



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: **Thursday, October 27, 2022**
TIME: **10:00 a.m. – 12:00 p.m.**
LOCATION: **Hybrid - In person or Via Zoom at ICTC Offices**

Chairperson: City of Brawley

Vice-Chair: City of Calipatria

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

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

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

<https://us06web.zoom.us/j/89373893028?pwd=S3BQczdqVTNzY3VWUe1TNktRNTFsZz09>

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: 893 7389 3028#
Password: 059147#

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 cristilerma@imperialctc.org. When addressing the Committee, state your name for the record prior to providing your comments. Please address the Committee as a whole, through the Chairperson. Individuals will be given three (3) minutes to address the Committee; groups or topics will be given a maximum of fifteen (15) minutes. Public comments will be limited to a maximum of 30 minutes. If additional time is required for public comments, they will be heard at the end of the meeting. Please remember to follow the Public Comment Code of Conduct: No profanity or obscenity, yelling or screaming, no slander or defamatory statements, no personal threats, or attacks, no hateful or demeaning language based on hate of a person’s race, religion, sexual orientation, ethnicity, gender, or disability, respect all people that are present or watching, obey the direction of the Chair, Secretary to the Commission and ICTC Staff.

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

DISCUSSION/ACTION ITEMS

1. **Introductions**
2. **Action Item**
Adopt resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361 *ACTION*
3. **Adoption of Minutes for September 22, 2022** *ACTION*
Requesting a motion to adopt
4. **Updates on the Brawley Transit Corridor Brownfield Assessment and Southern Border Broadband Consortium (SBBC) Projects** *15 minutes*
Presented by Imperial Valley Economic Development Corporation (IVEDC) Staff
5. **2022 Mini Call for Projects- Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Programming Project List – FFY 2025/26** *ACTION*
ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:
 1. Approve the 2022 Mini Call for Projects -Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant Program (STBG) Programming Project List for FFY 2025/26; and
 2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.
6. **Caltrans and FHWA Peer Exchange Project Bundling Presentation** *10 minutes*
Presented by ICTC Staff
7. **Caltrans Updates/ Announcements** *10 minutes*
Presented by Caltrans Staff
8. **SCAG Updates/ Announcements** *10 minutes*
Presented by SCAG Staff
9. **Cities and County Planning / Public Works Updates** *10 minutes*
All
10. **ICTC Updates / Announcements** *10 minutes*
Presented by ICTC Staff
 1. Transit Planning Updates
 2. Transportation Planning Updates
 - Long Range Transportation Plan Outreach
 - Local Partnership Program Cycle 3 and Cycle 4
 - CMAQ & STBG FFY 2022/23
11. **General Discussion / New Business** *10 minutes*
12. **Adjournment**

The next meeting of the ICTC TAC meeting is tentatively scheduled for November 17, 2022. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@Imperialctc.org

2. ACTION ITEM

Adopt resolution authorizing teleconference meeting in accordance with Assembly Bill 361



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

October 17, 2022

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

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

Dear Chair and Committee Members:

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Aguirre', is written over a light blue horizontal line.

David Aguirre
Interim Executive Director

Attachments

MB/cl

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

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

RESOLUTION NO. _____

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

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

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

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

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

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

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

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

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

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

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

_____.

Chair of the TAC

ATTEST:

CRISTI LERMA
Clerk

3. ADOPTION OF MINUTES FOR SEPTEMBER 22, 2022

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
DRAFT MINUTES

September 22, 2022

Present:

| | |
|------------------|------------------------------|
| Guillermo Sillas | City of Brawley |
| Livier Lau | City of Calexico |
| George Galvan | City of Calipatria |
| Abraham Campos | City of El Centro |
| Adriana Anguis | City of Holtville |
| Jesus Villegas | City of Imperial |
| Ramiro Barajas | City of Westmorland |
| Veronica Atondo | County of Imperial |
| Manuel Ortiz | Imperial Irrigation District |

Others:

| | |
|------------------------|--------------------|
| David Aguirre | ICTC |
| Virginia Mendoza | ICTC |
| Marlene Flores | ICTC |
| Angela Delgadillo | ICTC |
| Phillip Ramirez | City of Brawley |
| Juan Manuel Cabrera | City of Brawley |
| Ana Gutierrez | City of Brawley |
| Esperanza Colio-Warren | City of Calexico |
| Felix De Leon | City of El Centro |
| Andres Miramontez | City of El Centro |
| Christian Rodriguez | City of El Centro |
| Angel Hernandez | City of El Centro |
| Othon Mora | City of Imperial |
| Marco Coronel | City of Imperial |
| Othon Mora | City of Imperial |
| Yvonne Cordero | City of Imperial |
| Adolfo Garcia | County of Imperial |
| Janette Govea | County of Imperial |
| Ben Guerrero | Caltrans |
| Nick Ventrilla | Caltrans |
| David Salgado | SCAG |
| Jessica Reyes Juarez | SCAG |
| Ma'ayn Johnson | SCAG |

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. Adopted resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361. ICTC requested a motion to adopt. (Galvan/Atondo). **Motion Carried.**
3. A *motion* was made to adopt the minutes for August 25, 2022 (Atondo/Galvan) **Motion Carried.**
4. **REAP 2.0 Grant Funding Program Presentation:**
(Presented by: Jessica Reyes Juarez, SCAG)
 - About \$246 million will be coming into the SCAG region and will need to be obligated by June 2024 and expended by June 2026.
 - This is a state funded program; it is no longer a federal funded program.
 - Programs to Accelerate Transformative Housing:
 - NOFA-Funding for Lasting Affordability: Funding for innovative housing finance and trust funds.
 - Pilot: Regional Utilities Supporting Housing (RUSH): Non-transportation utilities infrastructure improvements
 - Pilot: Housing Infill on Public and Private Lands (HIPP): Scaling up development of available land, and large corridor-wide or area-wide infill housing policies and initiatives.
 - Definition of Infill (Purpose of the REAP 2.0 Program): (1) the area consists of unused or underutilized lands, AND (2) within existing development patterns, AND (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling AND is location in either an urban center, corridor, or an area with transit-supportive densities, OR an established community that meets all the following criteria:
 - The area consists or previously consisted of qualified urban uses, the area is predominantly surrounded by parcels that are developed with qualified urban uses, and no parcel within or adjoining the area is classified as agricultural or natural working lands.
 - Proposed Funding: NOFA-45 million, Pilot RUSH Program-35 million, and Pilot HIPP Program-8 million. A total of 88 million.
 - CTC Partnership Program Guidelines will be available at <https://scag.ca.gov/reap2021> September 21st through 3pm on October 12, 2022.
 - All written comments should be sent via email to: Alisha James at james@scag.ca.gov
 - Mr. Galvan, City of Calipatria, asked if there was anything that precludes leveraging funds from other state resources, such as CTBG or through the tax credit allocation process?
 - Ms. Juarez answered and stated that the program allows stacking. This is one way to demonstrate that you have momentum on the project.
 - Mr. Galvan asked if there is a maximum per person. Ms. Juarez stated that it is not identified yet, however, it is possible that it will be included in the final draft.
 - Ms. Mendoza, ICTC, asked for clarification on the definition of infill section b. “Is intended to capture unincorporated communities that are within the county?” Ms. Juarez stated that it can also be unincorporated communities if they meet the criteria.
 - Virtual Information Session on October 5, 2022, at 9:00 a.m. – 11:00 a.m.
 - REAP 2.0 Info. Session Registration Link: [REAP 2.0 PATH Virtual Information Sessions \(jotform.com\)](#)
 - For more information or any questions, please contact Jessica Reyes Juarez at juarez@scag.ca.gov, Alisha James at james@scag.ca.gov, Jacob Noonan at noonan@scag.ca.gov, or David Salgado at salgado@scag.ca.gov .

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

- Please welcome the Caltrans District 11 Local Assistance Engineer (DLAE) Bryan Ott! He resumes this management role as a permanent assignment.
- September 5, 2022 was the deadline to submit “Inactive” invoices or a justification
- A complete list of Inactive Projects – <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>
- January 31, 2023 – Federal Fiscal Year (FFY) 22/23 Requests for Authorization Obligations Due!
- Please transmit all RFA details on *LAPM* Exhibit 3-A and use the newest version from January 2022 <https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=LAPM3A>
- Friday, October 7, 2022, is the final deadline (for that December 7-8, 2022, CTC meeting).
- Project Bundling event on October 4th at 8:30 a.m. – 5: 00 p.m. & on October 5th at 8:30 a.m. – 12:30 p.m.
- Please register at: [FHWA Project Bundling Peer Exchange October 4 and 5, 2022 \(google.com\)](https://www.fhwa.gov/peers/exchange/2022)
- For more information on Project Bundling please visit: [EDC-5: Project Bundling | Federal Highway Administration \(dot.gov\)](https://www.edc-5.gov/)
- Cooperative Training Assistance Program (CTAP) offers free trainings: <https://ca-ctap.org/?pid=1609>
- Link to Active Transportation Resource Center (ATRC): <https://caatpresources.org/1502>
- Notice of Funding Opportunity due October 4, 2022 – Railroad Crossing Elimination Program Click for further details – <https://www.govinfo.gov/content/pkg/FR-2022-07-06/pdf/2022-14344.pdf>
- On June 1, 2022, the list of active project end dates was updated. To avoid expiration, action is required by ICTC and the County of Imperial, as well as the City of Calexico.
- Disadvantaged Business Enterprise (DBE) Update: As a reminder, *Local Assistance Procedures Manual (LAPM)* Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor
- If you have any questions, please contact Ben Guerrero at Benjamin.guerrero@dot.ca.gov

6. SCAG Updates / Announcements:

(Presented by: David Salgado)

- **SCAG Sustainable Communities Program (SCP) Call 4! Civic Engagement, Equity, & Environmental Justice:** The fourth Sustainable Communities Program (SCP) Call for Applications is anticipated to be released in Fall 2022, with a focus on Civic Engagement, Equity, and Environmental Justice. Due to the availability of new funding sources for this program, the guidelines for Call 4 are still in development. More information can be found here: <https://scag.ca.gov/scp>
- **Money Mondays**” email SCAG has started to send out. [SCAG Money Monday \(mailchi.mp\)](https://mailchi.mp/scag/money-mondays)
- SCAG’s grant opportunities webpage holds links to many of the current, new, and ongoing grant opportunities.
- SCAG Grant Opportunities Website Link: [Get Involved Grant Opportunities - Southern California Association of Governments](https://www.scag.ca.gov/get-involved)
- To receive the information directly please subscribe with this link: [Subscribe To Updates - Southern California Association of Governments](https://www.scag.ca.gov/subscribe)
- If you have any questions, please contact David Salgado at salgado@scag.ca.gov

7. Cities and County Planning / Public Works Updates:

- Each jurisdiction gave their update.

8. ICTC Updates / Announcements

(Presented by ICTC Staff)

a. Transit Planning Updates

- The Free Fares Program grant was approved for \$492K which will cover about 9 months of free fares for transit riders. In the month of November, a program is offered for free transportation for veterans for about a week. The annual “stuff a bus” campaign is coming soon as well. This campaign lets people ride the bus for free if they donate a canned good. Essentially, all the canned goods that are generated, are donated to the food bank prior to Thanksgiving holiday. These two programs will be put out for the public before the Free Fares Programs takes place. The Free Fares program will likely start around January 2023.

b. Transportation Planning Updates

- 2022 CMAQ & STBG Mini Call for Projects Update
 - The project schedule was updated. TAC members will meet to review and generate list of projects recommended for funding on October 6, 2022 from 2pm – 4pm instead of October 5th.
- Local Partnership Formulaic Program (LPP) Update
 - City Managers took action on this item last week. It is anticipated that the Commission takes action on October 26th. It has also been confirmed by the state that if any jurisdiction would like to couple Cycle 3 and Cycle 4 funding they can. However, you would be subject to the Cycle 3 deadline: June 30, 2023.

9. General Discussion / New Business

Next TAC meeting will be October 27, 2022 via Zoom at ICTC offices

10. Meeting adjourned at 11:43 a.m.

**4. UPDATES ON THE BRAWLEY
TRANSIT CORRIDOR BROWNFIELD
ASSESSMENT AND
SOUTHERN BORDER BROADBAND
CONSORTIUM (SBBC) PROJECTS**

Presented by: Imperial Valley Economic
Development Corporation (IVEDC) Staff

Program Updates

IMPERIAL VALLEY ECONOMIC DEVELOPMENT CORPORATION

October 27, 2022

Imperial County Transportation Commission

www.ivedc.com



PROGRAM UPDATES

EPA Brownfields



PROGRAM UPDATES

EPA Brownfields

Chai Property:

- Phase 1 completed
- Phase 2 not required
- Property is now listed and being marketed for redevelopment



PROGRAM UPDATES

EPA Brownfields

Finnell Property

- Phase 1 and 2 completed
- Contamination identified
- Clean up planning and process
- Property owners are now equipped to secure independent clean up funding



PROGRAM UPDATES

EPA Brownfields

Lesika Property: Before and After

- Phase 1 and 2 completed
- Blighted property has been redeveloped
- Functioning business and operation



PROGRAM UPDATES

EPA Brownfields

Pioneers Property

- Phase 1 completed
- Phase 2 in process
- A developer has chosen this property due to the grant funding that is offered



PROGRAM UPDATES

EPA Brownfields

Texaco Property

- Phase 1 completed
- Phase 2 in process
- Property will be marketed for redevelopment



PROGRAM UPDATES

EPA Brownfields

Dek Property

- Poorly executed Phase 1 completed by other firm
 - failed to find contamination and project halted
- The Brownfields program completed Phase 2 and provided the technical assistance for project completion
- Business is now in operation



PROGRAM UPDATES

EPA Brownfields

Federal EPA Site Visit:

Friday, September 16, 2022

NEXT STEPS

To identify properties countywide that need environmental assessment funding



PROGRAM UPDATES

Southern Border Broadband Consortium



PROGRAM UPDATES

Southern Border Broadband Consortium

- **Regional Broadband Consortium:** In 2020, SBBC was approved for a second 3-year grant cycle with the **CPUC's California Advanced Services Fund** as the RBC for San Diego and Imperial Counties.
 - *Current Grant Cycle: November 1, 2020 - October 31, 2023*
 - Ongoing Efforts: SBBC continues to work with ISPs to identify funding opportunities and project locations in San Diego and Imperial.

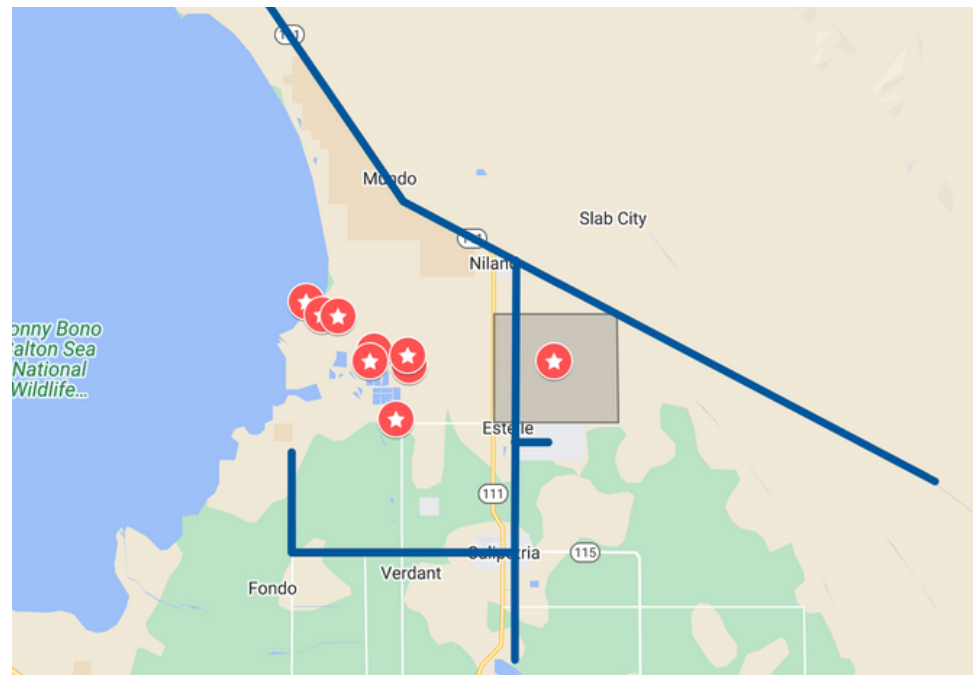
STRATEGIC PLANNING

Project: Preferred Scenario for 98% Deployment in Imperial County

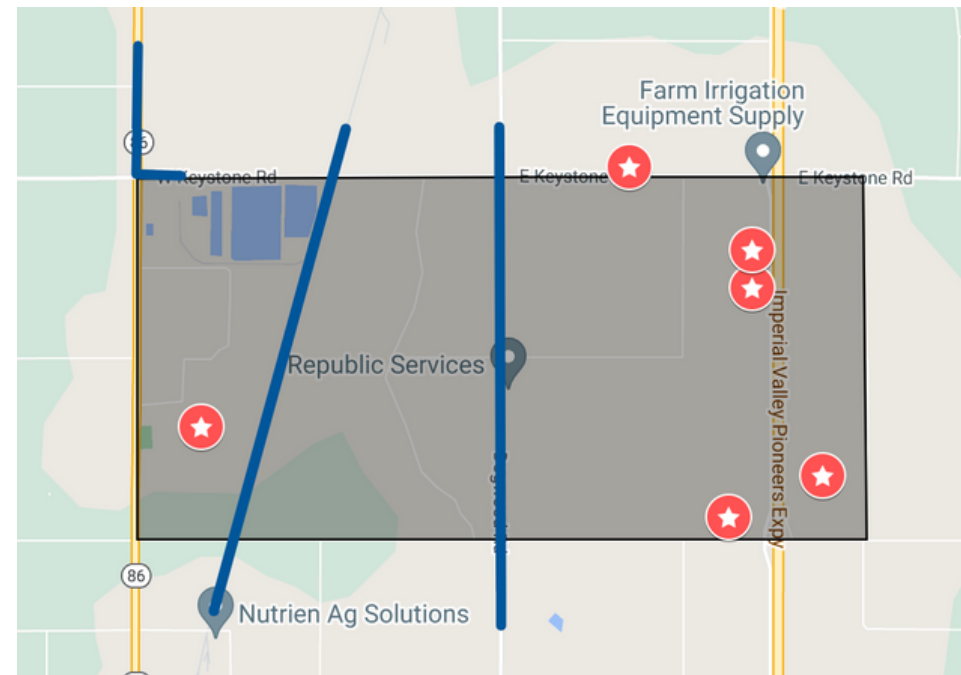
Outreach: Cities, County, Utilities, Caltrans, Imperial County Transportation Commission

Results: Up-to-date survey of local assets, policies, challenges and needs
Identification of priority areas in Imperial County

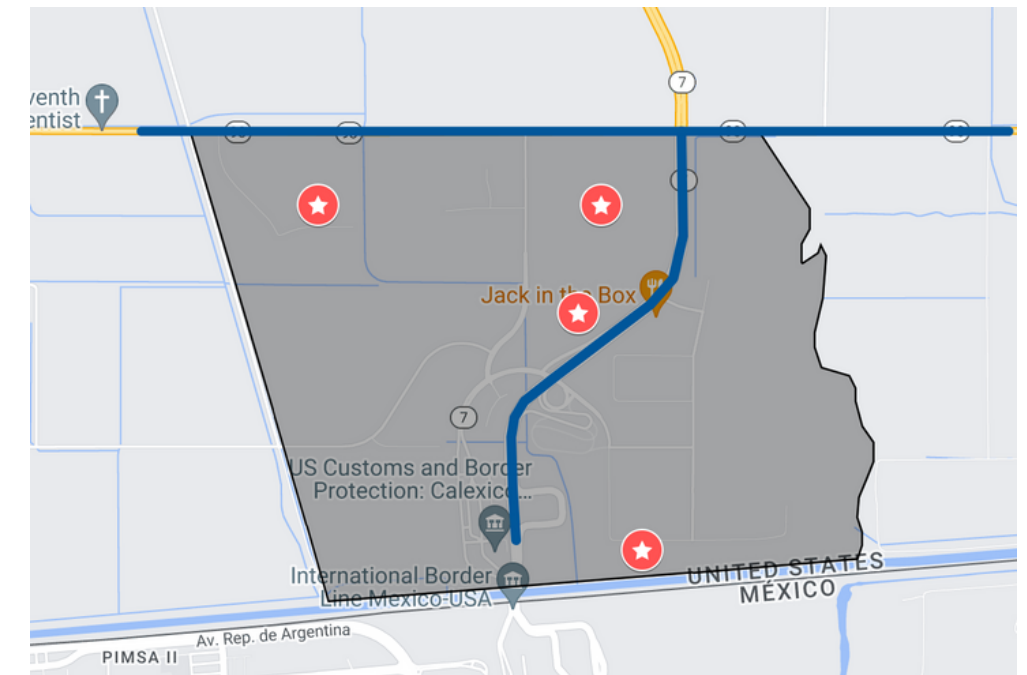
Priority Areas



[Interactive Map of North County](#)



[Interactive Map of Mesquite Lake Industrial Park](#)



[Interactive Map of Gateway Industrial Park](#)

BROADBAND AS A GREEN STRATEGY

Southern Border Broadband Consortium

- In 2022, SBBC completed a project facilitated by Caltrans to identify **Transportation Broadband Strategies to Reduce Vehicle Miles Traveled and Greenhouse Gases**. Partners included SCAG and CETF
- **Key Findings:**
 - the potential to reduce GHG emissions is 1-15%
 - public agencies could reduce vehicle trips for 50-80% of recipients of benefit programs
 - top rated strategies to reduce VMT included
 - construction of high-speed internet infrastructure
 - assisting households with securing affordable home internet and a computing device

Recommendations

COMMUNITY PULL

- incentivize employers to adopt telework
- collaborate to transform neighborhoods through adoption

POLICY PUSH

- accelerate deployment of infrastructure
- adopt processes that promote adoption of home internet

SBBC will continue to expand efforts to identify and relate broadband and environmental solutions to optimize "**broadband as a green strategy.**"

ADDRESSING COMMUNITY NEEDS

Project: Get Connected California

Outreach: Local Government, CBOs, Low-Income Households and Students

Goals: Increase in public awareness and increase in ACP registrations

Priority Areas

DISTANCE
LEARNING



FINANCING
OPTIONS



JOBS/
E-COMMERCE



HEALTH/
TELEMEDICINE



GET CONNECTED CALIFORNIA

BACKGROUND

- A statewide mobilization to register low-income households with the Affordable Connectivity Program (ACP), which offers discounted high-speed home internet

GOALS

- To reach 90% registration of eligible households in Imperial County and San Diego

ENROLLMENT EVENTS

- Calipatria and Heber - Aug. 27, 2022
- Imperial - Oct. 22, 2022

FOR MORE INFORMATION

<https://www.internetforallnow.org/>



BEST PRACTICES FOR DIGITAL EQUITY

BACKGROUND

- The COVID-19 pandemic laid bare the Digital Divide as more and more Californians fell off into deeper poverty and greater isolation. The crisis calls for increased state investment in broadband infrastructure and urgent actions at the local regional level to accelerate deployment and adoption.

GOALS

- To implement the Digital Equity Best Practices in Imperial and San Diego Counties.

FOR MORE INFORMATION

- Download the Best Practices Checklist and Resource Guide:

<https://www.cetfund.org/report/getting-connected-a-broadband-deployment-and-adoption-resource-guide/>





California Partnership for the San Joaquin Valley



SAN JOAQUIN VALLEY REGIONAL Broadband CONSORTIUM



NORTHEASTERN CALIFORNIA CONNECT CONSORTIUM



Gold Country Broadband Consortium



UPSTATE CALIFORNIA CONNECT CONSORTIUM

Dear Local Government Leader:

Enclosed is the new Digital Equity Best Practices Check List for Local Government Leaders as a framework to help develop a Strategic Action Plan to promote Digital Inclusion and achieve Digital Equity in your jurisdiction. It is based upon the updated Resource Guide for Local and Regional Leaders [website link] released earlier this year and organized according to the 5 Roles identified for Local Government Leaders.

The Check List sets forth 5 Best Practices for each of the 5 Roles—a total of 25 Best Practices that constitute the most essential actions in a “critical path” to achieve Digital Equity. The Check List is easy to use by both Elected Officials and Administrators to “check off” quickly what you’ve already done and then focus on filling in the gaps. You also can “score” your progress and benchmark it on a scale of 100% by applying 4 points to each of the Best Practices you’ve implemented.

If you are interested in a briefing about the Digital Equity Best Practices Check List and the Resource Guide, please contact your local Regional Broadband Consortium or the California Emerging Technology Fund (CETF) at contact_cetf@cetfund.org or (415) 744-2383.



Geoff Neill
Geoff Neill, Legislative Representative
California State Association of Counties



Trish Kelly
Trish Kelly, Managing Director
Valley Vision



Eduardo Gonzalez
Eduardo Gonzalez, Office of Community and Economic
Development, California State University, Fresno



Jason Schwenkler
Jason Schwenkler, Executive Director
North State Planning and Development Collective



Martha van Rooijen
Martha van Rooijen, Executive Director
Inland Empire Regional Broadband Consortium



Timothy E. Kelley
Timothy Kelley, President and CEO
Southern Border Broadband Consortium



Bruce Stenslie
Bruce Stenslie, President and CEO
Broadband Consortium of the Pacific Coast



William R. Simmons
Dr. Bill Simmons, Collaborative Developer
Broadband Consortium of the Pacific Coast



Kevin Harbour
Kevin G. Harbour, Sr., President
BizEd Institute



Bill Allen
Bill Allen, Chief Executive Officer and President
Los Angeles County Economic Development Corporation



David Rattray
David Rattray, Co-Convenor
LA Digital Equity Action League (LA DEAL)



Cole Przybyla
Cole Przybyla, Innovation and Business Assistance
County of Tuolumne



Kari Sinoff
Kari Sinoff, Project Manager
Gold Country Broadband Consortium



Steve Frisch
Steve Frisch, President
Sierra Business Council



Sunne Wright McPeak
Sunne Wright McPeak, President and CEO
California Emerging Technology Fund



Micah Weinberg
Micah Weinberg, Chief Executive Officer and President
California Forward (CAFwd)



DIGITAL EQUITY BILL OF RIGHTS

Digital Equity is defined by the National Digital Inclusion Alliance as condition in which all individuals and communities have the information technology capacity needed for full participation in our society, democracy, and economy. Digital Equity is necessary for civic and cultural participation, employment, lifelong learning, and access to essential services. Digital Equity requires deployment and adoption of information technologies enabled by access to broadband, a generic term for high-speed Internet infrastructure, including wireline and wireless technologies.

To insure [Digital Equity](#) for all Californians, residents have the right to:

1. **Broadband that is Sufficient and Reliable**
2. **Broadband that is Ubiquitous**
3. **Broadband that is Affordable**
4. **Broadband that Provides Educational Opportunities and Supports Digital Skills Proficiency**
5. **Broadband that Ensures Public Safety and Maintains Peace of Mind**
6. **Broadband that Improves Quality of Life**
7. **Broadband that Supports Economic Prosperity**
8. **Broadband that Attracts Capital Investment**
9. **Broadband that Supports Innovation and Research**
10. **Broadband that Empowers and Enables Participation in the Democracy**

Sign the CETF [Digital Equity Bill of Rights](#)¹ at [InternetForAllNow.org](#)² and Join [List of Supporters](#)³.

¹ <https://www.cetfund.org/action-and-results/public-awareness-and-education-get-connected/digital-equity-bill-of-rights/>

² <http://www.internetforallnow.org/>

³ http://www.internetforallnow.org/digital-equity-bill-rights_supporters

Achieving Digital Equity in California
Check List of Best Practices for Local Governments
Roles of Local Government Leaders

| Role | Best Practice | Yes |
|---|--|-----|
| | | √ |
| Policy Leader | | |
| Promulgate policies that determine the jurisdiction’s attention and attitude about broadband technology and define the approach to facilitating or discouraging capital investment in deployment and adoption by residents. | Adopt a resolution or policy to accelerate broadband deployment and adoption to achieve Digital Equity. | |
| | Request all Departments to identify and implement strategies that integrate Digital Inclusion into ongoing services and programs. | |
| | Participate in a Regional Leadership Group to coordinate plans and actions to achieve economies of scale and optimal impact. | |
| | Post on website and distribute information to low-income residents about affordable home Internet service offers and lower-cost devices. | |
| | Establish a remote-work program to reduce vehicle trips (embrace broadband as a green strategy) that maintains workforce productivity. | |
| Planner | | |
| Prepare land use and other related plans (such as for economic development) that guide the development in the jurisdiction, thus determining “how smart” growth will be and defining quality of life for residents. | Convene community meetings in-language and in-culture to obtain public input on broadband infrastructure needs and affordable access. | |
| | Prepare a map of unserved areas and digitally-disadvantaged neighborhoods with preferred broadband strategic corridors and identified public assets to accelerate broadband deployment. | |
| | Share the map with appropriate Regional Leadership Groups and California Department of Technology for middle-mile planning. | |
| | Identify strategies and adopt policies to accelerate broadband deployment and adoption, including consideration of incentives for ISPs to reach the unserved areas and assist low-income residents. | |
| | Incorporate the broadband map, strategies, and policies into the General Plan with an analysis of overall programmatic impacts and benefits to streamline compliance with CEQA. | |
| Regulator | | |
| Adopt implementing ordinances for policies and plans that promote “smart” infrastructure, facilities, and buildings consistent with “Dig Once, Dig Smart” objectives. | Adopt ordinances to implement policies and procedures to accelerate broadband deployment, including online submission of plans and permit applications with ministerial procedures to minimize delays. | |
| | Enact procedures to streamline broadband project approvals and permitting, including priority focus for partnerships with ISPs. | |
| | Conduct briefings for ISPs about how to comply with policies and procedures in ordinances to minimize delays in approvals. | |
| | Incorporate high-speed Internet infrastructure into all public projects, especially major transportation and public utility projects. | |
| | Require high-speed Internet infrastructure as a condition of approval for all private construction (with public access where appropriate). | |

| Role | Best Practice | Yes |
|---|--|----------|
| Consumer Purchaser | | |
| Purchase and utilize technology which can enable residents to access information and services, increasing demand for the technology and encouraging innovation and competition to develop new applications that will increase productivity. | Inventory information technology (IT) and ISP contracts to determine total amount being paid annually for IT and Internet services. Share the inventory with Regional Leadership Group(s) to explore demand aggregation in negotiating for IT and Internet services. | |
| | Meet with IT and ISP vendors to identify strategies for accelerating broadband deployment and adoption. Consider requiring assistance with adoption programs as a condition of procurement contracts. | |
| | Ensure all IT and ISP contracts require periodic updates to state-of-art technology with user-friendly interfaces and applications for residents. | |
| | Develop a robust “green technology ecosystem” to refurbish retired computing devices for donation to unconnected low-income households participating in adoption programs. Encourage other public agencies and larger employers to donate retired devices. | |
| | Purchase computing devices and hotspots in bulk to be loaned and/or sold at a discounted price for residents in adoption programs. | |
| Service Provider | | |
| Provide information and services online through broadband that increases the relevance of the technology to consumers, which encourages adoption and reduces impacts on the environment. | Provide online access to all policies, plans, ordinances, and services information, including remote participation in public meetings. | |
| | Deliver online as many services as possible to reduce vehicle trips and improve efficiency and productivity. | |
| | Designate the library as a “community digital hub” to help residents become digitally literate and learn how to get online at home. | |
| | Promote telehealth (as a health provider and/or encourage other providers) to optimize effective healthcare and reduce vehicle trips. | |
| | Encourage and support schools to implement effective technology and Digital Inclusions programs such as School2Home. | |
| | | |
| Total Best Practices | Add up the number of completed Best Practices (Total 25 Best Practices). | |
| Score | Assign 4 points per Best Practice for your Score (Total Possible Score of 100). | |
| Progress Rating | Benchmark progress as a percentage of your Score / 100 = % Progress. | % |

September 2021

Notes:

Broadband is defined in State law as high-speed Internet infrastructure including wireline and wireless technologies. Threshold speeds for adequate broadband is define by State law and regulations. State law currently defines “unserved” as less the 25/3 Mbps and minimums for publicly-subsidized Internet infrastructure as 100/20 Mbps.

Regional Leadership Groups include: Regional Broadband Consortium; Metropolitan Planning Organization; Council of Governments; Regional Transportation Agency; Countywide Work Group; and Other Voluntary Work Group involving multiple Local Governments. It is vital to work with the Regional Broadband Consortium.

Adoption Programs help unconnected low-income households get online at home and generally include: (a) outreach in-language and in-culture by trusted messengers, such as community-based organizations (CBOs), schools, libraries, and community agencies; (b) awareness about the relevance and value of being online; (c) assistance with selecting and signing up for affordable home Internet service; (d) delivery of digital literacy training; and (e) assistance with acquiring an affordable and appropriate computing device.

CONTACT US

Imperial Valley Economic Development Corporation

(760) 353-8332

2415 Imperial Business Park Dr. Suite A

Imperial, CA 92251

Find Us on Social:

@ImperialValleyEDC @IVEconDev



WWW.IVEDC.COM



Getting Connected

A Broadband Deployment and Adoption
Resource Guide

For Local and Regional Government Leaders



Foreword

The California Emerging Technology Fund (CETF) is honored to partner with Valley Vision on behalf of the Connected Capital Area Broadband Consortium to update and distribute this **Resource Guide for Local and Regional Government Leaders** to accelerate the deployment and adoption of broadband, a generic term for high-speed Internet infrastructure, including both wireline and wireless network technologies. This **Resource Guide** was first developed a decade ago in partnership with the Orange County Business Council Center for a New Orange County, with input from the California State Association of Counties, League of California Cities, and Rural County Representatives of California.

This updated **Resource Guide** is especially timely in light of the Governor’s Executive Order to pursue Broadband For All and adopt an Action Plan to achieve the goal. The Governor’s initiative advances the Legislature’s commitment in law to the Internet For All Now in 2017. The value of State leadership came into sharper focus as the COVID-19 pandemic and shelter-in-place orders laid bare the Digital Divide—actually revealing a “**Digital Cliff**” as more and more Californians fell off into deeper poverty and greater isolation. The crisis calls for increased state investment in broadband infrastructure and urgent actions to accelerate deployment and adoption.

However, the “rubber meets the road” in local communities within regions. This **Resource Guide** provides a policy framework and blueprint for local action facilitated and supported by the Regional Broadband Consortia funded through the California Advanced Services Fund administered by the California Public Utilities Commission. It builds upon and augments the groundbreaking effort by Regional Consortia to identify Strategic Broadband Corridors which have been recognized by the California Department of Transportation and the California Transportation Commission to facilitate broadband deployment in conjunction with transportation projects. It also assists Local Government and Regional Leaders lay a foundation for partnering with the State and new federal Administrations.

We are grateful to Valley Vision for decades of exemplary civic leadership as stewards of the regional economy and for principled partnership with CETF on Digital Inclusion, School2Home, and Neighborhood Transformation. We also appreciate the commitment and courage of Valley Vision as a trailblazer in seeking State and federal funding for broadband coupled with effective public policy in the quest for Digital Equity.

Sunne Wright McPeak
President and CEO

California Emerging Technology Fund

March 2021

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Introduction

Our ability to connect through high-speed Internet access — referred to generically as “broadband” — is indispensable to social equity, economic prosperity, and environmental sustainability. “It is an engine of economic possibility, educational opportunity and access to health care. People and communities that lack available broadband and the means to use it are increasingly left behind.”¹

California’s Digital Divide persists. An [issue brief prepared by the Little Hoover Commission](#) in December 2020 included an estimate by BroadbandNow that roughly 2.3 million Californians lack access to broadband.² In the [2019 Statewide Survey on Broadband Adoption](#) — conducted by the UC Berkeley Institute of Governmental Studies, and sponsored by the California Emerging Technology Fund — it was found that one in eight homes still do not have access to high-speed Internet at home (8.4 million residents), **reflecting both infrastructure access and adoption challenges.** Gaps persist especially for low-income, rural, African-American, and Latino households, and for tribal lands. Adoption is limited by factors related to educational attainment, income, age, ethnicity, and disability.³

The COVID-19 pandemic brought the disparities embodied in the Digital Divide into stark contrast, highlighting the need for Digital Equity, investment, and innovative solutions. High-speed, affordable, ubiquitous broadband is needed more than ever to support remote work, distance learning, telehealth, public safety, and other urgent needs.

At the state-level, multiple efforts are underway to close the Digital Divide. In November of 2019, Governor Newsom [announced at the California Economic Summit](#) that he would convene stakeholders, the private sector, education institutions, and government agencies to develop an inclusive “Broadband for All” Action Plan. In August of 2020, Governor Newsom issued an [Executive Order](#) aimed at addressing the urgent broadband access, adoption, and training needs of Californians, in light of the COVID-19 pandemic. The Order directed the California Broadband Council to produce a [State Broadband Action Plan](#) by December 31, 2020 that incorporates a goal of a 100 Mbps download speed for infrastructure investment, and directs proactive state actions to address five core roadblocks: availability (speed and reliability); affordability; access to devices; digital skills; and data.

¹ “Broadband Action Plan 2020, California Broadband for All,” California Broadband Council, December 2020, p. 2.

² “Issue Brief: California’s Digital Divide,” Little Hoover Commission, December 2020, p. 5.

³ Ibid, p. 7.

The Plan includes a roadmap to accelerate deployment and adoption of broadband by state agencies; supports such deployment and adoption by local governments; and calls for new investments and partnerships to meet the challenges of 21st century connectivity, including leveraging new federal and philanthropic funding.

In December 2020, the California Emerging Technology Fund (CETF) finalized its Strategic Broadband Corridors (SBC) report, the result of a multi-year effort. The report identified “corridor gaps” — strategic corridors where no internet service provider (ISP) or public agency was prepared for installation of broadband infrastructure in alignment with a transportation project. The SBC project engaged the Regional Broadband Consortia, the California Association of Councils of Governments, the California Department of Transportation (Caltrans), the California Transportation Commission, the California Broadband Council, the California Public Utilities Commission (CPUC), and others, to coordinate planning and development of joint use broadband and transportation projects. Caltrans dedicated broadband leadership is working on project mapping, rights of way, and consistent project permitting processes and project collaboration across its district offices.

Legislative leaders have responded to the call for urgent action on broadband, with several legislative proposals poised to be enacted in 2021. The magnitude of required investment is large. According to the CPUC, delivering Gigabit service to **unserved** Californians will require at least \$7 billion in new private, federal, and state investments.⁴ Legislative priorities include extending and expanding funding for infrastructure, access, and adoption projects through the CPUC’s California Advanced Services Fund (CASF), which provides subsidies to reach unserved and underserved households, and through other funding mechanisms such as bonds.

There is consensus about the value of broadband access to individuals and their communities, but multiple barriers remain, including insufficient speeds, costs and pricing, lack of competition, and regulatory processes, among others. As California continues to grapple with the COVID-19 pandemic and its effects on daily life and the economy, the Digital Divide grows. Distance learning, telecommuting, and telehealth are ever more critical, and it is clear that there can be no real equity without ubiquitous broadband.

State, regional, and local solutions must be pursued concurrently, in an “all hands-on deck,” multi-pronged approach. This *Resource Guide* is intended to help catalyze investment and connectivity in communities across the state — with public sector leaders leveraging streamlined and coordinated plans and policies, to lower the barriers for entry, accelerate private sector investments, and spur new partnerships to achieve broadband for all.

⁴ Ibid, p. 11, based on California Broadband Cost Model prepared for the California Public Utilities Commission.

How to Use This Resource Guide

This **Resource Guide** is a **starting point** for local and regional government leaders who are looking to advance access, deployment, and adoption of broadband through their many leadership roles. It includes:

- An overview of select broadband policies and ordinances across the state for potential replication or adaptation;
- Case studies for broadband deployment and adoption, including for 5G investments; and
- A list of additional resources from national and state broadband agencies and organizations. While the focus is primarily on cities and counties, there are some examples of additional approaches being used by joint powers agencies and councils of governments.

The broadband landscape is constantly evolving with new innovations in technology and policy. To keep abreast of these developments, local and regional government leaders are encouraged to look at the additional resources provided, as well as contact their respective [Regional Broadband Consortium](#) for further guidance and support. This includes connecting with the efforts of the California Broadband Council as it implements the “**Broadband for All**” **Action Plan**, in collaboration with other state agencies and a broad network of public, private and civic sector partners. California Forward, in partnership with the California Emerging Technology Fund, convenes a Broadband for All Working Group, open to all, to support state policy efforts and action for the annual California Economic Summit.

State Associations of local government agencies also are engaged in leadership efforts around broadband policy and action. They include the California League of Cities (CLC), the California State Association of Counties (CSAC), the Local Government Commission (LGC), the Rural County Representatives of California (RCRC), and the California Association of Councils of Governments (CALCOG).

The original CETF Resource Guide, “[Getting Connected for Economic Prosperity and Quality of Life](#)” (2010) remains a valuable resource and includes examples of resolutions that local governments have used to express commitment and the call to action for closing the Digital Divide. Please also see p. 31 for the **Digital Equity Bill of Rights** prepared by the California Emerging Technology Fund which sets forth the foundation for equitable, ubiquitous, affordable broadband infrastructure investment, access and adoption.

The Role of Local and Regional Government

Although many barriers need to be addressed at the federal or state-level, **local and regional government officials can have a substantial impact on the deployment, access, and adoption of broadband through their many leadership roles.** These roles are embedded in the elected governing bodies of city councils and boards of supervisors, whether or not the jurisdictions appoint specific staff to function in these roles. The following tables illustrate key roles of local jurisdictions and examples of activities that can be undertaken in each area.

| Key Roles | |
|-----------------------------|---|
| As Policy Leaders | Policy Leaders promulgate policies that determine the jurisdiction’s attention and attitude towards broadband technology. They also define the approach to facilitating capital investment. |
| As Planners | Planning, public works, and economic development officials prepare land use and other related plans that guide economic development policy in their jurisdiction, charting a course for “smart” growth. |
| As Regulators | Regulators adopt implementing ordinances for policies and plans that promote “smart” infrastructure and facilities. |
| As Consumers | Consumers purchase and utilize technology that enables residents to access information and services, encouraging innovation and competition. |
| As Service Providers | Service Providers provide information and services online that increases the relevance of the technology to consumers, thus encouraging adoption. |

| Examples of Activities for Each Role | |
|--------------------------------------|---|
| As Policy Leaders | Declare broadband as essential 21 st century infrastructure; commit to helping close the Digital Divide and promote Digital Inclusion; set an example for other agencies and employers, such as developing a program for telecommuting employees or providing digital literacy training; designate a responsible person or agency for implementing the jurisdiction’s policies, such as a Chief Information Officer or Innovation Officer; appoint as appropriate residents to advise the elected officials and policymakers, through a task force or committee. |
| As Planners | Incorporate the need for broadband into general plans; prepare broadband action plans; monitor deployment and adoption; update relevant plans to ensure infrastructure is adequate for future demand; identify and pursue funding and other resources for infrastructure planning and projects. |
| As Regulators | Adopt ordinances to facilitate and streamline the approval of permits to use rights of way or public facilities; analyze and approve land use and construction permits, or Dig Once, Dig Smart permits; develop and execute lease agreements and other mechanisms for public assets; coordinate with relevant state, federal, and other agencies on joint use projects. |
| As Consumers | Develop and adopt a technology plan for the jurisdiction that utilizes state of the art equipment and software; establish a process to monitor technology innovations, along with a process to regularly update technology plans; consider joint ventures or collaboration with other local governments in purchasing equipment. |
| As Service Providers | Provide online all policies, plans, ordinances, and information about the jurisdiction; facilitate real-time online participation of residents in all public meetings; establish online public forums and mechanisms (email, surveys, exchange of views) to increase civic engagement and participation; deliver online as many public services as possible to increase access to vital services, decrease trips, and reduce impacts on the environment. |

The wildfires and the COVID-19 pandemic have shown the critical importance of connectivity for public safety and emergency services. Delegating responsibility for communications, public safety, and emergency services is another important role that local governments play. Also essential is participation in regional bodies such as councils of government, special districts, and transportation agencies, where regional infrastructure planning and investment decisions are made.

Local governments first to activate these roles to adopt broadband, most frequently cited the following reasons:

| Purpose | Explanation |
|--|---|
| Critical Infrastructure | Broadband infrastructure is essential and is comparable to water, sewer, and transportation infrastructure, in terms of how critical it is to economic development, access to essential services public safety, and civic engagement. |
| Economic Development and Prosperity | Broadband increases innovation and productivity. This in turn attracts capital investments and talent, thereby accelerating job creation in the community, along with equity, as it also can support smaller, minority and women-owned businesses with e-commerce. It is a core enabling technology for multiple industries, including: agri-food tech; smart manufacturing; future mobility (i.e., EV infrastructure, autonomous vehicles, etc.); e-health; ICT; and sustainability. |
| Telecommuting and Quality of Life | Broadband enables telecommuting/telework, which improves quality of life and reduces Vehicle Miles Traveled . The COVID-19 pandemic has made telework necessary for many, and given rise to new models of work, such as “hybrid” combinations of remote and on-site work. |
| Public Security and Safety | Broadband increases the effectiveness of emergency response, law enforcement, public security and safety services, as well as disaster recovery strategies. |
| Public Services | Broadband allows community members to more efficiently and effectively access wide-ranging and vital government services and information, including voting, and now, vaccine information. |
| Public Interest and Education | Broadband enables distance learning. It empowers educational institutions with a broader range of teaching and learning techniques, to reach more residents, including working students. |
| Digital Inclusion | Broadband increases connectivity among residents in a community, and empowers them to take full advantage of online information and opportunities, including distance learning, remote work, telehealth, job searches, and more. |

Broadband Masterplans and Ordinances

The following tables provide a summary of selected model broadband masterplans and ordinances throughout the state of California. The tables are organized by subject (e.g., broadband masterplans, Dig Once, Dig Smart policies, license agreements, municipal fiber-to-the-home, etc.) and then by county, city, or town. They contain data on population and number of households for each jurisdiction, to illustrate which masterplans or ordinances could be most effective vis-à-vis the size and demographics of a jurisdiction (data on population and number of households is based on the Census Bureau's [2018 American C192ommmunity Survey 5-Year Estimates](#)). This inventory does not include broadband strategies and plans that have been prepared by Regional Broadband Consortia. See the *List of Additional Resources* for further information.

BROADBAND MASTERPLANS

What are broadband masterplans?

Broadband masterplans are comprehensive plans that outline a jurisdiction or region's priorities and policies. They often contain an in-depth assessment of the community's broadband capability and accessibility; an asset inventory including public rights of way, conduit, fiber, poles, antennas, towers, buildings, and other assets such as anchor institutions that can be used for broadband deployment; and regulations and ordinances with respect to leasing and permitting. They often identify priority broadband project areas, feasibility studies, and funding strategies. Broadband masterplans can be incorporated into a jurisdiction's General Plan; economic development strategy including Comprehensive Economic Development Strategies (CEDS), which are prepared for eligibility for federal funding; or exist as a separate document.

How does a jurisdiction develop a broadband masterplan?

Broadband masterplans are an important starting point for advancing broadband deployment and adoption. Jurisdictions that do not have the in-house staff or capacity to develop a broadband masterplan should consider bringing on a consultant to lead the effort. Reaching out to the [Regional Broadband Consortium](#) also can be a helpful first step.

| COUNTY OR CITY | MASTER PLAN | SUMMARY |
|---|--|--|
| <i>Counties</i> | | |
| <p>El Dorado County Population: 192,843 Households: 70,794</p> | <p>Broadband Feasibility Study and Funding Strategies</p> <ul style="list-style-type: none"> - Roadmap Report (adopted in 2018) - Other documents (ongoing through 2020) | <p>El Dorado County received a grant from the United States Economic Development Administration (EDA) in 2017 to conduct a broadband feasibility study and associated financial modeling and project planning activities. The County has been working with a consultant and is currently in the implementation phase. It is proactively seeking funding from EDA and other agencies for priority projects. The Project is led by the Board of Supervisors and the Broadband Ad Hoc Committee, along with the County Chief Administrative Office.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Assesses the current broadband environment and infrastructure, including policies and ordinances that facilitate broadband deployment, and financial considerations. 2. Conducts financial modeling and route verification for priority projects. 3. Evaluates financial implications, explores investment models and strategies, and suggests several implementation options. 4. Details funding needs for a middle mile fiber project for three community areas, to be built within the County's or the California Department of Transportation public right-of-way. It will address lack of Internet and broadband access, as well as cell phone coverage. |
| <p>Humboldt County Population: 135,768 Households: 54,267</p> | <p>Chapter 6 of its General Plan: Telecommunications</p> <ul style="list-style-type: none"> - Adopted by the county on October 3, 2017. | <p>Humboldt County has a Chapter in their General Plan for telecommunications as a whole, including basic telephone, wireless telephone, and broadband Internet. It lists the benefits of broadband to the community; provides an overview of broadband availability in the county; and identifies broadband goals and policies, priorities, standards, and implementation measures.</p> |

| | | |
|---|---|---|
| <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Encourages service providers to size underground and overhead facilities, to accommodate future expansion, changes in technology, and the facilities of other providers. 2. Encourages utilizing permit processes that vary depending upon the physical characteristics of the facility, its location, and its compliance with standards. 3. Seeks grant funding to deliver improved communications to outlying rural areas and other underserved communities. | | |
| <p>The Lake County Master Broadband Plan has a comprehensive assessment of the broadband landscape in the Lake County, including both wireline and fixed wireless services offered by Internet service providers for residential and business customers. It also provides recommendations. The county's telecommunications infrastructure was severely challenged by the wildfires over the past few years.</p> <p>Notable Recommendations:</p> <ol style="list-style-type: none"> 1. Improves broadband infrastructure by expanding, upgrading, or launching new broadband networks using wireline or wireless technologies. 2. Develops and implement policies to reduce barriers for broadband deployment by making available municipal online services; enacting dig once ordinances and conduit standard specifications; generating an inventory of publicly owned assets and a master lease agreement, among others. 3. Improves broadband adoption by establishing partnerships with existing organizations working on internet adoption, digital literacy, and digital skills training. | <p>Master Broadband Plan for Lake County</p> <ul style="list-style-type: none"> - Adopted by the county in March of 2020 | <p>Lake County Population: 64,148 Households: 25,966</p> |
| <p>Mendocino County's broadband efforts are supported by the Broadband Alliance of Mendocino County (BAMC), the North Bay Broadband Consortium, and the Mendocino County Economic Development and Financing Corporation. BAMC is a partnership of the Mendocino County Board of Supervisors and the Community Foundation of Mendocino County.</p> | <p>County Broadband Goals and Strategies</p> <ul style="list-style-type: none"> - Adopted by the County in 2017 | <p>Mendocino County Population: 86,749</p> |

| | | |
|--|--|---|
| <p>Households: 34,408</p> | <p>2019-2025 Strategic Plan for Digital Infrastructure Development - Approved by the County in 2019</p> | <p>Notable Recommendations:</p> <ol style="list-style-type: none"> 1. Develops digital infrastructure for available and affordable high-speed internet to 98% of households by 2025, at speeds of 100 Mbps/down, 20 Mbps/up. 2. Cultivates projects to deploy fiber and fixed wireless to remote and rural areas of the County. 3. Prepares cost estimates and financing strategies. 4. Utilizes inland streamlined wireless tower permit ordinances and develop a coastal ordinance. 5. Includes strategies for digital inclusion. |
| <p>Mono County Population: 14,174 Households: 4,847</p> | <p>The Circulation Element and Regional Transportation Plan section of the 2015 County General</p> | <p>This Mono County General Plan provides broadband distribution and quality of service goals for the County. Under each goal are a corresponding objective, policy, and action.</p> <p>Notable Actions and Objectives:</p> <ol style="list-style-type: none"> 1. Encourages new infrastructure projects to use high-capacity wireline solutions (such as Fiber-to-the-Premise). Providers should demonstrate a justification for alternative technology requirements when wireline is impractical. 2. Coordinates and work with Regional Broadband Consortia and other entities to locate funding opportunities for providers interested in building projects in unserved and underserved communities. 3. Requires all projects conducted on county property, including rights of way, to follow a Dig Once, Dig Smart objective. Interested parties shall be notified of any opportunity for installing additional conduit or infrastructure in open trenches in County right-of-way. |
| <p>Riverside County Population: 2,470,546</p> | <p>Riverside County Broadband to the Premise Master Plan - Adopted by the County in September 2016</p> | <p>Riverside County is a long-time leader in addressing the Digital Divide. Rivco Connect is a county initiative supported by the Board of Supervisors and Executive Office, led by the Riverside County Information Technology. The Rivco Connect program provides refurbished computers to county students, in partnership with the Riverside County Office of Education. The program also provides digital equity workshops and more.</p> |

| | | |
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| <p>Households: 724,900</p> | | <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Seeks to remove barriers that obstruct service providers from building out an improved communications infrastructure. 2. Presents a Request for Proposal inviting private sector partnerships to deliver at speeds of 1 Gbps and above. 3. Recommends expediting permitting procedures, providing low-cost locations for broadband equipment, and offering incentives for anchor tenancy. 4. Seeks to provide service to all residents at an affordable cost. |
| <p>Santa Cruz County Population: 273,765 Households: 95,756</p> | <p>Broadband Master Plan - Adopted by the County in 2015</p> | <p>The Santa Cruz County Master Plan recommends a fiber initiative, based on either a passive-infrastructure model or an active lit fiber network model. It discusses business models and ownership, financing options, best practices, policy recommendations, and project phases. The county adopted a Dig Once, Dig Smart policy. It is also implementing standardized design policies for broadband infrastructure and creating a Fiber Initiative Team, which includes local officials and business leaders.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Encourages public-private partnerships. 2. Sets as a goal the continued development of a common fiber overlay and Dig Once, Dig Smart policy (i.e., conduit and handholes should be included where appropriate in all new public private construction, and shared trenching should be vigorously pursued). |
| <p>Yolo County Population: 220,500 Households: 74,296</p> | <p>Yolo Broadband Strategic Plan - Adopted 2015</p> | <p>The Yolo Broadband Strategic Plan was a coordinated effort involving the Yolo County Local Agency Formation Commission (LAFCo), the County, and the County's four jurisdictions. It identifies priority areas to connect unserved and underserved households and anchor institutions, especially in the county's rural areas. It also advances agricultural technology and other economic and business uses. There is a County partnership team working on implementation, which collaborates with the Connected Capital Area Broadband Consortium, including mapping and project development with ISPs.</p> |

| | | | |
|---|--|---|--|
| | <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Prepares community profiles for each jurisdiction. 2. Addresses household, business, and community anchor institution needs. 3. Includes surveys of stakeholders. 4. Conducts widespread speed testing to validate and update actual levels of service. 5. Includes policy and project recommendations including model ordinances. | | |
| <i>Cities</i> | | | |
| <p>City of Brentwood Population: 60,446 Households: 19,543</p> | <p>The Brentwood Master Plan builds upon a revision to the Municipal Code that added an advanced technology systems subdivision to the Code. It is a citywide master plan for a fiber optic communication system. Since 2000, the city has extended conduit to over 8,000 homes and businesses, beginning with installations in new homes. In 2015 the city began offering Gigabit services through a partnership with an internet service provider, through a lease agreement with the city. The city receives a revenue stream and Gigabit services at no charge.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Installation of a fiber optic master ring (trunk line system), and interconnection from the ring to the individual residential developments. 2. Implementation of a set of rules for conduit placement within new developments. 3. Support for details such as joint trench construction and termination of services in residences. | <p>Advanced Technology Master Plan</p> <ul style="list-style-type: none"> - Adopted in August 2000; most recent revision done in December 2013 | |
| <p>City of Loma Linda Population: 24,184 Households: 8,932</p> | <p>The Loma Linda Program centers on the development and execution of a fiber optic-based city network utility.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Provides for modifications to building regulations, to ensure that development will be designed to meet broadband needs. 2. Provides for the “Loma Linda Standard,” which mandates that new construction connect to the city’s fiber optic communications infrastructure. | <p>Loma Linda Connected Community Program</p> | |

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| <p>City of Oakland Population: 421,042 Households: 161,483</p> | <p>Fiber-Optic Network Master Plan and Broadband Development Policy - Adopted 2015, with Update adopted 2019</p> | <p>Prior to the Oakland Master Plan, the design and installation of fiber-optic links to connect essential city facilities in the city of Oakland were done on an as-needed basis with projects led by separate city departments. The result was a disjointed fiber-optic network that was not fully integrated. The Master Plan lays the groundwork for a city-wide fiber-optic network that will increase connections, reliability, and redundancy.</p> <p>The Broadband Development Policy proposes guidelines for ownership and sharing of fiber communications infrastructure, access, and partnership with other public agencies/private sector, as well as permitting and construction guidance.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Includes a Dig Once, Dig Smart policy, managed by the city’s Information Technology Department, with the objective of installing city-owned broadband conduit and/or fiber optic cables in excavations and other construction projects when appropriate. 2. Provides that the city will make city-owned telecommunication assets available to qualified public and private sector partners on an open and non-exclusive basis. 3. Provides that the city’s Information Technology Department is responsible for maintaining a geodatabase of all city-owned, leased or controlled communication assets, including fiber optic cable and conduit, among others. |
| <p>City of Ontario Population: 173,580 Households: 49,624</p> | <p>Fiber Optic Master Plan - Adopted 2013</p> | <p>The Ontario Master Plan provides for the planning, budgeting, and implementation of a fiber optic infrastructure project. In 2019 the City received a grant from the Southern California Association of Governments (SCAG) to implement a Smart City Corridor in its historic downtown where community members, businesses, and government agencies can access technology and data as part of Future Communities Pilot Program.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Identifies the infrastructure locations for fiber and Points of Presence. 2. Provides for a multi-phase implementation plan. 3. Includes a capacity and demand analysis, and broken-down implementation costs. |

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| <p>City of Redding Population: 91,580 Households: 36,836</p> | <p>Redding Broadband Master Plan - Approved June 2020</p> | <p>The Redding Broadband Master Plan focuses on three potential projects leading to the completion of a municipal fiber network for the City of Redding. The municipal fiber network would leverage its city-owned electric utility (Redding Electric Utility, or REU) to create an autonomous, open-source network that any internet service provider can then use to provide service. The three projects are as follows:</p> <ol style="list-style-type: none"> 1. Increasing the fiber count for the REU broadband project for city use. 2. Building a fiber optic network to connect city assets. 3. Implementing a pilot, followed by a potential city-wide fiber optic network to residents and businesses. <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Offers current telecommunications assessment and upgrade options. 2. Provides policy recommendations to implement smart city capabilities. 3. Provides policy recommendations for promoting telecommunications infrastructure, including a Dig Once, Dig Smart policy, conduit specifications, master lease agreements, and streamlining for application processes and permit fees. 4. Makes available assessment of phasing and feasibility of a pilot for the fiber ring. |
| <p>City of Salinas Population: 156,550 Households: 40,623</p> | <p>Broadband Plan - Updated in May 2019; first phase of municipal fiber network approved by the City Council in October 2019</p> | <p>The most recent update to the Salinas Plan builds on broadband-friendly policies and actions that the city had adopted in prior years, including encouraging investment in mobile service; embarking on a municipal fiber project in Downtown Salinas; and significant infrastructure and service upgrades by the two primary telecommunications carriers in the cities.</p> <p>Notable Recommendations:</p> <ol style="list-style-type: none"> 1. Develops and implement an open access policy for the city's new municipal dark fiber network. 2. Offers incentives to wireless and wireline companies to expand service and infrastructure upgrades across the entire city, including coordinating municipal fiber development with the city's asset leasing program. |

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| <p>City of San Leandro Population: 90,103 Households: 31,727</p> | <p>Fiber Optic Master Plan - Approved in September 2018</p> | <p>The San Leandro Master Plan has a Smart City Strategy that identifies areas where San Leandro can further expand its vision as a Smart City. It includes a market assessment, network design and implementation strategy, and fiber-friendly public policies. With funding from the Economic Development Administration, the city constructed a high-speed fiber loop for businesses. San Leandro Dark Fiber LLC owns the asset, and Lit San Leandro maintains and manages the assets, partnering with internet service providers who lease the fiber.</p> <p>Notable Recommendations:</p> <ol style="list-style-type: none"> 1. Undergoes “Digital Transformation,” the process of creating a digital city government experience, often called “e-Government,” including digital services and open data. 2. Encourages smart buildings and facilities, connecting facilities and using integrated management systems for climate control, HVAC, energy and IoT. 3. Deploys smart streetlights and small cells, in preparation for 5G. 4. Installs intelligent traffic signal systems that adapt to real-time traffic conditions, to make San Leandro streets more efficient. 5. Encourages Digital Inclusion; expand public Wi-Fi and infrastructure. |
| <p>City of West Sacramento Population: 52,826 Households: 18,174</p> | <p>Broadband Infrastructure Assessment and Action Plan - Identified as a high priority in the city's 2017 Strategic Plan</p> | <p>The West Sacramento Assessment and Action Plan provide a report card for the city's broadband infrastructure, service, and adoption, as well as effective policies that the city can adopt and implement.</p> <p>Notable Recommendations:</p> <ol style="list-style-type: none"> 1. Lease the conduit owned by the city to competitive and/or new telecommunications companies interested in upgrading service to industrial and commercial areas; consider creating a smaller pilot network as a public-private partnership. 2. Adopt policies that reduce barriers for telecommunications companies to build or upgrade broadband infrastructure, e.g., permit process streamlining, or standards for inclusion of broadband infrastructure in construction projects. |

DIG ONCE, DIG SMART POLICIES

What is Dig Once, Dig Smart?

As defined by [Next Century Cities](#):

“A ‘Dig Once’ policy encourages the placement of fiber or conduit in the ground any time the road is dug up for a public works project.

“Because construction costs represent the most expensive line item in a broadband deployment budget, as opposed to the fiber and conduit itself, a Dig Once policy is a common-sense method of reducing the cost of communications infrastructure deployment. By lowering cost of deployment, Dig Once breaks down barriers of entry for new market entrants, creating a competitive marketplace that ultimately can result in more options, lower prices, and higher quality of service for consumers. Dig Once can also greatly reduce strain on a community by minimizing traffic, noise, and safety concerns of constant construction work.”

Note: Many of the Master Plans described above also contain Dig Once, Dig Smart Policies.

| COUNTY OR CITY | ORDINANCE OR BEST PRACTICE | SUMMARY |
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| <i>Counties</i> | | |
| <p>Calaveras and Tuolumne Counties Population: 45,905 Households: 28,181</p> | <p>General Permit Conditions and Specifications for Trench Cuts and Street Resurfacing</p> | <p>The Calaveras and Tuolumne Counties Trench Restoration Policy are directed at all contractors and utility companies who perform excavation work within the public Right-of-Way. The Policy focuses on trench restoration, resurfacing, and maintenance, including detailed road resurfacing requirements in an attempt to protect county roads and road infrastructure from the effects of trench installation. The Policy recognizes that a “one size fits all” approach may not be appropriate, and includes the following scenarios: roads repaved or resurfaced within the last 3 year; roads with a Pavement Condition Index (PCI) above 80; and roads in good or fair condition (PCI between 45 and 80), etc.</p> |

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| | | It includes exceptions to trenching prohibitions (e.g., service for buildings where no other reasonable means of providing service exists) and opportunities for alternative solutions that may benefit the county, contractors, and utility companies. |
| San Benito County Population: 59,416 Households: 17,740 | Multi-Use Streets Policy - Adopted in October 2015 | The San Benito County Policy provides for a full range of infrastructure main line and distribution, above and below ground, in initial roadway design and construction and in reconstruction projects involving more than surface pavement treatment. |
| <i>Cities</i> | | |
| City of San Benito Population: 4,855 Households: 2,132 | Telecommunications Infrastructure Improvements, or “Dig Once” Ordinance - Adopted December 2019 | The San Benito Ordinance provides that companies leading construction, reconstruction, or repaving projects involving excavation of city rights-of-way shall notify, advise, and coordinate with other companies (i.e., telephone or telecommunications companies or broadband service providers) regarding construction work to install telecommunications infrastructure in the right-of-way to a practical and feasible extent. As a result of the coordination, installation of, or upgrades to, telecommunications facilities or infrastructure will be included as needed. |
| Town of Paradise | Dig Once Policy - Approved in October 2019 | <p>The Town of Paradise Dig Once Ordinance implements an open trench approach that requires coordination between the Town, public utilities and telecommunications companies to cost-efficiently (incremental costs) install conduit for telecommunications services and/or any other utility.</p> <p>The objectives of this ordinance are:</p> <ol style="list-style-type: none"> 1. To support an open and transparent process for notifying telecom companies. 2. To coordinate between public works, public utilities that are planning to trench within the Town right of-way, and telecom companies for the installation of conduit. |

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| | <p>The Town of Paradise would be the facilitator in this process by requiring the utilities to obtain a permit prior to excavating within a Town right-of-way. The expected result is that telecom companies will join PG&E to install conduit along its infrastructure undergrounding projects.</p> | | |
| <p>City of Salinas Population: 156,550 Households: 40,623</p> | <p>The Salinas Ordinance provides that all construction, reconstruction, repaving of a city right-of-way shall include a provision for the installation of a public utility infrastructure, such as conduit, tube, duct, or other device designed for enclosing telecommunications wires, fibers, or cables, wherever practical and feasible.</p> | <p>Dig Once Resolution - Approved by the City Council in February 2017</p> | |
| <p>City of South San Francisco Population: 323,016 Households: 21,083</p> | <p>The South San Francisco Broadband Policy Options contains policies and ordinances that make-up the city's Dig Once, Dig Smart policy. The Ordinance standardizes city procedure to coordinate the installation of third-party telecommunications facilities when certain projects meet the triggers in the Ordinance.</p> <p>Notable Elements:</p> <ol style="list-style-type: none"> 1. Open Trench Notification Policy – The Public Works Department will develop a procedure for notifying interested parties when excavations are planned in the public right of way, or when the city performs street improvement work, and facilitates proactive colocation of utility facilities when appropriate. 2. Shadow Conduit Policy – In accordance with the city's Broadband Master Plan, the Information Technology Department will evaluate and respond to open trench notifications and advise the Economic and Community Development Department as it administers the Broadband Impact Mitigation Policy and Broadband Impact Fee Ordinance. | <p>Broadband Policy Options Dig Once Ordinance and Open Trench Notification and Policy and Procedure - Adopted in January 2019</p> | |

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| | <p>3. Broadband Impact Fee Ordinance – The ordinance establishes a fee that will be collected from project developers and used to offset the corresponding increase in demand for city information technology network support resulting from the additional burden on city services. Any broadband impact fees collected will be deposited in an account, and used to fund qualifying capital improvements, including conduit and other facilities installed in response to the Notification Policy.</p> | |
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| <p style="text-align: center;">MUNICIPAL FTTP (“FIBER TO THE PREMISES”)</p> <p><i>What is FTTP?</i></p> <p>The term is often used interchangeably with FTTH (“Fiber to the Home”) and FTTU (“Fiber to the User”). As defined by Next Century Cities:</p> <p>“As most telecommunications networks use fiber in some part of it, FTTH is used to specify those that use fiber to connect the subscriber. Some claim they have a fiber-optic network because they use fiber to the node even when they use phone lines or a cable network over the last mile. FTTH may be more expensive to install, but offers significant savings in terms of maintenance when compared to copper alternatives.”</p> <p><i>Note: Some of the initiatives described above also include fiber projects.</i></p> | | |
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| COUNTRY OR CITY | ORDINANCE OR BEST PRACTICE | SUMMARY |
|---|--|---|
| <p>City of Santa Cruz</p> <p>Population: 162,204</p> <p>Households: 22,363</p> | <p>Santa Cruz Fiber Public-Private Partnership Approval</p> <p>- Approved by the City Council in December 2015</p> | <p>The Santa Cruz public-private partnership with Cruzio Internet was entered into in line with the City Council’s approval of a broadband master plan focused on developing an FTTP network. The partnership provides for the analysis and negotiation of a model to develop a municipally owned, but privately-operated fiber optic network to provide affordable, world-class gigabit-speed, ubiquitous internet service to city of Santa Cruz residents and businesses.</p> |

MASTER LICENSE AGREEMENTS

What is a Master License Agreement?

A Master License Agreement is made between the Licensor (i.e., the jurisdiction, such as a county or city) and Licensee (i.e., the internet service or infrastructure provider). It allows the Licensee to use and make attachments to certain structures, according to the terms set forth in the Agreement. The Licensor commits to accommodating the Licensee’s use and attachment to the structures.

| COUNTY OR CITY | AGREEMENT | SUMMARY |
|---|--|---|
| <p>City of Salinas Population: 156,550 Households: 40,623</p> | <p>License Agreement for Wireless Installations on Public Structures</p> | <p>Under this Agreement, the city of Salinas grants Extenet Systems California the non-exclusive revocable right to use certain sites throughout the city to replace or upgrade structures and infrastructure, including making wireless installations (i.e., small wireless facilities).</p> |
| <p>City of Santa Cruz Population: 162,204 Households: 22,363</p> | <p>License Agreement for the Use of City Poles and Rights-of-Way for Small Cell Facilities Pole Installation</p> | <p>Under this Agreement, the City of Santa Cruz grants Crown Castle the non-exclusive revocable right to use designated city poles and rights-of-way for installing small cell facilities.</p> |

Additional Models and Case Studies

This section presents information on emerging and innovative models in and across jurisdictions. These models are carried out through collaboration among local governments and other partners, and the use of various governance mechanisms and operating models.

Consortium-wide Dig-Once, Dig-Smart Ordinances and Broadband Roadmaps

The Central Sierra Connect Broadband Consortium — Alpine, Amador, Calaveras, Tuolumne, and Mariposa Counties — is working towards adopting a consortium-wide Dig Once, Dig Smart ordinance and broadband roadmap.

The Dig Once, Dig Smart ordinance has already been adopted by Calaveras and Tuolumne Counties, and adoption is under consideration in the three other counties. The roadmap focuses on accelerating broadband infrastructure by reducing the time that it takes for infrastructure providers, internet service providers, and local jurisdictions to realize those capital investments.

The roadmap will contain an inventory of assets across all the counties, such as rights-of-way and anchor institutions; priority projects in each county, based on the Consortium's Preferred Scenario; and a comprehensive guide to all procedures and applications necessary for deploying broadband infrastructure expansion and upgrades.

The final outcome will include an interactive website to accompany the roadmap document.

The process for developing the ordinance and roadmap began in February 2019. The Consortium convened federal, state, and county leadership, as well as internet service providers, for a broadband conference. Attendees at the conference discussed current broadband infrastructure in the five-county consortium, and strategies for moving forward to further improve availability and access.

In the lead up to that conference, the Consortium also arranged a pre-meeting with some county supervisors and representatives from the California Broadband Council, the California Emerging Technology Fund, the United States Department of Agriculture, and the Rural County Representatives of California. Attendees at the pre-meeting identified and outlined key broadband "basics," including commonly used terminology around technology, speeds, and data. Conversations around broadband can be esoteric, and these basics equipped conference attendees and other stakeholders with the vocabulary and information needed to engage meaningfully in the discussion.

In addition to engaging the internet service providers at the conference, the Consortium also arranged smaller meetings with individual internet service providers and engineers from the

California Public Utilities Commission and the California Advanced Services Fund (CASF). This provided a venue for the internet service providers to ask more detailed questions and better understand the CASF application process.

As of the writing of this Resource Guide, the Consortium has an application pending with the Economic Development Administration for Coronavirus Aid, Relief, and Economic Security (“CARES”) Act funding for implementing the roadmap.

County-wide Environmental Impact Report (EIR)

As of early 2021, the County of Nevada is conducting a study on developing a programmatic county-wide Environmental Impact Report (EIR). The study is being directed by a workgroup that includes county staff, the Sierra Business Council which manages the Gold Country Broadband Consortium, the California Emerging Technology Fund, and an environmental law firm. The goals of the study are as follows:

- Remove or reduce California Environmental Quality Act (CEQA) barriers and streamline the project permitting process, to reduce costs for local broadband providers and expedite implementation of innovative last mile broadband projects.
- Create a toolkit to help internet service providers navigate permitting and CEQA compliance.

The programmatic county-wide EIR would help further the advancement of affordable broadband to all Nevada County residents and businesses, while protecting public health, the environment, historical landmarks, and the indigenous heritage of the area.

Municipal Fiber Broadband Networks

The [Little Hoover Commission identified 19 active or ready to launch municipal broadband providers as of June 2020](#). The providers include cities and municipal-owned utilities, one of which is a cooperative. Network types include fiber, enterprise services, dark fiber, wireless, cable, or some combination of these. Services offered include residential Fiber-to-the-Home, enterprise, anchor institutions, and municipal buildings, often in combination.

One often cited success story is Santa Monica’s Municipal Fiber Network. [This 2014 study by the Institute for Local Self-Reliance](#) details how the city went about planning and building out its fiber ring, including releasing its 1998 Telecommunications Master Plan, developing a cost structure, and implementing the necessary policies. What is most notable about Santa Monica’s approach is that its fiber optic network was constructed incrementally, relying heavily on the successful implementation of a Dig Once, Dig Smart policy. As noted in the study, even though construction was incremental, it was certainly not ad hoc; rather, the city made it a point to identify and map out early on all the places that would eventually need fiber. Having

identified these areas, it was easy to take advantage of and coordinate with other public works projects when the opportunity arose, such as connecting traffic signals or replacing water mains. The fiber network buildout was very forward-leaning, and the city's businesses and economy continues to reap the benefits of this endeavor.

Another, more recent exemplar is the City of Redding. Redding is working towards [municipal fiber broadband](#), leveraging its city-owned electric utility (Redding Electric Utility) to create an autonomous, open-source network that any internet service provider can then use to provide service. The outcome would be a model for public-private partnership — the City rolls out the infrastructure and anyone in the private sector (i.e., any internet service provider) can participate. The effort is taking place in four phases:

- **Phase 1:** Building a 26-mile fiber optic ring around the city.
- **Phase 2:** Connecting all city services and properties and, potentially, stakeholders such as the Shasta County Office of Education and the California Department of Transportation.
- **Phase 3:** Making a commercial offering to businesses and residents — in the form of a pilot, to start.
- **Phase 4:** Conducting city-wide buildout.

As of March 2021, the City is currently focused on Phases 1 and 2. In June of 2020, the City Council adopted city staff recommendations to authorize the completion of the design for the fiber optic ring and the continued study of city-wide fiber optic installation. City staff are also working on developing funding mechanisms for the Phase 3 pilot, including tax bonds, Economic Development Administration grants, and other grants.

5G Deployment in San José

Deployment of 5th generation mobile networks or “5G,” as it is commonly called, has gained momentum in recent years. 5G enhances citywide voice and data capacity and improves emergency communication capabilities. It is projected to be an asset for prosperity. A “5G-ready” jurisdiction can stay ahead of the curve, leveraging the technology to accelerate many aspects of economic development. However, 5G has to be part of a broader ubiquitous broadband strategy. Otherwise, it will only serve to deepen the Digital Divide of a community.

5G technology combines fiber deployment with wireless connections to end-users, with the fiber needing to be within about 1,000 feet of the end-user. Thus, while 5G small cells can provide a means to increase capacity in existing networks, they require the backbone infrastructure of fiber to work. For this reason, 5G is currently being deployed primarily in population dense, higher-income, and fiber-rich areas and deployment will lag in rural areas

especially. Further, many existing consumer devices are not 5G compatible, and those that are generally cost significantly more.

[The city of San José is a case study for successful 5G deployment in a California city](#), not only for successfully making the technology accessible, but also for using it to help close the Digital Divide. The key elements of San José’s 5G deployment are the following:

1. **A mutually beneficial public-private partnership.** San José partnered with telecommunications companies to develop the necessary citywide digital infrastructure. AT&T, Mobilitie, and Verizon maintain antennas across the city (“small cells”) that are installed on city property (e.g., streetlights, traffic lights, rooftops, etc.).
2. **San José Digital Inclusion Partnership.** By allowing telecommunications companies to install small cells on city property, the city generates revenue through a set fee structure. Income received from small cell usage fee revenue is allocated to the Digital Inclusion Program Fund. The purpose of the Fund is to provide affordable broadband service, devices, and digital literacy to underserved communities, with a particular focus on low-income youth and other vulnerable populations. The city partners with the California Emerging Technology Fund to implement the program.
3. **Clear and specific design guidelines.** The city ensures that there are reasonable and consistent guidelines that help streamline the permitting review and approval process. [Design standards](#) seek to integrate into the existing streetlights, minimize visual impact, and maintain safety and security. For example, small cell devices cannot cause any interference with operation of city facilities, including signs, banners, festoon circuits, and miscellaneous lighting; the color of a small cell device or its enclosure has to match streetlights.
4. **Speedy notification process.** After a mobile carrier reserves a streetlight location with the city through its online platform, which lists all available sites, the carrier is required to:
 - a. Mail certified notice to all occupants within a 250-foot radius of the site for a 20-day notice period;
 - b. Make themselves available to answer questions and receive feedback on the site; and
 - c. Publicly notice within 300-feet of the site at least 72-hours before construction begins, once a permit is reviewed and approved.

Councils of Government

In collaboration with the Regional Broadband Consortia, the California Emerging Technology Fund, the California Department of Transportation, the California Broadband Council, the California Association of Councils of Governments (CALCOG) and other partners, many local councils of governments (COGs) are working on broadband-related infrastructure projects.

The South Bay Fiber Network (SBFN), by the South Bay Cities Council of Governments (SBCCOG).

The COG's membership includes 15 city councils in Los Angeles County and parts of Los Angeles City. It has developed a ring of dark fiber across the South Bay, with connections to data centers, municipal buildings, and several public agencies.

In 2018, the South Bay Workforce Investment Board and SBCCOG, supported by additional funding from the office of Los Angeles County Supervisor Mark Ridley Thomas, commissioned a feasibility study. The consultant in that study found that, although the region's digital infrastructure network had many assets, they were fragmented and variable, including in terms of service and cost. A master plan provided a detailed blueprint for the broadband and technology infrastructure needed to keep the South Bay at the forefront of the digital economy. The SBCCOG financed the capital costs of the SBFN using \$6.9 million in Los Angeles Metro Measure M sub regional transportation improvement funds — a creative use of funds. In 2019, American Dark Fiber was awarded the contract to build the network.

The core fiber ring became operational in August 2020; 22 sites had been connected by November 2020, with more coming online. The SBFN provides local municipalities and other public agencies with access to a secure, high-speed 1 Gigabyte network, at about half the commercial rates for similar service. Benefits include a range of "smart city" applications — smart city halls providing virtual services to residents, improved traffic management, future Autonomous Vehicle support, telehealth opportunities, and greater resiliency for IT and emergency services. The SBCCOG is proposing a middle mile-direct access pilot project, to connect residents in two low-income neighborhoods.

Strategic Broadband Corridors Project Collaboration, by the Sacramento Area Council of Governments (SACOG). SACOG partnered with Valley Vision, the Greater Sacramento Economic Council and the Sacramento Metropolitan Chamber of Commerce to prepare the region's [Greater Sacramento Region Prosperity Strategy](#). It serves as the region's federally designated Comprehensive Economic Development Strategy (CEDS) and qualifies regional projects for federal funding opportunities.

The CEDS incorporates broadband infrastructure priorities as one of its core strategic initiatives, drawing on the region’s long-range transportation plan, the Metropolitan Transportation Plan/Sustainable Communities Strategy. It also links with the Strategic Broadband Corridors’ project priorities for Dig Once, Dig Smart one projects. The CEDS’ broadband infrastructure priorities support key industry sector initiatives, such as:

- The food and agriculture cluster, through agriculture technology adoption in underserved rural communities;
- The future mobility cluster, including electric vehicle infrastructure and autonomous vehicle prototypes and policies; and,
- Digital skills.

SACOG also coordinates closely with Valley Vision in developing the region’s Preferred Scenario Project, to connect 98% of households with high-speed Internet connectivity.

Policy Adoption, by the Southern California Association of Governments (SCAG) and San Diego Association of Governments (SANDAG). SCAG and SANDAG are collaborating with the California Emerging Technology Fund and other many partners on strategies to close the Digital Divide and Achieve Digital Equity across their regions. Major first steps included the adoption of resolutions “setting forth support to increase broadband access to bridge the Digital Divide.” These initiatives recognize that closing the Digital Divide also has implications for mobility and sustainability, especially given the impacts of the COVID-19 pandemic and recent emergencies like wildfires which have greatly exacerbated existing disparities. It also will help local governments with “Smart City” initiatives that can improve municipal operations, improve traffic flow, and reduce energy consumption.

SANDAG’s Board passed its [Broadband Access Resolution](#) in January 2021, declaring that “bridging the Digital Divide is integral to developing a healthy, resilient, and economically competitive region.” It directed staff to develop a Digital Equity Strategy and Action Plan, based on a broadband gap analysis and needs assessment that brings regional stakeholders together to identify model policies, tools and implementation strategies to close the Digital Divide in the San Diego region. SANDAG will form a Regional Digital Divide Task Force to develop the strategy and action plan (see the [Task Force Charter](#)). Addressing the Digital Divide is part of SANDAG’s efforts to incorporate social equity into the 2021 Regional Plan.

SCAG is the country’s largest metropolitan planning organization, encompassing 191 cities and six counties. SCAG’s Board adopted its [Broadband Access Resolution](#) in February 2021. The resolution directs SCAG staff to develop a Broadband Action Plan, which would include: developing a model resolution for local jurisdictions; pursuing grant funding opportunities and

partnerships; and convening a working group to develop ways to facilitate rapid deployment of broadband technology such as streamlining the permit process, lowering fees to a reasonable level, and reducing the cost of entry and operation of broadband systems within underserved communities. See page 31 for a sample resolution to increase broadband access for adoption by county boards of supervisors, and a [sample model policy](#) to bring broadband to underserved communities, for use by local governments, developed by SCAG.

With the broadband access resolutions adopted by both SCAG and SANDAG, staff is working on adoption of an ordinance for joint-use transportation and broadband planning, for use across all their member jurisdictions. If adopted, the ordinance would create consistency for projects across the region and help expedite infrastructure investments and project completion. This will enable the organizations and regional partners to compete more effectively for funding as well. The California Emerging Technology Fund has been supporting these efforts to bridge the Digital Divide which will have a broad geographic impact.

Regional Economic Development

Joint Venture Silicon Valley's [Community Broadband Initiative \(CBI\)](#). Joint Venture is a nonprofit civic leadership organization that provides a forum for collaborative regional thinking and leadership, from both the public and private sectors. Their CBI is focused on empowering local community and neighborhood groups in unserved and underserved regions of the Silicon Valley. It is a coalition among academia, residents, local governments, business, and the communications industry — all working to improve affordable Gigabit broadband infrastructure for unserved and underserved neighborhoods. Local government partners include San Mateo County and the cities of San Leandro, East Palo Alto, and Morgan Hill.

The CBI is pioneering a new partnership-driven model for financing, installing, and operating open-source broadband networks and services. Several efforts have already been undertaken, including pursuing additional funding through grant opportunities, along with expanding success models. The CBI is also coordinating with Joint Venture's Wireless Communications Initiative and its education partners, to implement broadband networks for underserved communities, for distance learning, telehealth, and digital inclusion.

Feedback from Internet Service Providers

In developing this *Resource Guide*, Valley Vision reached out to several infrastructure and internet service providers to gather their input on recommended policies and best practices that could facilitate broadband infrastructure and deployment. They are summarized below:

- 1. A complete and up-to-date asset inventory.** This ensures that internet service providers do not run into issues stemming from the segregation of assets, and that the parties involved are seeing all the opportunities for partnerships. This can be done as part of a Broadband Master Plan.
- 2. Updated ordinances.** For example, the definitions for fixed wireless technology and small cell tower technology are not the same, and if ordinances do not reflect these differences, they need to be updated. Fixed wireless deployment requires its own language in municipal codes and ordinances.
- 3. Streamlined and efficient permitting, including more certainty and shorter wait times.** Overly burdensome permitting is more of a time issue than it is a cost issue; for providers, the biggest challenge is not the finance portion, but the project management and timeline aspects of the process. For example, with colocation: When it comes to upgrades, if the expansion is not substantial, then the review process should not have to be as exhaustive. Instead, securing a permit should be administrative or over the counter. If providers know they can secure a permit in 90 days, they are more likely to do business in that jurisdiction.
- 4. Clear permit application processes and efficient online tools.** Navigating the permitting process varies from jurisdiction to jurisdiction. A lack of clear processes forces providers to rely on in-house knowledge, which can lead to delays and additional costs. Glitches in the application or intake process can significantly increase the time it takes to secure the necessary permits.
- 5. Policies that support high-capacity fiber backbone.** There are many benefits to fiber build outs, including bringing in new jobs. A lack of this backbone can hinder wireless internet service providers and 5G carriers from deploying in unserved areas, as well as in urban underserved areas with aging infrastructure.
- 6. Support for broadband coverage validation by the State.** This includes widespread use of the [CalSPEED](#) app by residents and businesses. CalSPEED empowers end-users with a professional-level, industry-standard testing tool to measure the quality and speed of their residential fixed internet connection. This real-time ground truth testing data generated by the app is forwarded to the California Public Utilities Commission, which then uses it to generate more accurate broadband availability maps and information for funding eligibility.



Digital Equity Bill of Rights

Digital Equity is defined by the National Digital Inclusion Alliance as condition in which all individuals and communities have the information technology capacity needed for full participation in our society, democracy and economy. Digital Equity is necessary for civic and cultural participation, employment, lifelong learning, and access to essential services. Digital Equity requires deployment and adoption of information technologies enabled by access to broadband, a generic term for high-speed Internet infrastructure, including wireline and wireless technologies.

To insure **Digital Equity** for all Californians, residents have the right to:

- 1. Broadband that is Sufficient and Reliable:** Speeds must be sufficient to meet the growing demand and reliance for access to education, government, public safety, economic prosperity and healthcare via high-speed access to the Internet. The determination of threshold speeds for high-speed Internet infrastructure should be performance-based to support distance learning, telehealth, and remote working by a majority of households online simultaneously with an increasing need for symmetrical network speeds.
- 2. Broadband that is Ubiquitous:** Sufficient and reliable broadband access must be available everywhere in the state, from the most rural areas, including tribal lands, to the most populated urban areas, including all low-income neighborhoods. Public broadband investments should be prioritized to connect entire communities and address digital redlining in historically unserved and underserved communities.
- 3. Broadband that is Affordable:** Internet service plans must be affordable for all Californians, regardless of geographic location or household income.
- 4. Broadband that Provides Educational Opportunities and Supports Digital Skills Proficiency:** Residents must have access to opportunities to develop needed skills to thrive in a digital world.
- 5. Broadband that Ensures Public Safety and Maintains Peace of Mind:** Residents need the peace of mind that comes with knowing they have reliable access to emergency response services and emergency alert systems in the event of emergencies or catastrophic disasters.

- 6. Broadband that Improves Quality of Life:** Digital Equity advances economic status with access to educational opportunities, new job opportunities and health care to improve the overall quality of life.
- 7. Broadband that Supports Economic Prosperity:** All workers and employers, businesses and entrepreneurs, start-ups and enterprises, small and large, including agriculture, need high-speed Internet access to optimize the value of their contribution to the economy to ensure global competitiveness.
- 8. Broadband that Attracts Capital Investment:** Ubiquitous high-speed Internet infrastructure is essential to ensure that California continues to attract its fair share of global capital investment to support and enhance economic prosperity.
- 9. Broadband that Supports Innovation and Research:** High-speed fiber connects all research institutions to sustain world-class research and innovation to drive economic productivity.
- 10. Broadband that Empowers and Enables Participation in the Democracy:** All residents are connected to the Internet with sufficient speeds to support participation in government, distance learning, and telehealth for quality of life and public safety.

Sample Broadband Access Resolution

SAMPLE RESOLUTION NO. 2020-XXXX

SETTING FORTH SUPPORT TO INCREASE BROADBAND ACCESS TO UNDERSERVED COMMUNITIES THROUGHOUT SOUTHERN CALIFORNIA

WHEREAS, closing the digital divide is important and provides long-term community benefits that include the ability to fully engage in the digital economy, access existing and emerging services, expands economic opportunities and bridges the economic divide; and

WHEREAS, the COVID-19 pandemic has amplified the need for available, reliable and affordable broadband services in all communities; and

WHEREAS, the COVID-19 pandemic has caused schools to shift to distance learning; and

WHEREAS, the COVID-19 pandemic has made the digital divide within underserved communities and/or areas (which include people of color, low-income households, residents in rural areas, and senior citizens) more apparent; and

WHEREAS, we recognize that cost and household income is a primary barrier to broadband access.

WHEREAS, all residents, businesses and institutions need high speed broadband services where they work, live, learn and play; and

WHEREAS, high speed broadband enables Work from Home and remote workers, enhances business efficiencies, drives job creation throughout the region, and connects customers and partners worldwide to goods and services; and

WHEREAS, high speed broadband is a “green technology” that reduces our impact on the environment, shrinks our regional carbon footprint, offsetting vehicle trips and use of resources; and

WHEREAS, high speed broadband greatly expands the ability of residents to access medical, behavioral, oral health services and the capacity of public health officials to monitor and respond to health threats such as COVID-19 and other diseases; and

WHEREAS, high speed broadband enables greater civic participation and brings communities together, helps improve public safety, and makes our transportation systems more resilient and efficient; and

WHEREAS, effective emergency services require using high speed broadband to integrate data in real time from all available sources, so decision-makers have access to the information necessary for the protection of lives and property; and

WHEREAS, to accelerate the deployment of broadband, the primary objective is to deploy private-sector capital as quickly as possible through improved public cooperation; and

NOW, THEREFORE, BE IT RESOLVED on this XX day of XXXXX 2020 that the XXXXXX County Board of Supervisors does hereby as follows:

1. Supports FCCs (United States Federal Communications Commission) and CPUCs (California Public Utilities Commission) rules, regulations, programs and funding opportunities that support broadband deployment opportunities to bridge the digital divide.
2. Supports Governor Newsom’s Executive Order N-73-20 signed August 14, 2020 that seeks to accelerate work towards closing gaps in access to reliable broadband networks throughout California; and
3. Supports collaboration with [Los Angeles, Orange, Imperial, Riverside, San Bernardino, San Diego and Ventura Counties], broadband providers, school districts (K-12), community college districts, universities, community and business stakeholders, Regional Broadband Consortia, California Emerging Technology Fund, the State of California and other federal and regional organizations that have similar goals to increase broadband access throughout Southern California; and
4. Determines that closing the digital divide is important and provides long-term community benefits; and
5. Supports the request for grant funding from the State and/or Federal government for a regional program that provides funding for free internet access for qualifying residents that bridges the economic digital divide; and
6. Supports a minimum broadband speed capability of 100 megabits per second today and 1 gigabit per second by 2030 for all residential and business customers within the urban, suburban and rural communities of our region; and
7. Supports working with collaborating jurisdictions to affect the deployment decisions of broadband providers by lowering permitting fees to a reasonable level, reduce the cost of entry and operation of broadband systems in our communities, reduce the risks of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and creating new avenues for competitive entry; and

8. Supports working with collaborating jurisdictions to identify broadband opportunity zones in underserved communities; and
9. Upon identifying broadband opportunity zones, supports the adoption of an emergency ordinance which would allow local jurisdictions to develop specific rules to expedite low-cost broadband deployment such as: waivers for micro projects, deployment of broadband infrastructure in underserved communities and fixed wireless or other broadband technologies in rural communities; and
10. Supports the adoption of consistent fees and expedited broadband permitting processes within collaborating jurisdictions; and
11. Supports the concept of “Dig Smart” and/or “Dig Once” whereby conduit is installed for future or immediate use for wireless towers, fiber optic or other comparable broadband network installation, whenever underground construction occurs in a roadway.

Sample Model Policy to Bring Broadband in Underserved Communities

(For Use by Local Governments)

Findings and Declarations

The [Name of Local Government] hereby finds that the COVID-19 pandemic has forced residents of [Name of City/County] to completely restructure the way we live, work and, learn and access to “broadband” (which includes both wireline and wireless technologies) has become essential advancing public health, education and equity. However, not everyone has equal access to high-speed broadband and the pandemic has exposed the vast and damaging effects of the “digital divide.” Families left behind are concentrated among communities of color, low-income and rural households. As such, 2020 is demanding that local governments address persistent differences in who has high quality internet access at home.

The [Name of Local Government] finds and declares that Broadband is an essential 21st Century infrastructure in a digital world and global economy. It is vital to the economic prosperity and quality of life for residents in [Name of Local Government] and throughout California. And, it can enable [Name of Local Government] to mitigate economic, educational and health disparities within underserved communities. During and beyond the current COVID-19 crisis, [Name of Local Government] need to develop long-term and short-term solutions that redress persistent inequalities in broadband access in an expedited manner.

The ability to be “connected” instantly through the Internet to information, services and digital tools is increasingly critical for access to and success in education, jobs, and economic opportunities. The deployment and adoption of broadband is a major strategy to spur economic development because it improves productivity, which attracts more capital investment and generates jobs, while saving both time and money for consumers.

Although California is home to a wellspring of innovation that has given rise to the evolution of information technologies and broadband, the use of broadband technology by California residents is only approximately equivalent to the national average and there is a significant Digital Divide that must be closed to remain globally competitive.

In addition, broadband is a “green technology” that can significantly reduce impacts on the environment, shrink the carbon footprint, and decrease dependence on foreign oil by offsetting vehicle trips, decreasing the use of resources, and saving energy, and assists in

solving key environmental justice issues (reducing environmental and health impacts in low-income communities).

[Name of Local Government] is committed to helping families and children be healthy, productive and self-sufficient. And, it is recognized that the use of broadband can save both time and money for residents while helping them bridge the economic divide. Therefore, it is important that all residents within [Name of Local Government] have high-speed Internet access, particularly those living in lower-income and rural households and those living in publicly supported housing.

[Name of Local Government] also is committed to helping students obtain the highest-quality education possible and understands that the ability to learn and prepare for higher education is significantly enhanced if schools incorporate digital literacy and high-speed Internet connectivity into curriculum. The availability of computing devices both at school and at home are critical teaching and learning tools for academic achievement.

Therefore, it shall be the policy of the [Name of Local Government] to facilitate the rapid deployment and adoption of broadband to provide our residents with opportunities, quality of life, and convenience. Further, it is recognized that consumers need sufficient speeds of data transmission capability for the applications that they perceive as relevant to their daily lives and expect broadband networks to keep pace with those needs over time. Thus, it also shall be the policy of the [Name of Local Government] to encourage and facilitate upgrades to existing broadband infrastructure to ensure that the public and private sectors have access to sufficient broadband speeds to support consumer demand for new and evolving applications that save time, money and resources.

Responsibilities and Roles: Opportunities to Promote Broadband

The [Name of Local Government] recognizes that it has many responsibilities that affect deployment (supply) and adoption (demand) of broadband technologies and applications, including the following roles: (1) policy leader; (2) planner; (3) regulator (of land use); (4) consumer; and (5) service provider. As a policy leader, [Name of Local Government] may promulgate policies and ordinances to advance and protect the public interest or implement state and national laws that promote and accommodate high-speed Internet access. As a planner, [Name of Local Government] identifies opportunity areas, develops ordinances and permit streamlining. As a regulator, [Name of Local Government] approves permits which can encourage, promote and/or require rapid deployment of infrastructure and facilities to underserved communities within our jurisdiction. As a consumer, [Name of Local Government] purchases telecommunications and information technology equipment and services which, in

turn, drives demand and improvements in these technologies and services. And, as a service provider, [Name of Local Government] has the ability to expand e-government functions by providing more information and access to public services online, thus encouraging broadband adoption. It shall be the policy of [Name of Local Government] in all of its roles and responsibilities to work with neighboring jurisdictions, service providers, and other stakeholders to actively identify opportunities to implement policies, programs and actions to encourage broadband deployment and adoption.

Implementation

[Name of Local Government] shall adopt strategies and implement provisions and ordinances that will expedite broadband deployment to underserved and rural communities, as well as promote economic development and improve security within the community:

Broadband Opportunity Zones:

- Collaborate with neighboring cities, county, MPOs, school districts, community college districts, universities, the state of California, the federal government, broadband providers and stakeholders to identify locations without broadband access.
- Develop and conduct multi-lingual surveys specifically targeting households in low-income and/or rural communities, focusing on access, usage, and barriers to internet adoption.
- Quantify and describe [Name of Local Governments] level of digital engagement, Digital Divide, and level and source of digital inequality (city/county-wide and by qualified census tracts).
- Participate in the Federal Communications Commission’s Digital Opportunity Data Collection broadband access map crowdsourcing initiative.
- Develop and disseminate information to support the development of local broadband infrastructure deployment and digital equity plans.
- Develop a public outreach campaign to educate residents in [Name of Local Government] on the science behind new and emerging technologies and try to address potentially unfounded concerns as they become integrated into society.

Promote existing programs and develop new programs for short term and temporary use:

- Promote existing programs from broadband providers that offers subsidies or covers the cost of internet for low-income internet access.
- Promote existing state and/or federal government programs that offers subsidies for broadband access.
- Collaborate with broadband providers, community outreach groups, school districts, community colleges, universities and the business community to develop programs to cover the cost of broadband subscriptions for low-income students.
- Promote the use of public buildings, such as libraries, parks and convention centers, as broadband “hot spots” to allow residents affordable [or free] high-speed Internet access.

Adoption of an Emergency Ordinance for underserved communities

- Adopt an emergency ordinance to allow for rapid deployment of broadband in identified opportunity areas.
- Require a minimum broadband speed capability of 100 megabits per second today and 1 gigabit per second by 2030.
- Where feasible, exempt broadband opportunity areas from community character ordinances or local jurisdiction design guidelines.
- Where feasible, allow aerial fiber and other broadband infrastructure to be installed on pre-existing infrastructure such as existing powerlines to minimize impacts to aesthetics.
- When aerial fiber or other aboveground broadband infrastructure is not viable for last-mile solutions, allow for micro trenching in suitable areas as a viable short-term option.
- Should underground installation near a roadway occur, require the use of “dig-once” practices whereby conduit is installed for future immediate use for broadband installation.

Streamline permitting

- Develop a streamlined permitting process that lowers the cost of entry and operation of broadband systems, reduce the risks of delays during the planning, permitting and

construction phases, provides opportunities for increasing revenue, and creating new avenues for competitive entry.

- Allow for cost/permit waivers for broadband “micro projects”.
- Permit grouping multiple projects under one permit to expedite the planning and construction phase.
- Collaborate with local jurisdictions to determine and agree upon a uniform permitting fee throughout the Southern California region.
- Identify local public rights-of-way and public facilities that can be used for broadband deployment and promulgate procedures to streamline the approval of easement encroachment permits consistent with principles of fairness and competition for all providers.
- Ensure a level playing field for all broadband providers—private and public (or government led), wireline and wireless—making the use of public assets available to all providers on a competitive basis, commensurate with adopted policies regarding public benefits.

Smart and Affordable Housing

- Require all new residential subdivisions to be served with state-of-art broadband infrastructure with sufficient transmission rates to support applications relevant to residential consumers.
- Require all publicly subsidized housing development projects to provide an independent “advanced communications network” to drive economies of scale that can result in a significantly reduced cost basis for the lower-income residents. An “advanced communications network” is broadband infrastructure that, at a minimum, makes available affordable market-comparable high-speed Internet access service to all units via the aggregation and consolidation of service across the property. It is infrastructure in addition to the standard cables, wiring and other infrastructure required for power, television and telephone service.
- Request the housing authority (authorities) to adopt policies to promote and support smart affordable housing with advanced communications networks whenever their public funds are used to subsidize the construction and provision of housing for lower-income residents.

Interagency Cooperation

- Request that the chief executive officer [County Administrative Officer or City Manager] outline a process for ensuring inter-agency and inter-jurisdictional cooperation which shall include: sharing this policy with other jurisdictions in the region; meeting with them to explore common needs for infrastructure; exploring opportunities to collaborate on broadband applications, such as telemedicine, or regional projects, such as library networks; and notifying neighboring jurisdictions about major infrastructure projects, such as transportation improvements along shared corridors.

- Explore opportunities to work with other public and private entities, such as schools, special districts, utilities, and private health and medical providers, to cooperate and joint venture on broadband deployment projects and adoption programs.

List of Additional Resources

The following are links to the resources that were used in writing this *Resource Guide*, as well as an overview of what those resources can provide, and how they can further help local and regional governments' efforts. The national resources have examples of best practices and innovative models in jurisdictions outside of California.

[California Broadband Council](#)

The California Broadband Council was established by SB 1462 (Chapter 338, Statutes of 2010) to promote broadband deployment in unserved and underserved areas of the state (as defined by the Public Utilities Commission) and broadband adoption throughout the state. The Council identifies state resources; encourages public and private partnerships; and recommends strategic policies for establishing effective structures, to provide high-speed Internet access throughout California. The 12-member Council is run by the California Department of Technology's Office of Broadband and Digital Literacy, which manages the statewide ecosystem of individuals and organizations dedicated to closing the Digital Divide. The Council prepared the California Broadband for All 2020 Action Plan and will be implementing the Plan in close coordination with a broad network of state, local, regional, civic, nonprofit, and for-profit organizations, and providers.

[California Department of Transportation \(Caltrans\)](#)

Caltrans has dedicated attention and resources to coordinating transportation plans and projects with broadband infrastructure improvements. This includes addressing permitting processes for Dig Once, Dig Smart projects and infrastructure installation along Caltrans rights-of-way, and fostering consistency across its District offices processes for project development, review, and approval. The agency has a Broadband Facilities Coordinator who leads coordination with other state agency partners, local and regional transportation agencies, and Regional Broadband Consortia. There are also broadband coordinators within each Caltrans District office. Caltrans has a mapping resource that lists state highway projects aligned with the Strategic Broadband Corridors Project. They also developed a 2018 Dig Once, Dig Smart white paper and user guide.

[California Forward \(CAFwd\)](#)

California Forward is a nonprofit organization that leads a statewide movement, bringing people together across communities, regions, and interests to improve government and build inclusive, sustainable growth for everyone. CAFwd drives collective action, identifying regional solutions that can be taken to scale to meet the challenges the state is facing. In 2019, it partnered with the Newsom Administration on the Regions Rise Together initiative, which included a series of convenings with regional leaders to lift up and empower regional

approaches to economic development. CAFwd serves as the backbone for the [California Stewardship Network](#), an alliance of regional leaders; leads the annual [California Economic Summit](#); and recently launched the [California Dream Index](#). It also convenes a Broadband for All Work Group that is advancing policies to connect all Californians with affordable, equitable high-speed Internet. In 2021, CAFwd is hosting a [series of webinars](#) on innovative broadband practices and structures in 2021, sponsored by the California Emerging Technology Fund.

California Association of Councils of Government

The California Association of Councils of Government (CALCOG) is a nonprofit organization with 47 members, serving regional government agencies. Most members are involved in planning and funding transportation infrastructure projects; many deliver actual projects, and a few also operate transit systems. CALCOG collaborates closely with the California Emerging Technology Fund and the Regional Broadband Consortia, including on the Strategic Broadband Corridors Project. Broadband Access is a priority policy area and CALCOG has a dedicated section on its [website](#) of legislative and state initiatives, regional activities, case studies, and extensive resources on primers and other materials from state and federal agencies and organizations, and policies and funding programs.

California Public Utilities Commission – California Advanced Services Fund

The California Public Utilities Commission (CPUC) administers the California Advanced Services Fund (CASF) which provides funding for projects to reach unserved households across the state's regions, with the goal of connecting 98% of all households by 2022. CASF includes funding for infrastructure projects and includes funding for Rural and Regional Broadband Consortia, broadband adoption, and public housing. The program includes resources such as an interactive broadband access map, a speed testing tool to validate actual vs. reported speeds of service, and collaboration with federal agencies to increase California's share of funding resources. Staff assists Regional Consortia, ISPs and other parties to prepare and submit applications for funding.

California State Association of Counties

The California State Association of Counties (CSAC) represents California's 58 counties before the California Legislature, administrative agencies and the federal government. Through advocacy, research, and programs such as financing CSAC supports and participates in advancing policy to strengthen counties and the residents they serve. CSAC formed a [Broadband Working Group](#) in December, 2020 and staff and leadership is actively engaged in legislative initiatives and leadership coalitions to address the Digital Divide and support infrastructure investments to reach all Californians.

National Digital Inclusion Alliance (NDIA)

The National Digital Inclusion Alliance is a national network organization with more than 520 affiliates in 44 states, the District of Columbia, and the United States Virgin Islands. The NDIA is a unified voice for home broadband access, public broadband access, personal devices, and local technology training and support programs. Affiliates include municipal government bodies, local public libraries and regional library councils, college and university programs, state and local school districts, among others. The NDIA provides valuable resources for practitioners, including policy updates, funding sources, COVID-19 resources, and connections to organizations like the National Skills Coalition, the Pew Research Center, the Benton Foundation, and many more.

National Telecommunications and Information Administration (NTIA)

The National Telecommunications and Information Administration within the United States Department of Commerce “is the Executive Branch agency that is principally responsible for advising the President on telecommunications and information policy issues.” Its website includes [publications](#) on multiple broadband-related topics, including information on [grants](#); a [broadband adoption toolkit](#); and the [National Broadband Availability Map](#). They also host webinars on timely topics and provide capacity assistance to communities and civic organizations.

Next Century Cities

Next Century Cities “supports mayors and community leaders across the country as they seek to ensure that everyone has fast, affordable and reliable internet access.” Its website has a [resources](#) section, which has many categories of information, including a [glossary](#) of broadband terms; a [toolkit](#) for communities to make themselves broadband ready; and a [spotlight cities](#) section, which highlights cities in the United States making great strides in the different aspects of broadband deployment.

Rural County Representatives of California

Rural County Representatives of California is a 37-member organization of rural counties that champions policies to serve the state’s rural communities. RCRC’s policy priorities include economic development that is supported by high-speed Internet access and 21st century telecommunications infrastructure; RCRC works with coalitions across the state and is pursuing funding opportunities to catalyze broadband infrastructure investment and models in rural regions.

[The League of California Cities](#)

The League of California Cities is “an association of California city officials who work together to enhance their knowledge and skills, exchange information, and combine resources so that they may influence policy decisions that affect cities.” Its [Transportation, Communications, and Public Works Policy Committee](#) reviews relevant state and federal legislation and regulations.

[Tellus Venture Associates](#)

Tellus Venture Associates does management, planning, and business development consulting for community broadband. Its [Broadband Development Policy Bank](#) includes links to local policies in different subject matter areas, including [broadband plans](#), [permitting](#), and [conduit specification](#).

Other Resources:

- **The Little Hoover Commission’s** [“Issue Brief: California’s Digital Divide,”](#) December 2020.
- **The Benton Foundation’s** “Recommendations for a National Broadband Agenda” and [many policy resources](#).
- **US Ignite and Altman Solon’s** [new report](#), as a guide for communities considering ways to expand broadband service, with possible broadband models for 6,500 unserved and underserved communities across the United States.
- **[The Community Broadband Networks Initiative](#)**, a project of the Institute for Self-Reliance, working with communities across the country to ensure telecommunications networks that serve communities. Many resources for community leaders are provided, including case studies, webinars, and fact sheets.



Contact Information

The California Emerging Technology Fund

Street Address:

2151 Salvio Street, Suite 252
Concord, CA 94520

Mailing Address:

P.O. Box 5897
Concord, CA 94524

415-744-CETF (2383)

415-744-2399 Fax

The Petroleum Building:

714 West Olympic Boulevard, Suite 924
Los Angeles, CA 90015-4133
213-443-9952



Valley Vision

Street Address:

3400 3rd Avenue
Sacramento, CA 95817
916-325-1630

Trish.Kelly@valleyvision.org

Isa.Avancena@valleyvision.org

David.Espinoza@valleyvision.org

**5. 2022 MINI CALL FOR
PROJECTS- CMAQ AND
STBG PROGRAMMING
PROJECT LIST – FFY
2025/26**



**IMPERIAL COUNTY
TRANSPORTATION COMMISSION**

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

October 20, 2022

ICTC Technical Advisory Committee
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: 2022 Mini Call for Projects - Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) Programming Project List – FFY 2025/26

Dear Chair and Committee 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).

On August 25, 2022, ICTC staff requested a special call for projects for CMAQ and STBG for FFY 2025/26 to the Technical Advisory Committee (TAC). The request is due to the significant amount of requirements and uncertainty on future programming of CMAQ and STBG funds coming from the Corrective Action issued by Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) to Caltrans on Sub-Allocations. The current programming allocations of CMAQ and STBG will no longer be population based. These changes present uncertainty on the project selection process and program amounts in future years. Programming CMAQ and STBG projects up to FFY2025/26 allows an opportunity to secure projects up to that year. All projects programmed in the FTIP prior to June 30, 2023, will not need to adhere to the new guidelines.

As a result, ICTC staff presented this item for discussion and recommendation to proceed with a selection of projects based on the recently completed Call for Projects in 2022 and select the next list of priority projects from both CMAQ and STBG programs in FFY 2025/26. Based on the recommendation of the TAC members on August 25, 2022, the collective group opted to conduct a Mini Call for Projects for CMAQ and STBG for FFY 2025-26.

A mini call for projects was open on September 2, 2022, for both CMAQ and STBG programs with applications due to ICTC on September 23, 2022. An estimated \$4.3 million is available in FFY2025/26 for both programs.

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

Below are the estimated amounts for the CMAQ and STBG Programs under FFY 2025/26:

| CMAQ Funding Estimates | |
|-------------------------------|--------------|
| FY2025/26 | TOTAL |
| \$1,732,034 | \$1,732,034 |

| STBG Funding Estimates | |
|-------------------------------|--------------|
| FY2025/26 | TOTAL |
| \$2,597,998 | \$2,597,998 |

**FFY 25/26 amounts shown for CMAQ and STBG are estimated apportionments*

On October 6, 2022, members of the TAC met to review, score, and rank 10 projects totaling a fund request of \$6.4 million. With the use of the CMAQ and STBG Guidelines and scoring results of all projects, TAC members were able to agree on a recommended list of projects. Attached is a list of the original request amounts and the recommended projects by agency, project title, and priority. The recommendation of projects would utilize the programming capacity of the proposed federal fiscal year for both programs.

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

1. Approve the 2022 Mini Call for Projects -Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant Program (STBG) Programming Project List for FFY 2025/26; and
2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

Sincerely,



VIRGINIA MENDOZA
Program Manager

VM/mf
Attachment

| Final 2022 Mini Call for Projects CMAQ FUNDING APPORTIONMENTS | | | Original Distribution Funding 2022 Call for Projects | | Proposed Funding Adjustments 2022 Mini Call for Projects | |
|---|----------|---|---|--------------------|---|---------------------|
| Agency | Priority | Project | FY 2025/2026 | TOTAL | FY 2025/2026 | TOTAL |
| Brawley | 1 | Traffic Signal Synchronization & Intelligent Transportation Systems-Phase II on Main Street from 3rd Street to Best Avenue, and on 8th Street from Main Street to B Street. | \$708,240 | \$ 708,240 | \$708,000 | \$ 708,000 |
| | | | | \$ 708,240 | | \$ 708,000 |
| Holtville | 1 | Pine Avenue Revitalization and Pedestrian Improvement Project between 4th Street and 5th Street | \$708,098 | \$ 708,098 | \$708,000 | \$ 708,000 |
| | | | | \$ 708,098 | | \$ 708,000 |
| Imperial | 1 | City of Imperial Old Town Pedestrian Facilities Improvements | \$763,000 | \$ 763,000 | | \$ - |
| | | | | \$ 763,000 | | \$ - |
| County | 1 | Isis Avenue Improvements from 1st Street to Main Street and from 3rd Street to 5th Street in Niland Project | \$513,474 | \$ 513,474 | | \$ - |
| | | | | \$ 513,474 | | \$ - |
| Westmorland | 1 | Side-walk and pedestrian improvements at various locations | \$300,000 | \$ 300,000 | \$316,000 | \$ 316,000 |
| | | | | \$ 300,000 | | \$ 316,000 |
| Programmed | | | \$0 | \$0 | \$0 | \$0 |
| Proposed | | | \$2,992,812 | \$2,992,812 | \$1,732,000 | \$1,732,000 |
| Available | | | \$1,732,000 | \$1,732,000 | \$1,732,000 | \$ 1,732,000 |
| Over/Under programmed | | | -\$1,260,812 | | \$0 | |

| Final 2022 Mini Call For Projects STBG FUNDING APPORTIONMENTS | | | Original Distribution STBG Funding by FFY | | Proposed Funding Adjustments STBG Funding by FFY | |
|---|----------|---|--|--------------------|---|--------------------|
| Agency | Priority | Project | FY2025/2026 | Total | FY2025/2026 | Total |
| Calexico | 1 | Cole Boulevard between Scaroni Road and Railroad Crossing Rehabilitation Project | \$ 682,147 | \$ 682,147 | \$ 519,000 | \$ 519,000 |
| | | | | \$ 682,147 | | \$ 519,000 |
| Calipatria | 1 | Main Street Roadway Rehabilitation Project between Lake Avenue and Sorenson Avenue/SR 111 | \$ 618,122 | \$ 618,122 | \$ 497,000 | \$ 497,000 |
| | | | | \$ 618,122 | | \$ 497,000 |
| El Centro | 1 | Imperial Avenue Overlay, Orange Avenue to Adams Avenue | \$ 612,000 | \$ 612,000 | \$ 541,000 | \$ 541,000 |
| | | | | \$ 612,000 | | \$ 541,000 |
| Imperial | 1 | Aten Boulevard Rehabilitation Project between Old SR-86 and Clark Road | \$ 787,000 | \$ 787,000 | \$ 530,000 | \$ 530,000 |
| | | | | \$ 787,000 | | \$ 530,000 |
| County | 1 | Bowker Road Rehabilitation from Jasper Road to Calexico City Limits | \$ 717,093 | \$ 717,093 | \$ 511,000 | \$ 511,000 |
| | | | | \$ 717,093 | | \$ 511,000 |
| Programmed | | | | \$ - | | \$ - |
| Proposed | | | \$3,416,362 | \$3,416,362 | \$2,598,000 | \$2,598,000 |
| Available | | | \$2,598,000 | \$2,598,000 | \$2,598,000 | \$2,598,000 |
| Over/Under programmed | | | -\$818,362 | | \$0 | |

6. CALTRANS AND FHWA PEER EXCHANGE PROJECT BUNDLING PRESENTATION

Presented by ICTC Staff

7. CALTRANS UPDATES/ ANNOUNCEMENTS

Presented by Caltrans Staff

California Department of Transportation



To: ICTC Commission

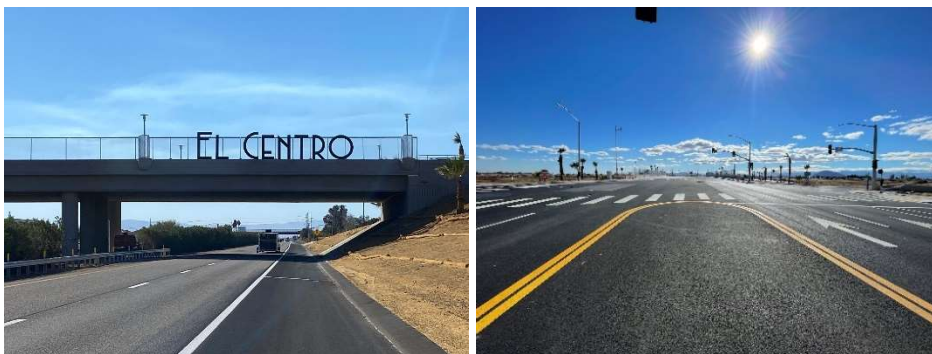
Date: October 2022

From: GUSTAVO DALLARDA
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION

1. **I-8/Imperial Avenue Interchange:** The project includes installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to southern El Centro. The interchange was opened to traffic on December 21st. The community identifier installation was completed on February 8.



The contractor will continue with plant establishment and close out activities through 2023.

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

2. **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 widening between Rockwood Avenue and Ollie Avenue is underway. The target completion date for Stage 1 is mid-November. Stage 2 target start date is pending negotiations between Caltrans and stakeholders

with the intent to minimize disruptions to local businesses during the holiday season. The total project cost is estimated at \$8.2 million.

3. **SR-111 Niland Geyser/Mud Pot:** The SR-111 Niland Geyser/Mud Pot continues to be active. The caldera is approximately 9 feet from the SR-111 edge of traveled way, another smaller caldera recently appeared a few feet to the north-east of the original and is active. Water from the Mud Pot continues free-flowing through the subsurface drainage installed in 2019. The original temporary detour road was opened to traffic in August of 2020. Due to the Mud Pot's unpredictable change in direction, a revised detour was required. The revised detour was completed on April 30, 2021. The detour will remain in place as the mud pot moves beyond the original freeway.

<https://www.youtube.com/watch?v=Ek1buV2HA68>

4. **I-8 Colorado River Bridge Rehab:** This project is located near the Arizona border on I-8. The scope includes replacement of bearing pads, portions of the concrete pavement on the bridge deck and approach slabs. Part of workfootprint straddles the California/Arizona border. Detours are expected and will be announced prior to commencement of work. Construction is expected to start in early 2023 and estimated completion is early 2024. The total project cost is estimated at \$11.1 million.

PROJECT DELIVERY

1. **Clean California Projects:** District 11 will be delivering projects funded by the Clean California Grant Program. 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 projects are expected to be completed by July 2023. Below is a conceptual rendering of the gateway sign.



2. **I-8, SR-78 Bridge Rehab at Various Locations:** The project scope includes 4 bridge locations on I-8 at Brock Research Center Rd, All American Canal (left/right) Bridges and at Winterhaven Dr/4th Ave. The 2 locations on SR-78 are at Palo Verde Drain and Palo Verde Outfall bridges near Palo Verde. The project is currently in design and is expected to go out to bid in fall 2022 with construction estimated to start in early 2023. Total estimated cost is \$13.2 million.

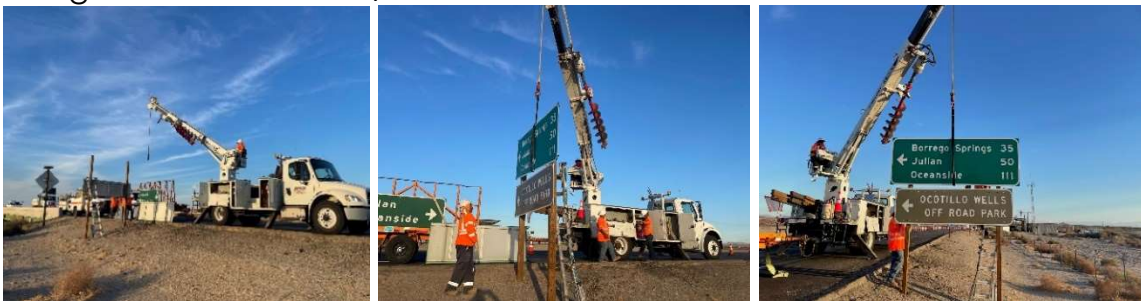
- SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including 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 6/2024. The Anticipated funding fiscal year for construction is 2025/26.*

MAINTENANCE AND TRAFFIC OPERATIONS

- El Centro Traveled Way Crew – Sweeping I-8/SR111, brush control SR111, storm response/cleanup



- El Centro Functional/Marking Crew – Sign/landscape maintenance, striping and sign installations SR86/78



- Midway Traveled Way Crew – Crack sealing SR98, storm response/repairs



4. Brawley Traveled Way Crew – Sweeping/brush control, SR78 clearing washes, storm response/repairs



5. El Centro Clean CA Crew – Litter control/landscaping activities SR78 east of Brawley



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

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

PLANNING AND LOCAL ASSISTANCE

1. **Project Study Report: Forrester Road Improvements** - This study will propose improvements to Forrester Road from I-8 to the SR 78 intersection in the City of Westmorland. This is a critical goods movement corridor that handles a high volume of interregional and local agricultural trucks and anticipated volumes will continue to increase. Caltrans and ICTC are preparing a PSR spearheaded by a Technical Working Group (TWG) that includes the County of Imperial, the Imperial Irrigation District (IID), and the cities of El Centro,

Westmorland, Imperial, and Brawley. To address the needs of this corridor, likely improvements will include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the city of Westmorland.

2. **Local Assistance:**

Clean California Local Grant Program - Cycle 2

The California Department of Transportation (Caltrans) developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

A workshop for cycle 2 of the program is planned for Thursday November 3, 2022, from 1:00PM to 2:30PM. For more information and to register for the workshop, please see attached flyer or use the following link.

<https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program>

Local Assistance Day Statewide Webinar November 3, 2022

Transportation Planning Agencies Group provides a quarterly statewide webinar. Subjects include information sharing, local project delivery policies, processes, and procedures, and facilitating peer-sharing of best-practices. The free webinar is open to project managers, engineers, and those that work with local assistance processes for local and tribal agencies.

<https://apps.cce.csus.edu/sites/cce/reg/?CID=5060>

California Transportation Commission (CTC) Allocation Requests

Please review the attached schedule of deadlines to send requests for California Transportation Commission (CTC) allocation accordingly. Caltrans District 11 must receive all documents at least two months prior to the preferred CTC meeting date. The Caltrans Division of Local Assistance in partnership with the Regional

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.*

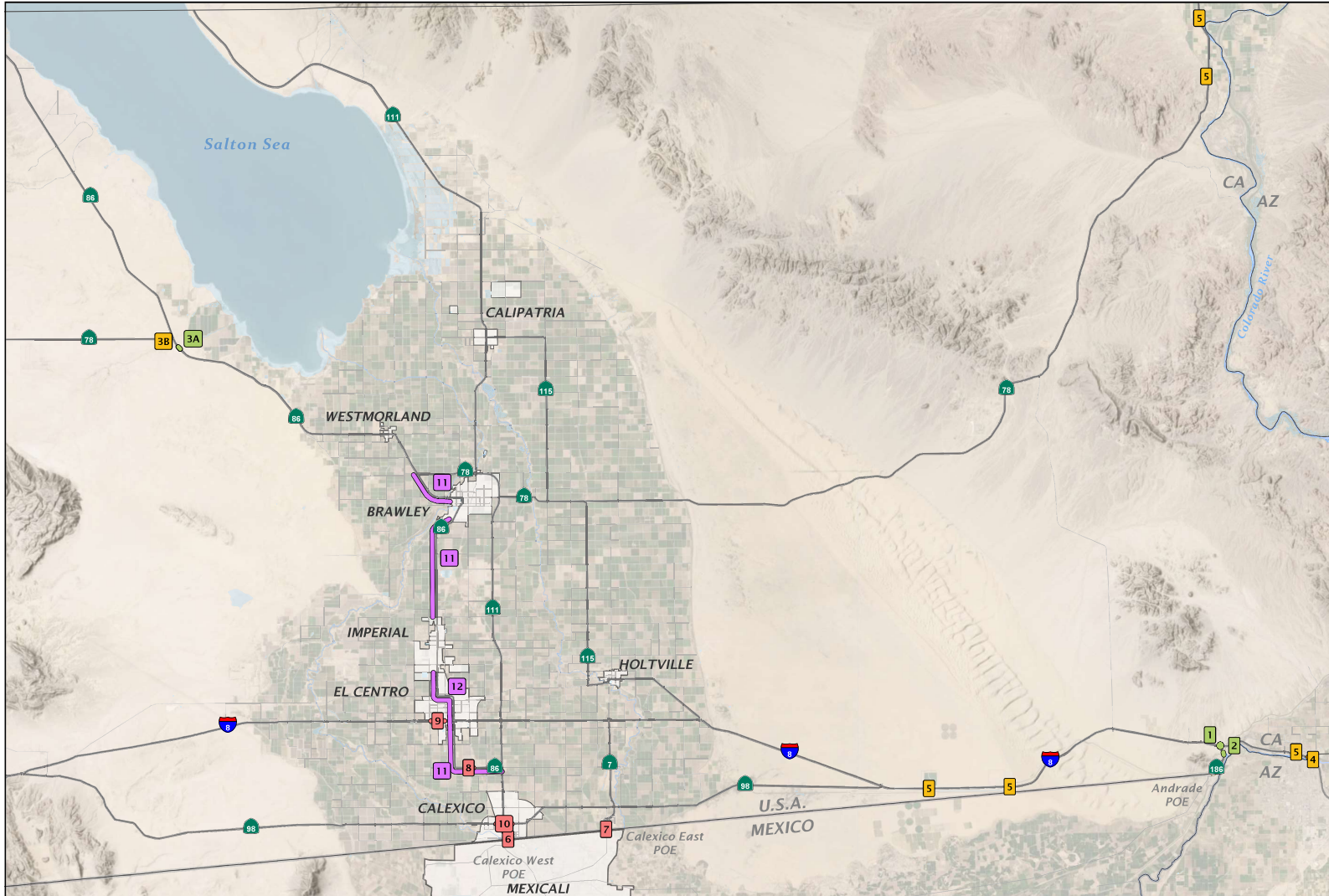
www.dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

RELINQUISHMENTS

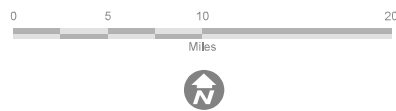
1. **SR-86** from SR-111 to Countryside Dr, West Ralph Rd to Calle Estrella, and just east of Brandt Rd to SR-78. Relinquishment to County of Imperial, estimated completion 2026. (#11 on Status Map)
2. **SR-86** from Countryside Dr to Treshill Rd. Relinquishment to City of El Centro, estimated completion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

IMPERIAL COUNTY

STATUS OF TRANSPORTATION PROJECTS



- Environmental
- Design
- Construction
- Relinquishment



Project funded by Senate Bill 1

Abbreviations:

GSA: General Services Administration

POE: Port of Entry

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

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

Date 08/17/2022



ENVIRONMENTAL

1. SR-186/I-8 Quechan Interchange Improvements*
Complete Dec 2022
2. SR-186 All-American Canal Bridge
Complete Mar 2023
- 3A. SR-86 USBP Checkpoint Canopy*
Complete Fall 2022

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete Fall 2022
4. I-8 Colorado River Viaduct
Complete April 2021; Begin Construction Early 2023
5. Bridge Rehab Projects on I-8 and SR-78
Ready to List Complete June 2022; Begin Construction early 2023

CONSTRUCTION

6. SR-111 Pavement Rehabilitation, Border to SR-98
Complete late September 2022
7. Calexico East POE Bridge Widening
Design/Build Begin Mar 2021; Complete June 2023
8. SR-86/Dogwood Road Intersection Improvements County Permit*
Complete Oct 2022
9. I-8/Imperial Ave Interchange Improvements
Open to Traffic Dec 2021; Complete March 2023
10. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete early 2023

RELINQUISHMENT

11. SR-86 Relinquishment to County of Imperial
Date Estimate 2026
12. 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.

2023 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Adopted June 29, 2022

JANUARY 25(W) – JANUARY 26(TH), 2023 – ROCKLIN

FEBRUARY 2023 – NO REGULARLY SCHEDULED COMMISSION MEETING

MARCH 22(W) – 23(TH), 2023 – LOS ANGELES AREA

APRIL 2022 – NO REGULARLY SCHEDULED COMMISSION MEETING

April 12(W) & 13(TH) – Town Hall Meeting – Redding

TBD – Joint CTC/CARB/HCD Meeting — TBD

MAY 17(W) – 18(TH), 2023 – BAY AREA

JUNE 28(W) – 29(TH), 2023 – SACRAMENTO

JULY 2023 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 16(W) – 17(TH), 2023 – SAN DIEGO

SEPTEMBER 2023 – NO REGULARLY SCHEDULED COMMISSION MEETING

September 20(W) & 21(TH) – Town Hall Meeting – San Benito

OCTOBER 18(W) – 19(TH), 2022 – CENTRAL VALLEY

TBD – Tri-State Meeting –

NOVEMBER 2023 – NO REGULARLY SCHEDULED COMMISSION MEETING

TBD – Joint CTC/CARB/HCD Meeting – TBD

DECEMBER 6(W) – 7(TH), 2023 – RIVERSIDE



CLEAN CALIFORNIA

LOCAL GRANT PROGRAM

FIRST WORKSHOP ON CYCLE 2

WORKSHOP #1
NOVEMBER 3, 2022
1:00 PM - 2:30 PM

REGISTER HERE

Stakeholders are invited to participate in an online workshop about Cycle 2 of the Clean California Local Grant Program and proposed updates to the guidelines.

The Clean California Local Grant Program will be offering a second cycle of funding! The program will continue to provide communities with funding to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

For more information on this program, click HERE.

Join our mailing list HERE

Questions? CleanCA.LocalGrant@dot.ca.gov

LOCAL ASSISTANCE DAY STATEWIDE WEBINAR

The Caltrans Division of Local Assistance in partnership with the Regional Transportation Planning Agencies Group provides a quarterly statewide webinar. Subjects include information sharing, local project delivery policies, processes, and procedures, and facilitating peer-sharing of best-practices. The free webinar is open to project managers, engineers, and those that work with local assistance processes for local and tribal agencies.

Topics to be Presented - November 3rd:

- Successful Federal Authorization Submittal
- Standard Operating Procedure for Public Works Projects - Conception to Construction
- Caltrans Division of Materials Engineering and Testing Services: Local Agency Partnerships

DATE: November 3, 2022
TIME: 8:30 am – 11:30 am PT
LOCATION: Virtual

Register to join this free informative event!

REGISTRATION



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES

Imperial County Transportation Commission (ICTC)

Technical Advisory Committee (TAC)

October 27, 2022

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

New District 11 Local Assistance Engineer (DLAE)

Please welcome the Caltrans District 11 Local Assistance Engineer (DLAE) **Bryan Ott!** He resumes this management role as a permanent assignment and will look forward to continued collaboration on both the State and federal aid funding opportunities.

Inactive Projects

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

The “Inactive” and “Future Inactive” project list was updated **October 13, 2022**. Action is required by the County of Imperial.

September 5, 2022 was the deadline to submit “Inactive” invoices or a justification. *District 11 must receive accurate and complete invoices to prevent de-obligation of federal funds! Verify on the “Inactive” link shown below for Inactive Project dates. Any agency that does not invoice before “Inactive” status must submit a justification on the spreadsheet available for download through this updated link –*

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20220208.xlsx>

Caltrans will communicate adverse actions, acceptance, or denial of project justifications.

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

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

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

January 31, 2023 – Federal Fiscal Year (FFY) 22/23 Requests for Authorization Obligations Due!

Funding Requests for Authorization (RFA) during this next federal fiscal year are due by January 31, 2023.

Note the **Obligation Authority (OA) funds for redistribution are dwindling faster than in prior years.** Also, make sure that funds are programmed appropriately. **Prepare to send RFA packages as soon as possible.**

Please transmit all RFA details on *LAPM* Exhibit 3-A and use the newest version from **January 2022** –

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmId=LAPM3A>

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review the following schedule of meetings and prepare requests for California Transportation Commission (CTC) allocation accordingly.

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

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Adopted June 29, 2022

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TIME: 8:30 am – 11:30 am PT
LOCATION: Virtual

Register to join this free informative event!

REGISTRATION

Local Assistance Day Statewide Webinar

Date: November 3, 2022

Time: 8:30 am - 11:30 am

Virtual: Zoom [Register Here!](#)



| Hosts | Caltrans Division of Local Assistance CalRTPA Group Chair Ryan Niblock | | |
|------------------|---|---|--|
| Facilitation | Sacramento State College of Continuing Education | | |
| Audience | RTPA Group Members, Local Agencies, Tribal Agencies, Partners | | |
| Time | Item | Topic | Presenter |
| 8:25 am | Virtual access open for audience | | |
| 8:30 am | 1.0 | Welcome & Agenda RTPA Moderator - 2022-23 FY | Nicole Welch, Sacramento State College of Continuing Education Ryan Niblock, RTPA Chair |
| 8:50 am | 1.1 | Successful Federal Authorization Submittal | Peter Anderson, DOT |
| 9:40 – 9:45 am | Break | | |
| 9:45 am | 1.2 | Standard Operating Procedures for Public Works Projects – Conception through Construction | Matthew Maechler & Yvette Perez, Ventura County Public Works |
| 10:30 – 10:35 am | Break | | |
| 10:35 am | 1.3 | Caltrans Division of Materials Engineering and Testing Services: Local Agency Partnership | Mohammed Shamol, DOT |
| 11:20 – 11:30 am | 1.4 | Closing Comments | Ryan Niblock, RTPA Chair Dee Lam, DOT |

Local Assistance Day Statewide Webinar: 2023 To Be Announced

Caltrans Division of Local Assistance
Email: Caltrans.DLA@dot.ca.gov



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
October 27, 2022

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

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 **October 2, 2022**, the list of active project end dates was updated. To avoid expiration, action is required by ICTC and the County of Imperial, as well as the City of Calexico.

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

To initiate an extension or for further assistance, please contact the Local Area Engineer, Benjamin Guerrero.

Division of Local Assistance Blog (LAB)

Caltrans Local Assistance Blog (LAB) clarifies and contributes to successful delivery of transportation projects using federal resources – LocalAssistanceBlog.com

2022 Local Assistance Publication Updates

Caltrans releases updates to the *Local Assistance Procedures Manual (LAPM)* and the *Local Assistance Program Guidelines (LAPG)* annually. All changes appear in Local Programs Procedures (LPP) 21-01 – <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lpp/lpp21-01.pdf>

The *LAPM* guides the scope, organization, design, construction, and maintenance of public transportation facilities when projects are funded with federal or State dollars. The *LAPM* describes the processes, procedures, documents, authorizations, approvals, and certifications required to receive federal-aid and/or State funds for many types of local transportation projects.

The *LAPG* provides local agencies with a complete description of the federal and State programs available for financing local public transportation-related facilities. Each program is discussed in detail by chapter and addresses such topics as: project eligibility, project selection process, funding levels, key decision makers, significant dates, relevant statutory references, and related publications.

Please email DLAPublications@dot.ca.gov with any questions.

Invoice Form Required (updated August 2020)

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

These following links have details and instructions –

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

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

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

DBE Running Tally - Exhibit 9F

Sanchez, Alma@DOT <alma.sanchez@dot.ca.gov>

Mon 9/19/2022 9:49 AM

To: Abi Palaseyed (Apalaseyed@sandiego.gov) <Apalaseyed@sandiego.gov>; Abraham Bandegan - Encinitas <abandegan@encinitasca.gov>; Abraham Campos - El Centro (acampos@ci.el-centro.ca.us) <acampos@ci.el-centro.ca.us>; Akram Bassyouni (Abassyouni@sandiego.gov) <Abassyouni@sandiego.gov>; Alex Sleiman (San Diego) <ASleiman@sandiego.gov>; Alexander Meyerhoff (ameyerhoff@holtville.ca.gov) <ameyerhoff@holtville.ca.gov>; Alfonso Gastelum (agastelum@sandiego.gov) <agastelum@sandiego.gov>; Ali Pirouzian - San Diego County <Ali.Pirouzian@sdcountry.ca.gov>; Allie Scrivener (ascrivener@coronado.ca.us) <ascrivener@coronado.ca.us>; Amanda Bajhart - Escondido <ABajhart@escondido.org>; Amy Mills (San Diego) <AMMills@sandiego.gov>; Ana Gutierrez - Brawley <AGutierrez@brawley-ca.gov>; Ariana zur Nieden - SANDAG <Ariana.Zurnieden@sandag.org>; Armando Aguilar (aaguilar@cityofimperial.org) <aaguilar@cityofimperial.org>; Benjamin Battaglia - San Diego (BBattaglia@sandiego.gov) <BBattaglia@sandiego.gov>; Beverly Barr (San Diego) <BBarr@sandiego.gov>; Bill Valle <WValle@ci.chula-vista.ca.us>; Brandon Miles (brandon.miles@carlsbadca.gov) <brandon.miles@carlsbadca.gov>; Carla Hutchinson - National City <chutchinson@nationalcityca.gov>; Christine Ruess (cruess@encinitasca.gov) <cruess@encinitasca.gov>

Cc: Capuno, Stephen R@DOT <stephen.capuno@dot.ca.gov>; Guerrero Jr, Benjamin@DOT <benjamin.guerrero@dot.ca.gov>; Isidro, Erwin B@DOT <erwin.isidro@dot.ca.gov>; Ott, Bryan@DOT <bryan.ott@dot.ca.gov>; Owen, Robin@DOT <robin.owen@dot.ca.gov>; Pham, Anh-Vu D@DOT <anh-vu.pham@dot.ca.gov>; Varner, Manieh@DOT <manieh.varner@dot.ca.gov>

Dear Transportation Partners,

This is a reminder that **an Exhibit 9F, DBE Running Tally of Payments, must accompany your invoice every time there is payment to a DBE sub-contractor.**

BACKGROUND

Title 49 of the Code of Federal Regulations (CFR), Part 26.37(c) requires recipients of federal-aid funding to “provide a running tally of actual attainments (e.g., payments actually made to DBE firms), including a means of comparing these attainments to commitments.”

Disadvantage Business Enterprise (DBE) Running Tally Procedure

To comply with 49 CFR 26.37(c), the prime contractor/consultant must complete the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments and send it to the agency. The local administering agency (LPA), after submitting an invoice for reimbursement to the District that includes a payment to a DBE, must submit no later than the 10th day of the following month, preferably with the invoice claim. Submission of this Exhibit is required until all DBE subcontracting or material supply activity is completed.

Link to Exhibit 9F: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-procedures-manual-forms>

Also, please be aware that Exhibits 10-1/2 & Exhibits 15G should be sent within 30 days of your award or with your 1st invoice. And Every Final Invoice should include an Exhibit 17F/O if your project used Federal funding.

Thank you for your cooperation on this matter,

Ben Guerrero Jr.
Local Programs Transportation Engineer
Division of Planning & Local Assistance
California Department of Transportation, District 11
4050 Taylor Street, MS 244, San Diego CA 92110
Benjamin.guerrero@dot.ca.gov
Office/cell: (619) 985-1492



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES
Imperial County Transportation Commission (ICTC)
Technical Advisory Committee (TAC)
October 27, 2022

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

Disadvantaged Business Enterprise (DBE) Update

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

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

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

Cooperative Training Assistance Program (CTAP) – New Learning Opportunities! (mostly online)

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:

- Federal Aid Series
- Resident Engineers Academy
- Procedures for Right of Way Acquisition

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

Schedule is available at the following link – <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.



DISTRICT 11 LOCAL ASSISTANCE ENGINEER (DLAE) UPDATES
Imperial County Transportation Commission (ICTC)
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October 27, 2022

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

Title VI Nondiscrimination Program

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

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

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

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

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

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

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

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

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

A Frequently Asked Questions (FAQ) document linked below has further details –

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

8. SCAG UPDATES/ ANNOUNCEMENTS

Presented by SCAG Staff



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
T: (213) 236-1800 www.scag.ca.gov

Memorandum

Date: October 26, 2022
To: ICTC Committee Meeting
From: David Salgado, Regional Affairs Officer (RAO)
Re: **Southern California Association of Government’s (SCAG) Report**

The following is a summary of the SCAG Executive Director’s Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission Committee meeting for the month of October 2022.

1. REGISTRATION OPEN: SCAG 2022 ECONOMIC SUMMIT

On Thursday, Dec. 1, SCAG will host the 13th annual Southern California Economic Summit at the Sheraton Grand in downtown Los Angeles. The theme of this year’s summit is “Resourcing the Region.” Southern California is uniquely rich in both natural and economic resources.

Register to join us! Early bird registration ends Oct. 28. Elected officials and city managers may attend for free. Learn more and register to attend at scag.ca.gov/economicsummit.

2. REGIONAL ADVANCED MITIGATION PLANNING ADVISORY TASK GROUP (RAMP-ATG) UPDATE

The RAMP-ATG has continued work toward the policy framework that they were tasked with by the Regional Council. RAMP is a proven process for expediting project delivery by planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale. After five meetings of the RAMP-ATG, staff released a white paper on the concept of RAMP and the draft policy framework last April. Since then, staff has conducted outreach with key stakeholders on the draft policy framework.

Next week’s public sector stakeholder meeting is one of the final outreach milestones to incorporate feedback into this draft policy framework. We will ask public sector stakeholders for input on the composition and role of the technical advisory committee, which will consult with SCAG staff to ensure the SoCal Greenprint tool – which has data and scenario visualizations primarily intended to support lead agencies in pursuing mitigations – can become a useful resource for RAMP and is aligned with local priorities and opportunities, as outlined in the draft policy framework.

3. REGIONAL EARLY ACTION PROGRAM (REAP) 2.0 PROGRAM UPDATE

Since the approval of the REAP 2.0 Program Framework by the Regional Council (RC) in July, staff has continued outreach efforts to develop specific programs using the framework as a guiding document. This has included targeted outreach to the Subregional Councils of Governments to inform the development of the Subregional Partnership Program 2.0 Guidelines, engagement with the County Transportation Commissions (CTC) to better understand opportunities and define project concepts to be incorporated into CTC Partnership Program, and soliciting feedback on the program guidelines for the Connect SoCal Sustainable Communities Program (SCP) Call 4: Civic Engagement, Equity and Environmental Justice. Most recently, SCAG held a series of 20 engagement activities to refine the development of the Programs to Accelerate Transformative Housing (PATH) program through one-on-one meetings, listening sessions and presentations. These engagements allowed SCAG staff to solicit stakeholder input on the proposed focus areas and prioritization of projects.

As SCAG continues to shape the program, staff will engage stakeholders through various outreach efforts that target disadvantaged communities. Program guidelines will be brought to policy committees and the RC for approval. Key program updates to highlight include: the CTC Partnership Program guidelines are currently available for public comment and will be recommended for approval at the Transportation Committee (TC) and RC in November 2022, after being presented to TC on Oct. 6. The PATH program is also currently available for public comment, and after being presented to the Community, Economic and Human Development (CEHD) Policy Committee on Oct. 6, will be recommended for approval at CEHD and RC on Nov. 3. The SCP Call 4 guidelines are planned to be approved by the RC in January 2023. Staff will seek authorization from the Executive Administration Committee (EAC) to submit the final REAP 2.0 program application to the state before the Dec. 31 deadline.

More information on SCAG's REAP program can be found at scag.ca.gov/reap2021.

4. SCAG SUSTAINABLE COMMUNITIES PROGRAM (SCP) CALL 4! CIVIC ENGAGEMENT, EQUITY, & ENVIRONMENTAL JUSTICE

The fourth Sustainable Communities Program (SCP) Call for Applications is anticipated to be released in Fall 2022, with a focus on Civic Engagement, Equity, and Environmental Justice. Due to the availability of new funding sources for this program, the guidelines for Call 4 are still in development. More information can be found here: <https://scag.ca.gov/scp>

5. SCAG LEADERSHIP: CURT HAGMAN ELECTED AS REGIONAL COUNCIL SECOND VICE PRESIDENT

As recommended by the Nominating Committee, the Regional Council today approved the election of San Bernardino County Supervisor Curt Hagman for the position of Second Vice President for the balance of the 2022-2023 term. This was a special election resulting from a vacancy.

6. WATER RESOLUTION ADOPTED

The Water Action Resolution today was modified and approved by the Energy and Environment Committee (EEC) and subsequently approved by the Regional Council.

The resolution was created in response to a recommendation by the EEC that SCAG take formal action to address local challenges related to water supply and infrastructure needs. The resolution affirms a drought and water shortage emergency in the region and calls on local and regional partners to join together to reduce water use; improve water conservation, reuse and efficiency; enhance water systems' health and resilience; and support investments in water infrastructure and conservation practices that support economic and population growth and fosters planning for the Region's Housing Needs identified in Connect SoCal.

7. RECAP OF THE 33RD ANNUAL DEMOGRAPHIC WORKSHOP

Last month, SCAG and the USC Price School of Public Policy co-hosted the 33rd annual Demographic Workshop, which was attended virtually by over 250 people from across the region. The event theme, "Forecasting the New Normal," encompassed a range of discussions that provided new research findings and expert insights on key trends in the post-COVID landscape. Presentations and videos for the 2-day event can be found at scag.ca.gov/demographics alongside a report on newly available Census Bureau data for the region.

8. LOCAL DATA EXCHANGE PROCESS FOR CONNECT SOCIAL 2024

SCAG's Local Data Exchange, or LDX, is a foundational step in developing Connect SoCal 2024, SCAG's next Regional Transportation Plan/Sustainable Communities Strategy. The objective of the LDX process is to engage with the 191 cities and six counties that make up our region to develop the Forecasted Regional Development Pattern and seek input on other elements of the plan.

Over the course of 2022, SCAG Local Information Services Team (LIST) plans to meet one-on-one (approximately 90 minutes) with all local jurisdictions to discuss the maps in their local context, provide background on the development of Connect SoCal 2024, and provide training on available tools in the Regional Data Platform to local jurisdictions. To date, LIST members have met one-on-one for LDX meetings with 90 jurisdictions in the region. Detailed information about the LDX process

can be found in a letter that was sent via email to all City Managers and Planning Directors on May 23 from Sarah Jepson, SCAG Planning Director. For Imperial, Los Angeles and Ventura County jurisdictions, please select a meeting time at your earliest convenience. Please reach out to LIST at list@scag.ca.gov for any questions.

9. SCAG LOCAL GIS TRAININGS

SCAG GIS Specialist Javier Aguilar was in Imperial County on July 27 and 28 to meet with stakeholders and partners in an effort to understand GIS Training needs and expectations in Imperial County. Javier met with representatives from the City of El Centro, Holtville, and Imperial County Workforce Development. The Imperial County Workforce Development Board/Training Room was identified as an ideal space to conduct in-person trainings for local SCAG member agency staff. SCAG will coordinate closely with local stakeholders to ensure any trainings provided meet staff needs. Please feel free to contact SCAG staff with any questions or if you wish to provide feedback regarding the opportunity.

The Sustainable Communities Program's (SCP) Housing and Sustainable Development call for projects included 12 project "bundles" for 24 jurisdictions, with eight projects kicked off and four additional projects in the procurement process.

9. CITIES AND COUNTY PLANNING/ PUBLIC WORKS UPDATES

10. ICTC UPDATES/ ANNOUNCEMENTS

Presented by ICTC Staff

**OUR IMPERIAL VALLEY,
OUR FUTURE, OUR GROWTH.**



The Imperial County Transportation Commission (ICTC) is preparing an update to the Long-Range Transportation Plan (LRTP). The LRTP will identify transportation priorities, funding, and policies necessary to move Imperial County forward for the next 30 years.

**We Want
To Hear
From You!**



VISIT ICTC'S BOOTH AT:

Heber Fall Festival
Saturday, October 29, 2022.
Event starts at 4 p.m.
Tito Huerta Park
1165 Palm Avenue
Heber, CA

Cattle Call Chili Cookoff
Saturday, November 5, 2022.
Event starts at 5 pm.
Main Street & Plaza Park
Brawley, CA

**Holtville Farmers Market
& Street Fair**
Saturday, November 5, 2022
Event starts at 11 am. Following
Annual Veterans Day Parade.
Holt Park, 121 W. 5th St.
Holtville, CA

**Stay informed
by visiting the
project page!**



For more information, contact:
Virginia Mendoza
Program Manager
Tel. (760) 592-4494
virginiamendoza@imperialctc.org

NUESTRO VALLE IMPERIAL, NUESTRO FUTURO, NUESTRO CRECIMIENTO.



La Comisión de Transporte del Condado Imperial (ICTC, por sus siglas en inglés) está preparando una actualización del Plan de Transporte a Largo Plazo (LRTP, por sus siglas en inglés). El LRTP identificará las prioridades de transporte, la financiación y las políticas necesarias para hacer avanzar al Condado Imperial durante los próximos 30 años.

¡Queremos escuchar de usted!



VISITE EL PUESTO DE ICTC EN:

Festival de otoño de Heber
Sábado, 29 de octubre de 2022.
El evento comienza a las 4 p.m.
Parque Tito Huerta
1165 Palm Avenue
Heber, California

Farmers Market & Feria de Holtville
Sábado, 5 de noviembre de 2022
El evento comienza a las 11 am.
Después del desfile anual del Día de los Veteranos.
Parque Holt, 121 W. 5th St.
Holtville, CA

Concurso de chili "Cattle Call"
Sábado, 5 de noviembre de 2022.
El evento comienza a las 5 pm.
Main Street y Plaza Park
Brawley, CA

¡Manténgase informado visitando la página web del proyecto!



Para más información, contacte:
Virginia Mendoza, Gerente de Programas
Tel. (760) 592-4494
virginiamendoza@imperialctc.org

FFY22/23 Federal Funded Project Obligation List

Updated on 10/21/2022

Federal funding Obligations: *The following is a list of projects that must submit a Request for Authorization to Caltrans Local Assistance. Projects must obligate (E-76) federal funds in FFY 2022/23. (Starting October 1, 2022 thru September 30, 2023)*

| Agency | Project ID | Project Name | Funding Type | Programming Phase | Federal Amount in FY 2022/23 (in 000's) | Obligation Status/ Notes |
|-----------|------------|---|--------------|-------------------|---|--------------------------|
| Brawley | IMP220601 | Traffic Signal Synchronization & Intelligent Transportation Systems on Main St. from Western Ave. to Best Ave., and on 8th St. from Main St. to B St. | CMAQ | CON | \$700 | |
| Calexico | IMP220602 | Sidewalk Improvement Project on Grant Street between Pierce Avenue and Emilia Drive, Calexico Street between Adler Avenue to Kloke Avenue, Van de Graaf between Cole Boulevard and Calexico 10 Theaters | CMAQ | CON | \$230 | |
| Calexico | IMP220609 | Cole Boulevard between M.L. King and Boweker Road Rehabilitation Project | STBG | CON | \$1,416 | |
| Holtville | IMP220605 | East 9th Street Pedestrian Improvements Project from Ash Avenue to Oak Avenue | CMAQ | CON | \$400 | |
| Holtville | IMP2206012 | West 9th Street Bicycle and Pedestrian Improvements Project Between Melon Road and Olive Avenue | STBG | ENG | \$53 | |
| Imperial | IMP220606 | Aten Boulevard Class II Bike Lane from Vilore Way to Austin Road | CMAQ | CON | \$404 | |
| Imperial | IMP2206013 | Aten Boulevard Rehabilitation Project Between Vilore Way and Old SR-56 | STBG | CON | \$1,136 | |
| | | | | | \$4,339 | |

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



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

Memorandum

Date: October 21, 2022
To: ICTC Commission Members
From: David Aguirre, Interim Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Commission meeting on October 26, 2022.

- 1) **State Route 86 (Northbound) Border Patrol Checkpoint:** State Route 86 (Northbound) Border Patrol Checkpoint: In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 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 has 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.

- 2) **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 \(imperialctc.org\)](http://www.imperialctc.org)

- 3) **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 will be considered for recommendation by TAC on October 27, 2022. If approved, the project listing will be submitted for Management Committee and Commission consideration in the November meetings.*

- 4) **IVRMA – Joint Powers Agreement (JPA) Amendment:** *IVRMA has been working with all member agencies towards completing various amendments to the existing IVRMA JPA. The proposed amendments include required newly adopted legislation language and the expansion of services that the IVRMA is anticipated to provide to the member agencies. The member agencies took action during the month of September 2022 to adopt the amended JPA. The IVRMA board approved the amended JPA at the September 2022 board meeting. IVRMA will be forwarding the fully executed amendment to CalRecycle for approval.*
- 5) **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.*
- 6) **Imperial Mexicali Binational Alliance (IMBA):** *The September 8, 2022, IMBA meeting was held in the City of Calexico and included updates on Calexico East Port of Entry Bridge Widening project, Calexico West Port of Entry Phase 2A and 2B, Lithium Valley, education, Calexico East Port of Entry Gateway project. The next IMBA meeting is scheduled for December 8, 2022, in the City of Mexicali. The meeting will be available via Zoom and in-person.*
- 7) **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 is waiting for state scoring of ATP applications from Imperial County. Once received, the scoring and ranking of the additional 20 points will be evaluated and presented to TAC, Management Committee and Commission for approval consideration.*

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

The consultant team continues to work on the existing conditions technical memorandum. The first TAC meeting was held on March 30, 2022, that 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

The Consultant has completed drafts of the Existing Conditions technical memorandum and Transportation Issues and Strategies technical memorandum. Both technical memorandums are under review by TAC members. To access the draft document, please visit the project website located at <https://ictc-lrtp2023.org/new-page-2>. The second TAC meeting was conducted on September 22, 2022, where both technical memorandums were summarized and available for TAC member review. The Consultant team has draft listing of Projects and Program listing and is conducting one-on-one meetings with local agencies for input.

- 9) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. Environmental phase has been completed. *Design was completed in the month of April 2022 and Right of Way Acquisition is underway. ICTC is exploring funding opportunities to complete the required construction efforts.*
- 10) **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 is anticipated to be completed in early 2023.*

- 11) **Potential Bus Stop in Calipatria:** ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. ICTC and City staff have begun coordination to implement infrastructure associated with the bus stop(s). *ICTC has begun utilizing the IVC Express route to service both bus stops along the east side (intersection of Bonita Place and Commercial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria. The City of Calipatria has engaged its engineering team to review applicable infrastructure needs. ICTC has received a proposed cost to complete the infrastructure improvements. ICTC is pursuing a grant opportunity to fund the Calipatria bus stops in addition to other bus stops. Additional updates pertaining to this item are to follow.*
- 12) **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. ICTC is currently working on program rollout.*
- 13) **State Route 98 Widening from Ollie to Rockwood:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. Caltrans' SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. Widening was completed in October 2019. Caltrans has completed the design and right of way phase for SR-98 Widening between Rockwood Avenue and Ollie Avenue. On June 24, 2020, CTC authorized construction funding. The total project cost is estimated at \$7 million using a combination of 2016 Earmark Repurposing, Demonstration, Traffic Congestion Relief, ICTC and local funds. *The construction start date was delayed to due to environmental impacts and other utility projects in progress within the project area. Construction of the project began on August 6, 2021. The existing contractor of the project has been removed. Caltrans has secured a new temporary contractor to complete the project improvements from Ollie Avenue to Highway 111. Construction activities have commenced and are anticipated to be completed prior to the Thanksgiving holiday.*
- 14) **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).
- 15) **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

- 16) **State Legislation for Transportation Funding – SB 1 Local Partnership Program (LPP):** Local Partnership Program is comprised of formulaic program and competitive programs. The Local Partnership Formulaic Program (LPFP) funds share distributions for Cycle 3 are in the amount of \$1,549,000. Cycle 3 LPFP funds must be programmed and allocated in FY 2022-2023 and before June 30, 2023. The Program guidelines require a 50% match, project nomination forms must be collected by ICTC and submitted to the California Transportation Commission (CTC) for programming approval. Subsequently, the cities/county must submit allocation request to the CTC for use of funds. A one time extension is allowed for allocation approval by the CTC for up to 12 months. If both programming, allocation, and/or time extension is approved by June 30, 2023, funds will lapse.

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

The following is the link to the 2019 Local Partnership Program guidelines:

http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf

17) **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; and develop a preferred scenario for 98% deployment in Imperial County and present to the California Advanced Service Fund and the CPUC. On October 10, 2022, Southern Border Broadband Consortium was notified of payment approval for reimbursements of Year 2, Quarters 3 and 4, and Year 3, Quarters 1, 2, 3 and 4. Budget Recap:

Cycle 1: 2017-2020

Original Grant Amount: \$450,000.00

Total Reimbursements Received to Date: \$109,369.48

Reimbursements Submitted and Pending Approval: \$28,919.99

| Dates Covered | Quarter | Reimbursement Amount | Payment Status |
|---------------------|---------|----------------------|-----------------------------|
| 4/1/17 – 7/31/17 | Y1Q1 | \$19,384.62 | Received on 03/15/2018 |
| 8/1/17 – 9/30/17 | Y1Q2 | \$27,792.18 | Received on 08/24/2018 |
| 10/1/17 – 3/31/18 | Y1Q3 | \$28,919.99 | Requested, Not Yet Received |
| 4/1/18 – 6/30/18 | Y1Q4 | \$21,165.69 | Received on 09/03/2019 |
| 7/1/18 – 9/30/18 | Y2Q1 | \$20,604.88 | Received on 09/03/2019 |
| 10/1/18 – 12/31/18 | Y2Q2 | \$20,422.11 | Received on 09/03/2019 |
| 1/01/19 – 3/31/19 | Y2Q3 | \$25,344.08 | Approved, Not Yet Received |
| 4/1/19 – 6/30/19 | Y2Q4 | \$21,583.12 | Approved, Not Yet Received |
| 7/1/19 – 9/30/19 | Y3Q1 | \$24,337.72 | Approved, Not Yet Received |
| 10/01/19 – 12/31/19 | Y3Q2 | \$20,379.71 | Approved, Not Yet Received |
| 1/1/20 – 3/31/20 | Y3Q3 | \$15,040.56 | Approved, Not Yet Received |

| | | | |
|------------------|---------------|--------------|----------------------------|
| 4/1/20 – 6/30/20 | Y3Q4 | \$17,015.71 | Approved, Not Yet Received |
| | TOTALS | \$261,990.37 | |

- **The Brawley Transit Corridor Brownfield Assessment:** ICTC in partnership with IVEDC received a U.S. Environmental Protection Agency (EPA) Brownfields Communitywide Assessment Grant award of \$300,000 from the Environmental Protection Agency’s Brownfields Assessment Program. This assessment is focused along the transit circulator route within the 13-mile Imperial Valley Transit’s (IVTs) Brawley Gold Line Transit Route and the Brawley Transit Center that serves as the IVTs North Imperial County transfer terminal. The commercial corridors in the target assessment area include over 100 known commercial properties and suspected historical gas station sites with known or suspected underground tanks in the target area. ICTC is the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) of ICTC and IVEDC. SCS Engineers Tasks include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA. *As of October 19, 2022, there is a remaining grant balance of \$49,398. Of the \$49,398, \$46,159 is the remaining contract balance for SCS Engineers. IVEDC Staff provided an update at the Commission meeting on September 28, 2022.*

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

- Various Weekly Reoccurring Calexico East POE Bridge Widening Project Meetings
- Various Weekly Project Specific Meetings
- September 20, 2022 – El Centro City Council Meeting & Brawley City Council Meeting
- September 21, 2022 – Calexico City Council Meeting
- September 21, 2022 – Paratransit Coordination Committee (PCC) Meeting at the ICTC Offices
- September 22, 2022 – ICTC TAC Meeting at the ICTC Offices
- September 22, 2022 – IVRMA TAC Meeting at the ICTC Offices
- September 23, 2022 – ICTC SSTAC Meeting at the ICTC Offices (rescheduled)
- September 23, 2022 – Presentation of the Long Range Transportation Plan to The Chamber of Commerce for Greater Calexico
- September 29, 2022 – ICTC Teambuilding Retreat in San Diego
- October 3, 2022 - ICTC/CBP Meeting regarding the SR86 Checkpoint at the ICTC Offices
- October 5, 2022 – ICTC SSTAC Meeting at the ICTC Offices
- October 5, 2022 – Calexico City Council Meeting
- October 6, 2022 – SCAG Regional Council Meeting via zoom meeting
- October 12, 2022 – ICTC Management Committee Meeting at the ICTC Offices
- October 18, 2022 – SCAG & CTC Planning Directors Briefing via zoom meeting