the U.S. Department of Labor or a training plan for trainees approved by both Caltrans and FHWA 2. Certification showing the type and length of training satisfactorily completed <p>Maintain records and submit reports documenting contractor's performance under this section.</p>



Recommended: Approved by email on October 12, 2023
Kitae Nam, Policy Liaison

Approved: Approved by email on October 13, 2023
Sereen Yenjai *acting for* Tanzeeba Kishwar, Chief
Office of Guidance and Oversight

California Department of Transportation



To: ICTC Commission / Mgmt. Committee

Date: November, 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, SR-78 Bridge Rehab at Various Locations:** The project 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. Work at the All-American Canal is anticipated to be completed by December. Work at Brock Research Center Rd has begun and anticipated to be completed by December 2023. Target start for the 4th Ave bridge is mid to late January. Total estimated cost is \$8 million. The Palo Verde locations have an anticipated start of early December. These bridge repairs will install a long-term automated traffic control signal at both locations for reversible 1 way traffic throughout the duration of construction.



3. **I-8 Roadside Safety Improvements:** This project is 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.
4. **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 and awarded in October. 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

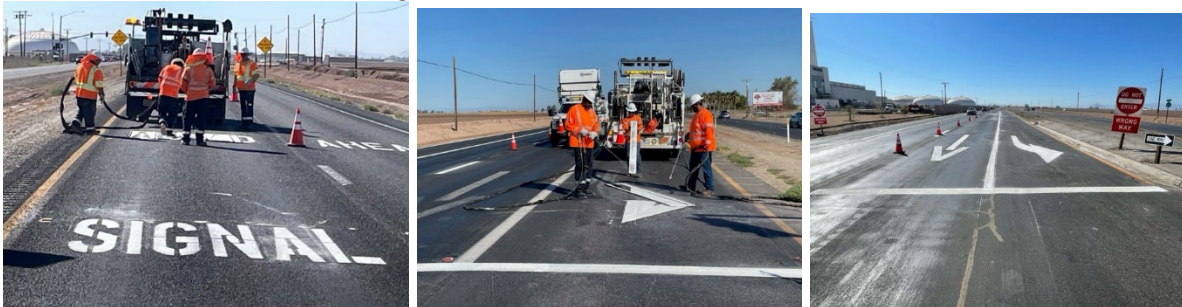
people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US 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, drain cleaning SR86, Storm repairs SR98 / I-8



2. El Centro Functional/Marking Crew – Sign/landscape maintenance, Refresh pavement markings SR-86 / Keystone Road



3. Midway Traveled Way Crew – Crack sealing SR98, storm response/repairs, fence repair I-8, culvert repair 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 SR78



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.

Caltrans has received all required documents from AECOM except the QMP, SIQMP, and the environmental document. Caltrans will proceed with phases 0 and 1. 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 various improvements for Forrester Road (I-8 to SR 78/86). It is being prepared as 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 using local roads, proposes passing lanes in the new River area, and makes improvements to the Forrester Road intersections at Ross Road

and Evan Hewes Highway. The environmental designation has been determined and the Environmental Branch is currently updating the PEAR to reflect this new list of priorities. The document is anticipated to be completed by the end of 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:**

November 30, 2023 – Request for Letters of Support from Caltrans for 2024 Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grants

The Caltrans Office of Strategic Investment Planning (OSIP) will accept requests for a Caltrans “Letter of Support” (LOS) from local and regional agencies to include with project application packages on various competitive grant programs. OSIP is responsible for submitting LOS Request Packages to the Director of Caltrans.

Any Rebuilding American Infrastructure with Sustainability & Equity (RAISE) requests for a Caltrans Letter of Support are due November 30, 2023

Please visit the OSIP website on how to submit a request for a Caltrans LOS –

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-investment-planning>

Email any questions to dotp.osip@dot.ca.gov

2025 Active Transportation Program (Cycle 7)

The California Transportation Commission (CTC) is developing guidelines for the 2025 Active Transportation Program (ATP) cycle. Statewide workshops have started. 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 this linked 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.

dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/proposed-2024-draft-prep-external-063024.pdf

Wednesday, November 22, 2023 – deadline for the next CTC meeting (January 25-26, 2024)

Quality Assurance Program (QAP) – Renewal Deadline in 2024

Quality Assurance Program (QAP) approval will expire in 2024 for the City of Brawley.

An updated QAP package must be submitted to the Local Area Engineer: Alejandro Lopez-Rangel. Otherwise, no Construction federal funding authorization requests can be processed.

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)

STATUS OF TRANSPORTATION PROJECTS



803: Port of Entry

Date:10/18/2023



16. 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.



CALTRANS DIVISION OF
LOCAL ASSISTANCE



Preliminary Environmental Study Question & Answer Session

1st Thursday of Each Month

- December 7, 2023 1:00-2:00pm
- January 4, 2024 1:00-2:00pm

Provided by DIVISION OF LOCAL ASSISTANCE

Office of Environmental Compliance and Outreach

WHO: Open for local public agencies, consultants, California Tribes, and Caltrans staff.

WHAT: Ask an Environmental Compliance & Outreach expert how to fill out the Preliminary Environmental Study (PES) for transportation projects, and other PES related questions.

WHERE: Online. No registration required. Access the following link to attend: <https://cadot.webex.com/cadot/j.php?MTID=mad14e2d6befe1a67a1f38d237fd6dbf0>

6. SCAG UPDATES/ ANNOUNCEMENTS

Presented by SCAG Staff

Memorandum

Date: November 8th, 2023
To: ICTC Committee and Management Meeting
From: David Salgado, Government Affairs Officer (GAO)
Re: Southern California Association of Government's (SCAG) Report

The following is a summary of the SCAG Executive Director's Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission Management Committee meeting for the month of November 2023.

1. SCAG's 14th Annual Southern California Economic Summit

THURSDAY, DECEMBER 7th, 8 A.M. – 2 P.M. SHERATON GRAND LOS ANGELES

Registration is now open for SCAG's 14th annual Southern California Economic Summit on Dec. 7 at the Sheraton Grand Los Angeles. Mark your calendars and register now to join leaders in business, planning and public policy to assess the state of the region's economy. The program will explore the major economic factors that inform Connect SoCal 2024, SCAG's draft Regional Transportation Plan/Sustainable Communities Strategy. From generating new jobs to creating efficiency gains for commuters, shipping and travel, a strong regional transportation system has economic benefits for all of the nearly 19 million people in the region.

Register today to join leading voices for conversations on strategies to promote the long-term health of Southern California's economy. Elected officials and city managers of SCAG's member jurisdictions may attend for free. Learn more and register to attend at scag.ca.gov/economicsummit.

2. Regional Council Approves RHNA Reform Recommendations

In September, the Regional Council approved the release of SCAG's recommendations on the reformation of the Regional Housing Needs Assessment (RHNA) process. These recommendations will be provided to the California Department of Housing and Community Development (HCD) in a formal letter to be included in a report of recommendations to the California State Legislature.

On Aug. 16, SCAG staff presented a total of thirteen recommendations at a special meeting of the Community, Economic and Human Development Committee, with changes to the regional determination, methodology and appeals processes. The committee acted to recommend the draft recommendations be moved to the Regional Council for further action.

Some recommendations will also require legislation to implement changes while others will be evaluated as part of the 7th RHNA cycle. The Legislative/Communications & Membership Committee will now use the recommendations to prepare multiple proposals for potential SCAG-sponsored bills and to advocate for bills containing high-priority RHNA reform concepts. SCAG will continue to monitor and report on HCD's process and explore ways to implement the approved recommendations. For more information on SCAG's RHNA program, visit scag.ca.gov/rhna.

3. Regional Utilities Supporting Housing Grant Program Call Now Open

The Call for Applications for the Regional Utilities Supporting Housing (RUSH) Pilot Program is now open through Nov. 6. This competitive call will award an estimated \$35 million to projects in any of the following categories meeting the definition of infill:

- **Planning Projects:** Plans, programs and green infrastructure plans to support increased utility capacity to support residential development identified in housing elements.
- **Capital Projects:** Projects that address current and future utility restrictions for housing development and enable continued infill housing development by upgrading infrastructure for sewer, water, stormwater and dry utilities systems.

Recordings of an Oct. 4 information session will be available soon, and office hours with SCAG staff are available to support applicants. More information on the call for applications and technical assistance opportunities are also available on SCAG's website.

4. SCAG Awarded \$1.3 Million from California Office of Traffic Safety

SCAG's Regional Council, at its October meeting, approved a resolution authorizing SCAG to accept \$1.35 million in grant funding from the California Office of Traffic Safety (OTS). This funding will be used to continue the Go Human program, with plans in 2023-2024 to support localized traffic safety engagement, temporary safety demonstration projects and the distribution of Community Streets Grants across the region, as well as a research and analysis effort to assess existing strategies and inform new ones.

In addition, the Regional Council approved a second resolution authorizing SCAG to accept a \$886 thousand OTS grant award to fund development of a regional transportation safety predictive modeling platform. This award will facilitate SCAG's efforts to take a more proactive approach toward the analysis and mitigation of safety risks on our regional multimodal transportation system, with the objective of reducing the incidence of collision-related fatalities and serious injuries.

5. Inclusive Contracting Toolkit Coming Soon

In July 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) to implement SCAG Resolution No. 20-623-2, which puts forward strategies for SCAG's role in advancing equitable regional economic recovery and growth. With support from Senator Susan Rubio, SCAG received one-time grant funding of \$3.5 million from the California Workforce Development Board to implement several core recommendations developed in the IERS. One such project is the Inclusive Contracting Toolkit.

The toolkit will include actionable recommendations for procurement professionals in public agencies and private anchor institutions to support inclusive contracting policies, programs and practices. To ground this project in an understanding of the unique procurement approaches in each organization, SCAG staff convened a technical advisory committee and a series of industry focus groups made up of small businesses and contracting professionals from government agencies and anchor institutions.

The toolkit will feature a library of best practices and recommendations, as well as summarize relevant context for inclusive contracting and recommend immediate actions organizations can take. The toolkit will be finalized and released by the end of October.

6. GUIDELINES APPROVAL ADDRESS CORRECTIVE ACTION

The SCAG Regional Council took action at the June 1 meeting to approve the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program Guidelines (CMAQ/STBG). During SCAG's federal certification in 2022, SCAG was issued one corrective action. With the approval of the program guidelines, by the Regional Council, and by Caltrans, the Federal Highway Administration and the Federal Transit Administration last month, SCAG has now substantially addressed the program challenges. All that remains is to ensure SCAG selects any new projects funded with CMAQ or STBG dollars consistent with the program guidelines starting next month. SCAG plans to initiate a call for project nominations in early 2024 to align with an amendment to the 2025 Federal Transportation Improvement Program.

7. CITIES & COUNTY PLANNING/ PUBLIC WORKS UPDATES