



**TECHNICAL ADVISORY COMMITTEE
AGENDA**

DATE: Thursday, January 23, 2025
TIME: 10:00 a.m. – 12:00 p.m.
LOCATION: ICTC Offices
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

CHAIRPERSON: COUNTY OF IMPERIAL

VICE-CHAIR: CITY OF HOLTVILLE

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.

Non-Voting Members and the Public can join the Zoom Meeting by computer using video and audio, please click on the following link:

<https://us06web.zoom.us/j/88305003033?pwd=3e8VV0PSMIIxUhAktWsrPKKAaliImR.1>

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

To join by phone please dial (720)707-2699.
Meeting ID: 883 0500 3033#
Password: 574287#

PUBLIC COMMENTS

This is an opportunity for members of the public to address the Committee on any subject matter within their jurisdiction, but not an item on the agenda. Any action taken because of public comment shall be limited to direction to staff. Each speaker should contact the Secretary to the Commission at (760) 592-4494 or by email to crستيرma@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.

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

DISCUSSION/ACTION ITEMS

1. **Introduction**
2. **Adoption of Minutes for December 19, 2024.** ACTION
Requesting a motion to adopt
3. **Rotation of Chair and Vice-Chair Positions** ACTION
4. **2025 Active Transportation Program (ATP) Project Nomination List** ACTION
Presented by ICTC Staff

ICTC staff forwards this item to the Technical Advisory Committee for their review and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:
 1. Approve the Project Nomination List for year 2025 Active Transportation Program (ATP);
 2. Approve the recommendation of funding for the project listed in Table 2 in the amount of \$338,000.
 3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation.
5. **Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2025 Call for Projects Draft Guidelines**
Presented by ICTC Staff
6. **Caltrans Updates/ Announcements**
Presented by Caltrans Staff
7. **SCAG Updates/ Announcements**
Presented by SCAG Staff
8. **ICTC Updates / Announcements**
Presented by ICTC Staff
 1. Transit Updates
 2. Transportation Planning Updates
 - State/Federal Funded Project Obligation Updates 24/25
9. **Cities and County Planning / Public Works Updates**
All
10. **General Discussion / New Business**
11. **Adjournment**

The next meeting of the ICTC TAC is tentatively scheduled for February 27, 2025. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at marleneflores@imperialctc.org

2. ADOPTION OF MINUTES FOR DECEMBER 19, 2024

Requesting a motion to adopt



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

**TECHNICAL ADVISORY COMMITTEE
 MINUTES**

December 19, 2024

Present:

Lily Falomir	City of Calexico
Felix De León	City of El Centro
Jesus Villegas	City of Imperial
Fernando L. Williams	City of Imperial
Ramiro Barajas	City of Westmorland
Veronica Atondo	County of Imperial
Adolfo Garcia	County of Imperial
Manuel Ortiz	IID

Others:

David Aguirre	ICTC
Marlene Flores	ICTC
Cesar Beltran	ICTC
Frank Safaie	Caltrans
Rob Owen	Caltrans
Alejandro Rangel	Caltrans
Rebecca Villarino	Caltrans

The meeting was called to order at 10:02 a.m. A quorum was present, and introductions were made. There were no public comments made.

1. A *motion* was made to adopt the minutes for November 21, 2024 ([Ortiz/Villegas](#)), **Motion Carried.**
2. **REAP 2.0**

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

Approved the recommendation to award the cities of Calexico, Imperial and Westmorland ICTC’s REAP 2.0 SRP funding allocation in accordance with Table 2 as noted above.

A motion was made to approve the Action for the Reap 2.0 ([Falomir/Atondo](#)).

3. Caltrans Updates/ Announcements

(Presented by Mr. Safaie, Caltrans)

- Holtville and Calexico Unique Entity Identifier (UEI) registration are due to expire. Holtville on January 24th and Calexico on February 11th.
- January 17, 2025 – Deadline for California Transportation Commission (CTC) Requests.
- The deadline for **Large Bridge Project Grant Applications** to be uploaded to Grants.gov is August 1, 2025.
- U. S. Department of Transportation Grant Opportunities complete information in the link below:
<https://www.transportation.gov/grants>
- Few Key Notices and Deadlines of Funding Opportunity (NOFO) listed below:
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
1) FY 2025: 1/13/2025
2) FY 2026: 1/13/2026
<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
- Sustainable Transportation Planning Grant call for applications are due January 22nd,2025.
- Local agencies must comply with all Title VI requirements. For more information visit the link below:
<https://dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi>
- All local agencies using Construction Contract Standards (CCS), must use the 2024 Standards for projects receiving approval, allocation, obligation, and authorization for the construction phase on or after October 31, 2024.
- The Imperial Valley Procurement and Resource Fair will be on Wednesday April 2nd, 2025. At Imperial Valley Fairgrounds. From 2:00PM to 5:00PM.

4. SCAG Updates/ Announcements

No updates were given.

5. ICTC Updates / Announcements

Presented by ICTC Staff

1. Transit Updates
 2. Transportation Planning Updates
 - State/Federal Funded Project Obligation Updates 24/25
- Mr. Aguirre stated that he received a package from the County to pursue an opportunity through the Sustainable Transportation Planning Grant.
 - Electronic Fare Payments: ICTC is currently pursuing the implementation of an electronic fare payment system to its fixed route transit services. The system would allow all of its fixed route buses to take card payments in addition to its existing cash payment system. ICTC is working on securing the grant funds to implement this project. **More information to come in the coming months.**
 - Calexico Microtransit Service - ICTC was recently awarded a grant from the Low Carbon Transit Operations Program in the amount of \$520k to continue funding operations for the service. ICTC was also able to secure an additional grant through the CMO program to continue funding the service. ICTC also received an additional funding commitment to further continue the service beyond the current grant funding received.
 - Mr. Aguirre stated that ICTC will be presenting an item associated with the Active Transportation Program in January's TAC meeting.
 - ICTC received correspondence indicating five (5) applications for the Imperial County Region. Applications were submitted by the City of El Centro, Imperial County Office of Education, Heber Public Utility District, City of Calipatria and City of Holtville. As a result of the State of California's budget deficit the ATP program overall funding was reduced significantly. Funding was anticipated to be \$568Million overall but was ultimately reduced to approximately \$168 Million. Also, because of the budget deficit and associated cuts, the anticipated Imperial County Regional Share was reduced to approximately \$300k. The CTC has released the scoring for all submitted projects. The Imperial

County Region was not awarded a statewide award; however, statewide applications will be eligible for regional share consideration. Of the five Imperial County projects, the highest scoring projects were submitted by the Imperial County Office of Education and the City of Holtville. More information to come pertaining to possible regional share award(s).

- Imperial County EV Charging Infrastructure Feasibility Study: Staff is currently working on the development of the Scope of Work for the project to proceed to the issuance of a Request for Proposals. Staff reviewed the proposed SOW with the ICTC TAC to obtain additional feedback. Staff is anticipating releasing the RFP in the coming weeks.
- Transit Comprehensive Operational Analysis: The analysis is anticipated to take a year to complete.
- Calexico Intermodal Transportation Center (ITC): It is anticipated that the project will start construction in February 2025. The project is currently in the construction bidding phase and bids are anticipated to be received in the month of December 2024. ICTC's goal is to award a construction contract in the month of January 2025.
- Agencies shared their Federal Funded Project Obligations List Updates.
- Ms. Falomir asked for any link or website to learn about future available funding and calculation training for STBG and CMAC. Mr. Aguirre stated that he will be asking SCAG staff to share this information with the agencies.

6. Cities and County Planning / Public Works Updates:

Updates were given by the agencies.

7. General Discussion / New Business

No new business was discussed.

The next TAC meeting will be on January 23, 2025, at 10:00 a.m., via Zoom for the public and in person at the ICTC offices.

The meeting adjourned at 10:59 a.m.

3. Rotation of Chair and Vice-Chair Positions

Action

ICTC Technical Advisory Committee Chairs		
Year	Chair	Vice-Chair
2024	County	Holtville
2023	Calipatria	El Centro
2022	Brawley	Calipatria
2021	El Centro	Brawley
2020	County	Brawley
2019	El Centro	Calexico
2018	Calexico	Calipatria
2017	Brawley	Holtville
2016	Imperial	Brawley
2015	County	Imperial
2014	Holtville	County
2013	Brawley	Holtville
FY 2011-12 (and half of 2012-13)	Imperial	El Centro
FY 2010-11	Calexico	Imperial
FY 2009-10	Holtville	Calexico
FY 2008-09	El Centro	Holtville
FY 2007-08	County	El Centro
FY 2006-07	Imperial	County
FY 2005-06	IID	Imperial

<u>Agency</u>	<u>Chair</u>	<u>Vice-Chair</u>
Brawley	3	3
Calexico	2	2
Calipatria	1	2
El Centro	3	3
Holtville	2	4
Imperial	3	3
IID	1	0
Westmorland	0	0
County	4	2

**4. 2025 Active Transportation
Program (ATP) Project
Nomination List**

Action



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
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January 17, 2025

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

SUBJECT: 2025 Active Transportation Program (ATP) Project Nomination List

Dear Committee Members:

Imperial County Transportation Commission (ICTC) staff has been working with staff from the Southern California Association of Governments (SCAG) in the review of the Active Transportation Program (ATP) project submittal reviews and recommendations on behalf of the Imperial County region. 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).

Per the guidelines issued by the California Transportation Commission (CTC), the program is divided into state and regional shares. Project applications that are not selected for funding from the state's share of the funds will be passed on to the other Metropolitan Planning Organizations (MPOs) for consideration for each county's regional share of funding.

Imperial County projects did not receive funding under the ATP Statewide Program. The CTC staff recommendations as well as all project scores are attached to this letter for reference. Therefore, all projects from Imperial County were passed to SCAG for consideration of Imperial County's ATP Regional Share of funding. As part of the regional evaluation and as part of the ATP guidelines, ICTC must evaluate and rank all projects identified as part of plans adopted by local and/or regional governments within the county. If a project is determined to be eligible, ICTC can add up to 20 points to the final score each agency obtained by the CTC evaluation. The Commission previously adopted the following methodology for assigning points:

- a. 20 points for projects that have been identified in an adopted local and/or regional plan; and
- b. Zero points for projects that have not been identified in an adopted local and/or regional plan.

The ATP Cycle 7 in California experienced a reduction in funding due to budget cuts. The program's funding was restored through budget negotiations, but it was still reduced significantly.

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

Originally, the regional share for Imperial County was \$1,200,000. The new regional share of ATP funds for Imperial County is in the amount of \$320,524 infrastructure funding and \$16,870 in non-infrastructure funding for a total available amount of \$337,394. If zero non-infrastructure projects are submitted, ICTC has the authority to recommend the complete regional ATP funds towards infrastructure or non-infrastructure projects.

ICTC staff reviewed all projects that did not qualify under the State ATP Program. **Table 1** describes the scoring and ranking of projects after the additional 20 points projects were incorporated into State scores. ICTC staff confirmed that all projects met the local and/or regional plan requirement.

TABLE 1				
Agency	Project Name	Total ATP Funds Requested	Total Project Costs	Score
Imperial County Office of Education	Safe Pathways to School	\$547,000	\$547,000	92
City of Holtville	Holton Interurban Bikeway	\$2,120,000	\$2,120,000	90
City of Imperial	SR-86 Multimodal Improvement Project	\$9,900,000	\$10,000,000	79
Heber Public Utility District	Heber Greenbelt Project	\$3,000,000	\$3,500,000	75
City of Calipatria	N Lake Avenue Pedestrian Facility Improvements	\$1,427,000	\$1,427,000	74

After considering the final scores and following the ATP Regional guidelines, ICTC staff recommend awarding the Regional ATP funds to the following project listed in **Table 2**. The ATP Sub-Committee reviewed the project listed on **Table 2** and approved the adjustment to the project scope determining that the adjusted scope aligns with ATP requirements in a way that ensures the “new” project maintains the same scores or ranking as the originally proposed project.

TABLE 2			
Agency	Project Name	Total ATP Funds Requested	Total ATP Funds Awarded
Imperial County Office of Education	Safe Pathways to Schools	\$547,000	\$338,000
TOTAL Regional ATP funds			\$338,000

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

1. Approve the Project Nomination List for year 2025 Active Transportation Program (ATP);
2. Approve the recommendation of funding for the project listed in Table 2 in the amount of \$338,000;
3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Aguirre', is positioned above the printed name and title.

David Aguirre
Executive Director

DA/mf
Attachment

**California Transportation Commission
2025 Active Transportation Program
All Scores by County
November 1, 2024**

Application ID	Project Title	County	Total Project Cost	ATP Funding	25-26	26-27	27-28	28-29	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-Oakland, City of-1	73rd Avenue Active Routes to Transit - Median Multi-Use Path	Alameda	\$ 44,820	\$ 30,706	\$ -	\$ -	\$ -	\$ 30,706	\$ -	\$ -	\$ -	\$ 30,706	\$ -	Infrastructure - Large	Yes	No	94
4-Oakland, City of-2	Franklin Street Complete Streets	Alameda	\$ 17,997	\$ 13,531	\$ -	\$ -	\$ -	\$ 13,531	\$ -	\$ -	\$ -	\$ 13,531	\$ -	Infrastructure - Large	Yes	No	94
4-Berkeley, City of-1	Southwest Berkeley Bicycle Boulevards	Alameda	\$ 3,875	\$ 3,430	\$ 78	\$ -	\$ 310	\$ 3,042	\$ 78	\$ 310	\$ -	\$ 3,042	\$ -	Infrastructure - Medium	Yes	No	92
4-Alameda, City of-1	Willie Stargell Avenue Safety Improvements Project	Alameda	\$ 7,408	\$ 6,619	\$ -	\$ 600	\$ 6,019	\$ -	\$ -	\$ 600	\$ -	\$ 6,019	\$ -	Infrastructure - Medium	Yes	Yes	89
4-Alameda County-1	Oakland Moves with Purpose: Community at the Center	Alameda	\$ 999	\$ 999	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 999	Non-Infrastructure	Yes	Yes	87
4-Emeryville, City of-1	40th Street Multimodal Project	Alameda	\$ 30,599	\$ 13,167	\$ 13,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,167	\$ -	Infrastructure - Large	Yes	No	79.5
3-Oroville, City of-1	Washington Avenue Complete Streets Project	Butte	\$ 13,807	\$ 9,413	\$ -	\$ 515	\$ -	\$ 8,898	\$ -	\$ -	\$ 515	\$ 8,898	\$ -	Infrastructure - Large	Yes	Yes	89
3-Oroville, City of-3	Washington Avenue and Table Mountain Boulevard Complete Streets Project	Butte	\$ 35,216	\$ 21,691	\$ -	\$ 1,262	\$ -	\$ 20,429	\$ -	\$ -	\$ 1,262	\$ 20,429	\$ -	Infrastructure - Large	Yes	Yes	87
3-Chico, City of-1	Downtown Chico Complete Streets	Butte	\$ 63,037	\$ 4,016	\$ -	\$ 4,016	\$ -	\$ -	\$ -	\$ 4,016	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	Yes	84
3-Paradise, Town of-1	Go Paradise: Oliver-Park Connection Project	Butte	\$ 19,106	\$ 15,556	\$ -	\$ -	\$ 15,556	\$ -	\$ -	\$ -	\$ -	\$ 15,556	\$ -	Infrastructure - Large	Yes	No	77
3-Oroville, City of-2	Table Mountain Boulevard Complete Streets Project	Butte	\$ 21,656	\$ 13,880	\$ -	\$ 827	\$ -	\$ 13,053	\$ -	\$ -	\$ 827	\$ 13,053	\$ -	Infrastructure - Large	Yes	Yes	75
10-Calaveras Council of Governments-1	Copperopolis Connectivity and Safe Routes to School Plan	Calaveras	\$ 250	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	Plan	Yes	Yes	78
4-Contra Costa County-3	Verde K-8 Safe Routes to School	Contra Costa	\$ 5,522	\$ 4,360	\$ 671	\$ 467		\$ 3,222	\$ 276	\$ 414	\$ 53	\$ 3,222	\$ 395	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	93
4-Concord, City of-1	Monument Boulevard Trails-to-Transit	Contra Costa	\$ 25,000	\$ 19,247	\$ 654	\$ 2,302	\$ -	\$ 16,291	\$ 654	\$ 2,001	\$ 301	\$ 16,291	\$ -	Infrastructure - Large	Yes	No	90
4-Contra Costa County-4	Appian Way Pedestrian Crosswalk Improvements	Contra Costa	\$ 3,281	\$ 2,592	\$ 165	\$ 592		\$ 1,835	\$ 165	\$ -	\$ 592	\$ 1,835	\$ -	Infrastructure - Small	Yes	Yes	78
4-Contra Costa County-2	San Pablo Dam Road Complete Streets	Contra Costa	\$ 9,999	\$ 7,898	\$ 274	\$ 1,193	\$ -	\$ 6,431	\$ 197	\$ 1,193	\$ 77	\$ 6,431	\$ -	Infrastructure - Medium	Yes	No	70
4-Contra Costa County-1	North Richmond Bicycle and Pedestrian Network	Contra Costa	\$ 5,387	\$ 4,255	\$ 190	\$ 1,292	\$ -	\$ 2,773	\$ 190	\$ 420	\$ 872	\$ 2,440	\$ 333	Infrastructure - Medium	Yes	No	60
4-East Bay Regional Park District-1	Richmond Bay Trail Gap Closure	Contra Costa	\$ 9,997	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	Infrastructure - Medium	Yes	Yes	48
3-El Dorado County-1	South Tahoe Greenway-Upper Truckee River Bridge at Johnson Meadow	El Dorado	\$ 10,526	\$ 9,657	\$ 9,657	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,657	\$ -	Infrastructure - Medium	Yes	Yes	80
3-El Dorado County-3	Henningsen Lotus Road Class I Multi-Use Trail	El Dorado	\$ 5,813	\$ 5,013	\$ 5,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,013	\$ -	Infrastructure - Medium	Yes	No	64
3-El Dorado County-2	Ponderosa Road Bicycle and Pedestrian Improvements	El Dorado	\$ 4,924	\$ 3,692	\$ 3,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,692	\$ -	Infrastructure - Medium	No	Yes	55
6-Coalinga, City of-1	Coalinga Bike/Ped Perimeter Network – Gap Closures and Crossings	Fresno	\$ 2,772	\$ 2,078	\$ 130	\$ 521	\$ -	\$ 1,427	\$ 130	\$ 130	\$ 391	\$ 1,427	\$ -	Infrastructure - Small	Yes	No	89
6-Huron, City of-1	City of Huron Pedestrian Crossings and Sidewalk Improvements	Fresno	\$ 3,050	\$ 3,050	\$ 255	\$ 2,795	\$ -	\$ -	\$ 5	\$ 250	\$ -	\$ 2,795	\$ -	Infrastructure - Small	Yes	Yes	87
6-Fresno County-1	Easton Sidewalk Project	Fresno	\$ 7,256	\$ 7,256	\$ 250	\$ 325	\$ 285	\$ 6,396	\$ 250	\$ 325	\$ 285	\$ 6,396	\$ -	Infrastructure - Medium	Yes	Yes	81
6-Fresno, City of-1	Stride and Ride for Future Fresno High Schoolers	Fresno	\$ 8,962	\$ 8,292	\$ 1,036	\$ -	\$ 7,087	\$ 169	\$ 3	\$ 876	\$ 157	\$ 7,087	\$ 169	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	80
6-Parlier, City of-1	Tuolumne Street & Madsen Avenue Limitless Lane Network	Fresno	\$ 3,500	\$ 3,500	\$ 10	\$ 603	\$ 2,888	\$ -	\$ 10	\$ 453	\$ -	\$ 2,888	\$ 150	Infrastructure + Non-Infrastructure - Small	Yes	Yes	79
6-Fowler, City of-2	Stanford Ave Trail Alternative Transportation Project	Fresno	\$ 1,740	\$ 1,740	\$ 150	\$ 1,590	\$ -	\$ -	\$ 10	\$ 140	\$ -	\$ 1,590	\$ -	Infrastructure - Small	Yes	No	71
6-Sanger, City of-1	Fowler Switch Canal Multi-Use Crossing Bridge	Fresno	\$ 1,394	\$ 1,394	\$ 191	\$ 40	\$ 1,163		\$ 40	\$ 151	\$ 40	\$ 1,163	\$ -	Infrastructure - Small	Yes	No	56
6-Fresno County-2	Caruthers Sidewalk Project	Fresno	\$ 9,995	\$ 9,995	\$ 585	\$ -	\$ -	\$ 9,410	\$ 250	\$ 335	\$ 186	\$ 9,224	\$ -	Infrastructure - Medium	Yes	Yes	47.5
6-Fowler, City of-1	Sumner Ave & South Ave Alternative Transportation Project	Fresno	\$ 1,407	\$ 982	\$ 84	\$ 898	\$ -	\$ -	\$ 7	\$ 77	\$ -	\$ 898	\$ -	Infrastructure - Small	Yes	No	38
1-Karuk Tribe-1	Orleans Pedestrian and Bicyclist Connectivity Project	Humboldt	\$ 24,567	\$ 2,809	\$ 2,809	\$ -	\$ -	\$ -	\$ 2,809	\$ -	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	Yes	93
1-Humboldt County Association of Governments-1	Loleta Safe Routes to School and Connectivity to Tribal Lands	Humboldt	\$ 333	\$ 333	\$ 333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 333	Plan	Yes	Yes	92

**California Transportation Commission
2025 Active Transportation Program
All Scores by County
November 1, 2024**

1-Blue Lake Rancheria-1	Baduwa't Trail Project	Humboldt	\$ 24,044	\$ 922	\$ 922	\$ -	\$ -	\$ -	\$ 922	\$ 1,605	\$ 565	\$ 4,710	\$ -	Infrastructure - Large	Yes	No	50
11-Imperial County Office of Education-1	Safe Pathways to School	Imperial	\$ 547	\$ 547	\$ 547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 547	Non-Infrastructure	Yes	Yes	72
11-Holtville, City of-1	Holton Interurban Bikeway	Imperial	\$ 2,120	\$ 2,120	\$ 110	\$ 120	\$ 500	\$ 1,390	\$ 110	\$ 120	\$ 500	\$ 1,390	\$ -	Infrastructure - Small	Yes	No	70
11-Imperial, City of-1	SR 86 Multimodal Improvement Project	Imperial	\$ 10,000	\$ 9,900	\$ -	\$ 550	\$ -	\$ 9,350	\$ -	\$ 550	\$ -	\$ 9,350	\$ -	Infrastructure - Medium	Yes	No	59
11-Heber Public Utility District-1	Heber Greenbelt Project	Imperial	\$ 3,500	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 250	\$ 100	\$ 50	\$ 2,600	\$ -	Infrastructure - Small	Yes	Yes	55
11-Calipatria, City of-1	N Lake Avenue Pedestrian Facility Improvements	Imperial	\$ 1,427	\$ 1,427	\$ 114	\$ 1,313	\$ -	\$ -	\$ 5	\$ 109	\$ 5	\$ 1,308	\$ -	Infrastructure - Small	Yes	No	54
9-Inyo County-1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Inyo	\$ 9,877	\$ 7,802	\$ 791	\$ 1,632	\$ -	\$ 5,379	\$ 791	\$ 618	\$ 1,014	\$ 5,379	\$ -	Infrastructure - Medium	Yes	No	95
9-Big Pine Paiute Tribe of the Owens Valley-1	Big Pine Paiute Tribal Active Transportation Plan	Inyo	\$ 251	\$ 251	\$ 251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251	Plan	Yes	No	95
9-Bishop, City of-1	Connecting Bishop	Inyo	\$ 15,450	\$ 12,250	\$ 801	\$ 2,398	\$ -	\$ 9,051	\$ 801	\$ 1,103	\$ 1,117	\$ 9,051	\$ 178	Infrastructure + Non-Infrastructure - Large	Yes	Yes	66
6-Kern County-2	Norris Road Traffic Calming for Safe Routes to School	Kern	\$ 7,929	\$ 7,529	\$ -	\$ 1,100	\$ -	\$ 6,429	\$ -	\$ 1,100	\$ -	\$ 6,429	\$ -	Infrastructure - Medium	Yes	Yes	91
6-Bakersfield, City of-3	Monitor Street ATP: Improving Walkability and Biking on Nine-School Corridor	Kern	\$ 31,789	\$ 25,332	\$ 25,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,332	\$ -	Infrastructure - Large	Yes	Yes	89
6-Kern County-1	Rexland Acres Phase 2 Pedestrian Path Project	Kern	\$ 8,871	\$ 8,418	\$ -	\$ 1,280	\$ -	\$ 7,138	\$ -	\$ 1,280	\$ -	\$ 7,138	\$ -	Infrastructure - Medium	Yes	Yes	65
6-California Department of Transportation-2	Maricopa Shared-Use Path and Complete Streets Enhancements	Kern	\$ 12,740	\$ 12,740	\$ 2,100	\$ -	\$ 3,240	\$ 7,400	\$ 2,100	\$ 2,100	\$ 1,140	\$ 7,400	\$ -	Infrastructure - Large	Yes	Yes	55
6-Avenal, City of-1	Arroyo del Camino Safe Routes to School Phase 2	Kings	\$ 3,500	\$ 3,500	\$ 15	\$ 285	\$ 3,200	\$ -	\$ 15	\$ 285	\$ -	\$ 3,200	\$ -	Infrastructure - Small	Yes	Yes	83.5
6-Avenal, City of-2	Arroyo del Camino Safe Routes to School Phase 1	Kings	\$ 3,500	\$ 3,500	\$ 15	\$ 385	\$ 3,100	\$ -	\$ 15	\$ 285	\$ -	\$ 3,100	\$ 100	Infrastructure + Non-Infrastructure - Small	Yes	Yes	79
6-California Department of Transportation-1	Kettleman City Shared-Use Path Along State Route 41	Kings	\$ 10,500	\$ 10,500	\$ 2,300	\$ -	\$ 3,100	\$ 5,100	\$ 2,300	\$ 2,400	\$ 700	\$ 5,100	\$ -	Infrastructure - Large	Yes	No	74
7-San Gabriel Valley Council of Governments-1	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	Los Angeles	\$ 26,158	\$ 20,162	\$ 8	\$ 2,001	\$ 18,153	\$ -	\$ 8	\$ 1,701	\$ 300	\$ 18,153	\$ -	Infrastructure - Large	Yes	Yes	97.5
7-Inglewood, City of-1	Westchester/Veterans Station Multimodal Connection Project	Los Angeles	\$ 9,013	\$ 7,656	\$ 1,539	\$ -	\$ 6,117	\$ -	\$ -	\$ -	\$ 1,539	\$ 6,117	\$ -	Infrastructure - Medium	Yes	No	97
7-Los Angeles County-1	West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks	Los Angeles	\$ 9,990	\$ 7,990	\$ 1,784	\$ -	\$ 6,206	\$ -	\$ 512	\$ 792	\$ 480	\$ 6,206	\$ -	Infrastructure - Medium	Yes	No	96
7-El Monte, City-3	Valley Boulevard Complete Street	Los Angeles	\$ 34,505	\$ 4,355	\$ 917	\$ -	\$ 3,438	\$ -	\$ 917	\$ 2,521	\$ 917	\$ -	\$ -	Infrastructure - Large	Yes	No	95
7-Los Angeles County-5	Willowbrook Walk and Roll Pedestrian Safety Enhancements Project	Los Angeles	\$ 9,990	\$ 7,990	\$ 2,741	\$ -	\$ 5,249	\$ -	\$ 456	\$ 685	\$ 1,600	\$ 5,249	\$ -	Infrastructure - Medium	Yes	No	94
7-San Gabriel Valley Council of Governments-2	Azusa's Road to Zero	Los Angeles	\$ 17,530	\$ 10,576	\$ -	\$ 10,576	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,576	\$ -	Infrastructure - Large	Yes	No	92
7-Covina, City of-2	Second Avenue Active Transportation Corridor Project	Los Angeles	\$ 7,482	\$ 5,985	\$ 40	\$ 360	\$ 5,585	\$ -	\$ 40	\$ 360	\$ -	\$ 5,585	\$ -	Infrastructure - Medium	Yes	Yes	91.5
7-Los Angeles County-2	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	Los Angeles	\$ 9,000	\$ 7,200	\$ 340	\$ -	\$ 800	\$ 6,060	\$ 340	\$ 800	\$ 640	\$ 5,420	\$ -	Infrastructure - Medium	Yes	Yes	91
7-Los Angeles, City of-1	710 Valley Boulevard Multi-Modal Transportation Improvement Project	Los Angeles	\$ 121,800	\$ 60,396	\$ -	\$ -	\$ -	\$ 60,396	\$ -	\$ -	\$ -	\$ 60,396	\$ -	Infrastructure - Large	Yes	Yes	90
7-Industry, City of-1	East-West Regional Bikeway for Safe, Clean, Equitable Access & Connectivity(Ph1)	Los Angeles	\$ 10,000	\$ 7,823	\$ 7,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,823	\$ -	Infrastructure - Medium	Yes	No	89
7-Los Angeles, City of-2	Ballona Creek Multi-use Path Extension and Connections	Los Angeles	\$ 51,338	\$ 6,400	\$ 2,150	\$ 4,250	\$ -	\$ -	\$ 2,150	\$ 3,750	\$ 500	\$ -	\$ -	Infrastructure - Large	Yes	No	89
7-Culver City, City of-1	Culver City Crossroads Community Connector (C5) (Better Overland/Safer Fox Hills)	Los Angeles	\$ 47,583	\$ 36,234	\$ 3,266	\$ 32,968	\$ -	\$ -	\$ -	\$ 2,482	\$ -	\$ 32,968	\$ 784	Infrastructure + Non-Infrastructure - Large	Yes	Yes	88.5
7-Los Angeles County Metropolitan Transportation Authority-1	Doran Street Active Transportation Project	Los Angeles	\$ 22,452	\$ 17,452	\$ -	\$ 17,452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,452	\$ -	Infrastructure - Large	Yes	No	88
7-Rosemead, City of-1	Rosemead Pedestrian and SRTS Improvements	Los Angeles	\$ 2,371	\$ 2,371	\$ 10	\$ 270	\$ 2,091	\$ -	\$ 10	\$ 270	\$ -	\$ 2,091	\$ -	Infrastructure - Small	Yes	Yes	88
7-South El Monte, City of-2	South El Monte (SEM) Complete Streets Project	Los Angeles	\$ 50,815	\$ 50,813	\$ 9,103	\$ -	\$ 41,710	\$ -	\$ 688	\$ 7,907	\$ -	\$ 41,710	\$ 508	Infrastructure + Non-Infrastructure - Large	Yes	No	88
7-Los Angeles, City of-3	LA-BRAVE-7: Los Angeles Bikeways, Riverways, and Active-Valley Equity [LARiverWay/ESFV Link]	Los Angeles	\$ 41,525	\$ 26,525	\$ -	\$ -	\$ -	\$ 26,525	\$ -	\$ -	\$ -	\$ 26,525	\$ -	Infrastructure - Large	Yes	No	87
7-Downey, City of-1	South Downey Safe Routes to School Phase III Project	Los Angeles	\$ 1,255	\$ 1,255	\$ -	\$ 305	\$ 950	\$ -	\$ 75	\$ 130	\$ -	\$ 950	\$ 100	Infrastructure + Non-Infrastructure - Small	Yes	Yes	85
7-Los Angeles County-6	Neighborhood Pedestrian Connections in East Rancho Dominguez	Los Angeles	\$ 9,298	\$ 7,438	\$ 625	\$ 418	\$ 1,600	\$ 4,795	\$ 625	\$ 418	\$ 1,600	\$ 4,795	\$ -	Infrastructure - Medium	Yes	No	85

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7-Maywood, City of-1	Bike and Pedestrian Master Plan Implementation	Los Angeles	\$ 9,237	\$ 9,237	\$ 200	\$ 600	\$ 8,437	\$ -	\$ 200	\$ 600	\$ -	\$ 7,637	\$ 800	Infrastructure - Medium	Yes	Yes	84
7-San Fernando, City of-1	Pacoima Wash Bikeway and Pedestrian Path Phase II	Los Angeles	\$ 15,800	\$ 13,993	\$ -	\$ -	\$ 13,993	\$ -	\$ -	\$ -	\$ -	\$ 13,993	\$ -	Infrastructure - Large	Yes	Yes	83.5
7-Lancaster, City of-1	Prime Desert Woodland Preserve Active Access (PDWP Active Access)	Los Angeles	\$ 9,930	\$ 6,138	\$ 1,185	\$ -	\$ 354	\$ 4,599	\$ 354	\$ 354	\$ -	\$ 4,599	\$ 831	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	82
7-Long Beach, City of-1	Long Beach Boulevard Complete Streets Project	Los Angeles	\$ 9,972	\$ 7,978	\$ -	\$ 34	\$ -	\$ 7,944	\$ -	\$ -	\$ 34	\$ 7,944	\$ -	Infrastructure - Medium	Yes	No	82
7-Los Angeles, City of-4	E Line Multiuse Path Regional Gap Closure	Los Angeles	\$ 46,272	\$ 8,697	\$ 8,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,697	\$ -	Infrastructure - Large	Yes	No	81
7-Glendale, City of-1	Glendale Pedestrian Plan Safety Corridors	Los Angeles	\$ 14,250	\$ 11,312	\$ -	\$ -	\$ 11,312	\$ -	\$ -	\$ -	\$ -	\$ 11,312	\$ -	Infrastructure - Large	Yes	No	79
7-Lancaster, City of-2	Amargosa Creek Connector	Los Angeles	\$ 7,007	\$ 6,852	\$ 194	\$ 6,658	\$ -	\$ -	\$ 194	\$ 394	\$ -	\$ 6,224	\$ 40	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	78
7-Lancaster, City of-3	Equitable Complete Streets for Challenger Way Corridor	Los Angeles	\$ 37,327	\$ 17,674	\$ 343	\$ 1,997	\$ 15,334	\$ -	\$ 343	\$ 1,997	\$ -	\$ 15,334	\$ -	Infrastructure - Large	Yes	Yes	77
7-Paramount, City of-1	Paramount- Salud South Bikeway Trail	Los Angeles	\$ 12,830	\$ 12,830	\$ 890	\$ 15	\$ 11,925	\$ -	\$ 10	\$ 880	\$ 15	\$ 11,925	\$ -	Infrastructure - Large	Yes	No	75
7-South Gate, City of-1	State Street Complete Streets Project	Los Angeles	\$ 3,376	\$ 3,054	\$ -	\$ -	\$ 3,054	\$ -	\$ -	\$ -	\$ -	\$ 3,054	\$ -	Infrastructure - Small	Yes	Yes	72
7-West Covina, City of-1	West Covina Pedestrian Improvements Project	Los Angeles	\$ 2,400	\$ 2,400	\$ 10	\$ 270	\$ 2,120	\$ -	\$ 10	\$ 270	\$ -	\$ 2,120	\$ -	Infrastructure - Small	Yes	No	71
7-Avalon, City of-1	Crescent Ave/PBR Complete Street Corridor	Los Angeles	\$ 780	\$ 780	\$ 780	\$ -	\$ -	\$ -	\$ 40	\$ 85	\$ -	\$ 625	\$ 30	Infrastructure - Small	Yes	No	70
7-South El Monte, City of-1	Weaver Ave HAWK & Citywide Pedestrian Improvements	Los Angeles	\$ 2,189	\$ 2,189	\$ 10	\$ 250	\$ 1,929	\$ -	\$ 10	\$ 250	\$ -	\$ 1,929	\$ -	Infrastructure - Small	Yes	No	70
7-Palmdale, City of-1	Palmdale Pedestrian & Bicyclist Connectivity Project	Los Angeles	\$ 5,232	\$ 4,133	\$ 80	\$ -	\$ 360	\$ 3,693	\$ 80	\$ 360	\$ -	\$ 3,693	\$ -	Infrastructure - Medium	Yes	No	69.5
7-Alhambra, City of-1	Alhambra Pedestrian Priority Zones and Marguerita Neighborhood Greenway	Los Angeles	\$ 19,472	\$ 15,472	\$ 3,300	\$ 12,172	\$ -	\$ -	\$ 450	\$ 2,850	\$ -	\$ 12,172	\$ -	Infrastructure - Large	Yes	Yes	65
7-Monterey Park, City of-1	Floral Drive Pedestrian Safety Improvement Project	Los Angeles	\$ 3,499	\$ 3,499	\$ 10	\$ 3,489	\$ -	\$ -	\$ 1	\$ 9	\$ -	\$ 3,489	\$ -	Infrastructure - Small	Yes	Yes	65
7-Temple City, City of-1	Temple City Pedestrian Improvements Project	Los Angeles	\$ 2,575	\$ 2,575	\$ 10	\$ 290	\$ 2,275	\$ -	\$ 10	\$ 290	\$ -	\$ 2,275	\$ -	Infrastructure - Small	Yes	Yes	65
7-Huntington Park, City of-1	Scramble Crosswalk at Pacific Boulevard and Florence Avenue	Los Angeles	\$ 1,535	\$ 1,535	\$ 45	\$ 1,490	\$ -	\$ -	\$ 15	\$ 30	\$ -	\$ 1,490	\$ -	Infrastructure - Small	Yes	No	63
7-Signal Hill, City of-1	Signal Hill Elementary School Safe Route to School Corridors	Los Angeles	\$ 3,480	\$ 3,480	\$ 250	\$ 350	\$ -	\$ 2,880	\$ 250	\$ 350	\$ -	\$ 2,880	\$ -	Infrastructure - Small	Yes	Yes	62
7-Inglewood, City of-2	Inglewood Transit Connector	Los Angeles	\$ 30,192	\$ 15,096	\$ 15,096	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,096	\$ -	Infrastructure - Large	Yes	No	61
7-Covina, City of-1	ATP Cycle 7 Crosswalk Improvements	Los Angeles	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850	\$ -	Infrastructure - Small	Yes	Yes	57
7-Baldwin Park, City of-1	Baldwin Park Greenway Gap Closure	Los Angeles	\$ 4,698	\$ 3,758	\$ -	\$ 3,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,758	\$ -	Infrastructure - Medium	Yes	Yes	57
7-Los Angeles County-3	Cornell Road Bike Turnouts Project	Los Angeles	\$ 1,300	\$ 1,040	\$ 132	\$ 40	\$ 60	\$ 916	\$ 132	\$ 40	\$ 60	\$ 812	\$ 104	Infrastructure - Small	No	No	53
7-South Gate, City of-2	Southern Avenue Bicycle & Pedestrian Bridge Project	Los Angeles	\$ 43,500	\$ 2,779	\$ 1,191	\$ -	\$ 1,588	\$ -	\$ 596	\$ 1,588	\$ 596	\$ -	\$ -	Infrastructure - Large	Yes	Yes	46
7-Hawaiian Gardens, City of-1	Norwalk Boulevard Crosswalk Safety Improvement	Los Angeles	\$ 981	\$ 981	\$ 45	\$ 936	\$ -	\$ -	\$ 15	\$ 30	\$ -	\$ 936	\$ -	Infrastructure - Small	Yes	No	42
7-Los Angeles County-4	Pedestrian Connections to Atlantic Avenue	Los Angeles	\$ 9,815	\$ 7,852	\$ 755	\$ 504	\$ 800	\$ 5,793	\$ 755	\$ 504	\$ 800	\$ 5,793	\$ -	Infrastructure - Medium	Yes	No	33
7-Montebello, City of-1	Montebello Pedestrian & Bike Safety Enhancement Project	Los Angeles	\$ 5,394	\$ 4,819	\$ 50	\$ 150	\$ -	\$ 4,619	\$ 50	\$ 150	\$ -	\$ 4,619	\$ -	Infrastructure - Medium	Yes	Yes	9

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6-Madera, City of-1	Madera Citywide Safe Routes to School	Madera	\$ 7,756	\$ 6,201	\$ -	\$ -	\$ 6,201	\$ -	\$ -	\$ -	\$ -	\$ 6,201	\$ -	Infrastructure - Medium	Yes	Yes	99.5
6-Madera County-1	Parksdale Community Safe Routes to School Project	Madera	\$ 9,915	\$ 9,915	\$ 951	\$ 500	\$ 8,464	\$ -	\$ 550	\$ 250	\$ 250	\$ 8,464	\$ 401	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	85
4-San Rafael, City of-1	Downtown San Rafael North-South Greenway Gap Closure Project	Marin	\$ 5,444	\$ 4,355	\$ 780	\$ -	\$ 3,575	\$ -	\$ 300	\$ 480	\$ -	\$ 3,575	\$ -	Infrastructure - Medium	Yes	No	87
4-Larkspur, City of-1	Redwood Highway Westside Active Transportation, Last Mile, & Gap Closure	Marin	\$ 3,499	\$ 3,499	\$ 400	\$ -	\$ -	\$ 3,099	\$ -	\$ 400	\$ -	\$ 3,099	\$ -	Infrastructure - Small	Yes	No	82.5
4-Mill Valley, City of-1	Safe Routes to Schools/Safe Routes for Seniors Gap Closure Project	Marin	\$ 3,499	\$ 3,499	\$ 63	\$ 735	\$ 2,701	\$ -	\$ 63	\$ 562	\$ -	\$ 2,701	\$ 173	Infrastructure + Non-Infrastructure - Small	Yes	Yes	77.5
1-Mendocino County-1	Covelo/Round Valley Safe Routes to School	Mendocino	\$ 6,181	\$ 6,181	\$ 220	\$ 880	\$ -	\$ 5,081	\$ 220	\$ 880	\$ -	\$ 5,081	\$ -	Infrastructure - Medium	Yes	Yes	95
1-Ukiah, City of-1	Ukiah Streetscape Project, Phase III	Mendocino	\$ 9,890	\$ 7,863	\$ 550	\$ -	\$ 7,313	\$ -	\$ -	\$ 550	\$ -	\$ 7,313	\$ -	Infrastructure - Medium	Yes	Yes	61.5
10-Merced County-1	Dos Palos Pedestrian and Bicycle Connectivity Project	Merced	\$ 1,348	\$ 1,348	\$ 225	\$ 1,123	\$ -	\$ -	\$ 100	\$ 125	\$ 85	\$ 1,038	\$ -	Infrastructure - Small	Yes	No	70
5-Salinas, City of-1	John Street/Williams Road Safe Routes to Schools Project and Programming	Monterey	\$ 9,955	\$ 7,954	\$ 1,650	\$ 550	\$ 5,754	\$ -	\$ 150	\$ 500	\$ 50	\$ 5,754	\$ 1,500	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	100
5-Seaside, City of-1	San Pablo Avenue Bridge Replacement Project	Monterey	\$ 4,545	\$ 3,175	\$ 3,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,175	\$ -	Infrastructure - Medium	Yes	Yes	91.5
5-Soledad, City of-1	Soledad Safe Routes to Schools	Monterey	\$ 37,885	\$ 29,543	\$ 6,546	\$ -	\$ 22,997	\$ -	\$ 743	\$ 1,632	\$ -	\$ 22,997	\$ 4,171	Infrastructure + Non-Infrastructure - Large	Yes	Yes	91
5-Sand City, City of-1	Sand City Multiuse Trail Project	Monterey	\$ 5,568	\$ 3,403	\$ 3,403	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403	\$ -	Infrastructure - Medium	Yes	Yes	87
5-Soledad, City of-2	Soledad Safe Routes to Schools (Phase 1)	Monterey	\$ 29,725	\$ 21,320	\$ 4,893	\$ 1,585	\$ 14,842	\$ -	\$ 722	\$ 1,585	\$ -	\$ 14,842	\$ 4,171	Infrastructure + Non-Infrastructure - Large	Yes	Yes	86
5-Transportation Agency for Monterey County-1	Laguna Grande Regional Park Trail Safety and Gap Closure Project	Monterey	\$ 13,403	\$ 10,440	\$ 1,065	\$ 9,375	\$ -	\$ -	\$ 144	\$ 784	\$ 137	\$ 8,905	\$ 470	Infrastructure + Non-Infrastructure - Large	Yes	No	80
5-Marina, City of-1	Del Monte Boulevard Complete Street Improvements	Monterey	\$ 16,258	\$ 14,258	\$ 310	\$ 4,430	\$ -	\$ 9,518	\$ 310	\$ 1,210	\$ 3,220	\$ 9,518	\$ -	Infrastructure - Large	Yes	No	78
5-California Department of Transportation-1	Seaside State Route 218 Complete Streets Project	Monterey	\$ 13,332	\$ 13,332	\$ 1,061	\$ 1,664	\$ -	\$ 10,607	\$ 1,061	\$ 1,403	\$ 261	\$ 10,607	\$ -	Infrastructure - Large	Yes	No	74
5-King City, City of-1	King City Citywide Gap Closure Project	Monterey	\$ 9,958	\$ 7,966	\$ 300	\$ 1,200	\$ 6,466	\$ -	\$ 300	\$ 1,200	\$ -	\$ 6,466	\$ -	Infrastructure - Medium	Yes	Yes	69
4-Calistoga, City of-1	Oak Street Pedestrian Bridge and Community Facilities Access Improvement	Napa	\$ 2,480	\$ 2,330	\$ 390	\$ 110	\$ 1,830	\$ -	\$ 165	\$ 82	\$ 28	\$ 1,830	\$ 225	Infrastructure + Non-Infrastructure - Small	Yes	Yes	90
4-Napa County-1	The Napa Valley Vine Trail - Yountville through St. Helena Gap Closure Project	Napa	\$ 50,732	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	Infrastructure - Large	Yes	Yes	87
4-Napa, City of-1	Imola Avenue Corridor Complete Streets Improvement Project	Napa	\$ 17,020	\$ 14,020	\$ 1,220	\$ 3,200	\$ -	\$ 9,600	\$ 1,100	\$ 1,700	\$ 1,500	\$ 9,600	\$ 120	Infrastructure + Non-Infrastructure - Large	Yes	Yes	77
3-Grass Valley, City of-1	Wolf Creek Community and Connectivity Project	Nevada	\$ 16,300	\$ 12,990	\$ 195	\$ 1,700	\$ -	\$ 11,095	\$ 195	\$ 1,350	\$ 350	\$ 11,095	\$ -	Infrastructure - Large	Yes	No	98
3-Nevada County-1	Rough and Ready Highway Multimodal Project	Nevada	\$ 6,198	\$ 4,294	\$ 4,294	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,294	\$ -	Infrastructure - Medium	Yes	Yes	84
12-Santa Ana, City of-3	Heroes ES_Carver ES_Willard Int_Wilson Safe Routes To School	Orange	\$ 23,968	\$ 23,968	\$ 50	\$ 3,300	\$ -	\$ 20,618	\$ 50	\$ 3,300	\$ -	\$ 20,618	\$ -	Infrastructure - Large	Yes	Yes	91
12-Orange, City of-1	Santiago Creek Bike Trail Gap Closure	Orange	\$ 9,996	\$ 9,553	\$ 1,370	\$ -	\$ 8,183	\$ -	\$ -	\$ 650	\$ 720	\$ 8,183	\$ -	Infrastructure - Medium	Yes	No	83
12-Santa Ana, City of-6	Harvey Elementary, Adams Elementary, Carr Intermediate, Valley HS and Godinez HS SRTS	Orange	\$ 25,472	\$ 25,472	\$ 50	\$ 3,250	\$ -	\$ 22,172	\$ 50	\$ 3,250	\$ -	\$ 22,172	\$ -	Infrastructure - Large	Yes	Yes	81
12-Santa Ana, City of-1	Monroe Elementary and Edison Elementary Safe Routes to School	Orange	\$ 12,249	\$ 12,249	\$ 50	\$ 1,750	\$ -	\$ 10,449	\$ 50	\$ 1,750	\$ -	\$ 10,449	\$ -	Infrastructure - Large	Yes	Yes	81
12-Santa Ana, City of-5	Lincoln Elementary, Monte Vista Elementary, King Elementary and Griset Academy Safe Routes to School	Orange	\$ 19,848	\$ 19,848	\$ 3,317	\$ -	\$ -	\$ 16,531	\$ 50	\$ 3,267	\$ -	\$ 16,531	\$ -	Infrastructure - Large	Yes	Yes	79

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12-Anaheim, City of-2	OC River Walk Multimodal Connectivity Project	Orange	\$ 47,297	\$ 42,470	\$ 42,470	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 200	\$ 41,270	\$ -	Infrastructure - Large	Yes	No	77
12-La Habra, City-1	La Habra Rails to Trails OC Loop Gap Closure	Orange	\$ 57,567	\$ 13,400	\$ 13,400				\$ -	\$ -	\$ 13,400	\$ -	\$ -	Infrastructure - Large	Yes	Yes	74.5
12-Anaheim, City of-1	City of Anaheim Active Transportation Plan	Orange	\$ 512	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Plan	Yes	No	74
12-Santa Ana, City of-2	Santa Ana Vision Zero	Orange	\$ 31,679	\$ 31,679	\$ 50	\$ 4,702	\$ -	\$ 26,927	\$ 50	\$ 4,702	\$ -	\$ 26,927	\$ -	Infrastructure - Large	Yes	No	74
12-Westminster, City of-1	Edwards Street Safe Routes to School Complete Street –Phase 3	Orange	\$ 4,322	\$ 3,335	\$ 260	\$ 430	\$ 2,645	\$ -	\$ 260	\$ 349	\$ 81	\$ 2,542	\$ 103	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	72
12-Orange County Transportation Authority-1	Move OC: A Vibrant Path to Active Transportation	Orange	\$ 1,000	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	Plan	Yes	No	72
12-Santa Ana, City of-4	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary and Franklin Elementary Safe Routes to School	Orange	\$ 40,490	\$ 40,490	\$ 50	\$ 6,000		\$ 34,440	\$ 50	\$ 6,000	\$ -	\$ 34,440	\$ -	Infrastructure - Large	Yes	Yes	72
12-Stanton, City of-1	Orangewood Avenue Traffic Calming Project	Orange	\$ 4,630	\$ 4,630	\$ 415	\$ 4,215	\$ -	\$ -	\$ 350	\$ 65	\$ 10	\$ 4,205	\$ -	Infrastructure - Medium	Yes	Yes	67
12-Garden Grove, City of-1	Garden Grove Safe Routes to School: Phase II Master Plan	Orange	\$ 250	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	Plan	Yes	Yes	66
3-Rocklin, City of-1	Rocklin Road Sierra College Corridor Multimodal Enhancements	Placer	\$ 45,366	\$ 19,900	\$ -	\$ 19,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,900	\$ -	Infrastructure - Large	Yes	Yes	85
8-Coachella, City of-1	Connecting Coachella	Riverside	\$ 22,574	\$ 19,148	\$ 2,548	\$ 16,600	\$ -	\$ -	\$ -	\$ 2,150	\$ -	\$ 16,600	\$ 398	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
8-Banning, City of-1	City of Banning Downtown Active Transportation Improvement Project	Riverside	\$ 24,419	\$ 23,266	\$ 815	\$ 3,260	\$ 19,191	\$ -	\$ 815	\$ 3,260	\$ -	\$ 19,191	\$ -	Infrastructure - Large	Yes	No	92
8-Riverside County-3	Monroe Street & Interstate-10 Interchange Active Transportation Improvements Project	Riverside	\$ 128,739	\$ 4,935	\$ 4,935	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,935	\$ -	Infrastructure - Large	Yes	No	87.5
8-Jurupa Valley, City of-1	Pedley Elementary School Pedestrian Improvements	Riverside	\$ 2,658	\$ 2,648	\$ 150	\$ 2,498			\$ -	\$ 150	\$ -	\$ 2,238	\$ 260	Infrastructure - Small	Yes	Yes	87
8-Jurupa Valley, City of-2	Galena Street Improvement Project	Riverside	\$ 8,788	\$ 7,028	\$ 727	\$ 6,301	\$ -	\$ -	\$ -	\$ 727	\$ -	\$ 6,301	\$ -	Infrastructure - Medium	Yes	Yes	84
8-Eastvale, City of-2	Improvement of Trail Network Connectivity Project	Riverside	\$ 27,832	\$ 21,988	\$ 21,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,606	\$ 1,382	Infrastructure - Large	Yes	Yes	83
8-Coachella Valley Association of Governments-1	CV SAFE (Safe Active Transportation For Everyone)	Riverside	\$ 3,429	\$ 2,116	\$ 2,116	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,116	Non-Infrastructure	Yes	Yes	82
8-Riverside County-1	Thermal and Oasis Sidewalk and Trail Project	Riverside	\$ 26,833	\$ 20,933	\$ -	\$ -	\$ -	\$ 20,933	\$ -	\$ -	\$ -	\$ 20,933	\$ -	Infrastructure - Large	Yes	No	82
8-Riverside County-2	Salton Sea Multi-Benefit Trail Network	Riverside	\$ 14,981	\$ 11,981	\$ -	\$ 1,200	\$ -	\$ 10,781	\$ -	\$ 1,200	\$ -	\$ 10,781	\$ -	Infrastructure - Large	Yes	No	82
8-Temecula, City of-1	Temecula Creek South Side Trail	Riverside	\$ 9,289	\$ 6,967	\$ 6,967	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,967	\$ -	Infrastructure - Medium	Yes	Yes	81.5
8-Hemet, City of-1	East Menlo Avenue Pedestrian Improvements and Bicycle Connectivity	Riverside	\$ 9,052	\$ 7,151	\$ -	\$ 7,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,151	\$ -	Infrastructure - Medium	Yes	No	80
8-Moreno Valley, City of-4	Juan Bautista de Anza Multi-Use Trail Project - Street Lighting	Riverside	\$ 2,659	\$ 2,659	\$ 350	\$ 2,309	\$ -		\$ 50	\$ 300	\$ -	\$ 2,309	\$ -	Infrastructure - Small	Yes	No	79.5
8-Riverside University Health System-1	RUHS-Public Health Safe Routes for All - Riverside	Riverside	\$ 885	\$ 885	\$ 885	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 885	Non-Infrastructure	Yes	Yes	75
8-Riverside University Health System-3	RUHS - Public Health, Safe Routes for All - Perris	Riverside	\$ 862	\$ 862	\$ 862	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 862	Non-Infrastructure	Yes	Yes	72
8-Riverside County-4	Lakeview and Nuevo Mobility Plan	Riverside	\$ 325	\$ 325	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 325	Plan	Yes	No	68
8-Moreno Valley, City of-5	Iris Avenue Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 2,834	\$ 2,834	\$ 50	\$ 170	\$ 2,614	\$ -	\$ 50	\$ 150	\$ 20	\$ 2,614	\$ -	Infrastructure - Small	Yes	Yes	67
8-Moreno Valley, City of-3	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$ 1,012	\$ 1,012	\$ 170	\$ 15	\$ 827	\$ -	\$ 50	\$ 120	\$ 15	\$ 827	\$ -	Infrastructure - Small	Yes	Yes	62

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8-Indio, City of-1	Clinton & Miles SRTS Community Connections Project	Riverside	\$ 2,540	\$ 2,290	\$ -	\$ 2,290	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,290	\$ -	Infrastructure - Small	Yes	Yes	56
8-Riverside University Health System-2	RUHS - Public Health, Safe Routes for All - Indio	Riverside	\$ 888	\$ 888	\$ 888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 888	Non-Infrastructure	Yes	Yes	56
8-Moreno Valley, City of-2	Pedestrian Intersection Access Improvements	Riverside	\$ 1,135	\$ 1,135	\$ 60	\$ 120	\$ 955	\$ -	\$ 60	\$ 120	\$ -	\$ 955	\$ -	Infrastructure - Small	Yes	Yes	46
8-Indian Wells, City of-1	Indian Wells Complete Streets Project	Riverside	\$ 15,015	\$ 15,015	\$ 15,015	\$ -	\$ -	\$ -	\$ 653	\$ 1,632	\$ -	\$ 11,642	\$ 1,088	Infrastructure - Large	Yes	No	46
8-Moreno Valley, City of-1	Steeplechase Drive Pedestrian-Bicyclist Gap Closure and Safety Improvements	Riverside	\$ 4,227	\$ 3,857	\$ 100	\$ 270	\$ 3,357	\$ -	\$ 100	\$ 250	\$ 20	\$ 3,357	\$ -	Infrastructure - Medium	Yes	Yes	37
3-Sacramento, City of-2	Freeport Complete Streets Corridor Project	Sacramento	\$ 44,778	\$ 1,950	\$ -	\$ 1,950	\$ -	\$ -	\$ 1,950	\$ -	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	Yes	92
3-Sacramento County-3	Stockton Boulevard Complete Streets Phase II	Sacramento	\$ 20,104	\$ 4,670	\$ 3,020	\$ 1,650	\$ -	\$ -	\$ -	\$ 3,020	\$ 1,650	\$ -	\$ -	Infrastructure - Large	Yes	No	92
3-Sacramento, City of-3	Northgate Boulevard Complete Streets	Sacramento	\$ 70,000	\$ 1,900	\$ -	\$ 1,900	\$ -	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	Yes	91
3-Sacramento, City of-1	Envision Broadway in Oak Park	Sacramento	\$ 20,087	\$ 14,899	\$ -	\$ -	\$ 14,899	\$ -	\$ -	\$ -	\$ -	\$ 14,899	\$ -	Infrastructure - Large	Yes	No	90
3-Sacramento County-1	Whitney Avenue Road Diet and Multimodal Improvements	Sacramento	\$ 7,434	\$ 7,434	\$ 454	\$ 720	\$ 820	\$ 5,440	\$ 454	\$ 720	\$ 820	\$ 5,401	\$ 39	Infrastructure + Non-Infrastructure - Medium	Yes	No	82
3-Sacramento County-2	Watt Avenue Undercrossing Multimodal Improvements	Sacramento	\$ 17,582	\$ 3,077	\$ 1,027	\$ -	\$ 2,050	\$ -	\$ 1,027	\$ 2,050	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	No	77.5
3-San Joaquin Regional Rail Commission-1	Elk Grove Station Project	Sacramento	\$ 26,630	\$ 5,986	\$ 5,986	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,792	\$ 194	Infrastructure + Non-Infrastructure - Large	Yes	No	77
3-Folsom, City of-1	Historic District Connectivity Project	Sacramento	\$ 12,927	\$ 8,927	\$ 914	\$ -	\$ 866	\$ 7,147	\$ 914	\$ 628	\$ 238	\$ 7,147	\$ -	Infrastructure - Medium	Yes	Yes	76.5
3-Citrus Heights, City of-2	Old Auburn Road Complete Streets - Phase I	Sacramento	\$ 25,120	\$ 17,341	\$ -	\$ 17,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,341	\$ -	Infrastructure - Large	Yes	Yes	71
3-Citrus Heights, City of-1	Carriage Drive Safe Routes to School Project	Sacramento	\$ 5,275	\$ 4,938	\$ 296	\$ -	\$ 641	\$ 4,001	\$ 296	\$ 592	\$ 49	\$ 4,001	\$ -	Infrastructure - Medium	Yes	Yes	60
3-Folsom, City of-2	Folsom Boulevard Bicycle & Pedestrian Overcrossing	Sacramento	\$ 22,525	\$ 2,167	\$ 2,167	\$ -	\$ -	\$ -	\$ 705	\$ 1,462	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	No	60
3-Galt, City of-1	Emerald Vista Trail Pedestrian Crossing	Sacramento	\$ 10,000	\$ 10,000	\$ 250	\$ 1,200	\$ 496	\$ 8,054	\$ 250	\$ 1,200	\$ 496	\$ 8,054	\$ -	Infrastructure - Medium	No	No	59
5-San Benito County-1	San Benito Street and River Parkway Improvement Project	San Benito	\$ 9,995	\$ 7,995	\$ -	\$ 7,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,995	\$ -	Infrastructure - Medium	Yes	Yes	83
5-San Juan Bautista, City of-1	San Juan Bautista Community Connectivity Project	San Benito	\$ 3,802	\$ 3,003	\$ 168	\$ 420	\$ 2,415	\$ -	\$ 105	\$ 420	\$ 63	\$ 2,106	\$ 309	Infrastructure - Medium	No	Yes	82
8-Rialto, City of-1	City of Rialto Safe Routes to School Improvements Project	San Bernardino	\$ 8,096	\$ 6,476	\$ 25	\$ 6,451	\$ -	\$ -	\$ 25	\$ -	\$ 85	\$ 6,366	\$ -	Infrastructure - Medium	Yes	Yes	90
8-San Bernardino County Transportation Authority-1	San Sevaive Class I Network Connection	San Bernardino	\$ 18,361	\$ 18,361	\$ 1,500	\$ 3,075	\$ 13,786	\$ -	\$ 1,500	\$ 1,500	\$ 1,575	\$ 13,786	\$ -	Infrastructure - Large	Yes	No	85
8-Montclair, City of-3	North Montclair Active Transportation Implementation Project	San Bernardino	\$ 34,712	\$ 27,770	\$ 800	\$ 2,000	\$ -	\$ 24,970	\$ 800	\$ 2,000	\$ -	\$ 24,970	\$ -	Infrastructure - Large	Yes	No	84
8-Needles, City of-1	City of Needles Sidewalk Improvement Project	San Bernardino	\$ 3,350	\$ 3,350	\$ 152	\$ 369	\$ 2,829	\$ -	\$ 74	\$ 369	\$ 78	\$ 2,460	\$ 369	Infrastructure - Small	Yes	Yes	83
8-Yucca Valley, City of-1	Yucca Valley Pedestrian Enhancements and Transit Access Project	San Bernardino	\$ 8,523	\$ 6,819	\$ -	\$ 6,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,819	\$ -	Infrastructure - Medium	Yes	Yes	83
8-San Bernardino County Transportation Authority-2	Highland/Redlands Regional Connector	San Bernardino	\$ 18,010	\$ 15,901	\$ 15,901	\$ -	\$ -	\$ -	\$ -	\$ 90	\$ -	\$ 15,811	\$ -	Infrastructure - Large	Yes	Yes	81
8-San Bernardino, City of-1	City of San Bernardino SRTS/Sidewalk Gap Connectivity Project	San Bernardino	\$ 3,015	\$ 1,960	\$ 16	\$ -	\$ 141	\$ 1,803	\$ 16	\$ 88	\$ 53	\$ 1,803	\$ -	Infrastructure - Small	Yes	Yes	80
8-San Bernardino, City of-2	City of San Bernardino Safe Routes to School Connectivity Plan	San Bernardino	\$ 285	\$ 285	\$ 285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285	Plan	Yes	Yes	78

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8-Montclair, City of-1	City of Montclair SRTS Active Transportation Improvement Project	San Bernardino	\$ 4,808	\$ 4,108	\$ -	\$ -	\$ 4,108	\$ -	\$ -	\$ -	\$ -	\$ 4,108	\$ -	Infrastructure - Medium	Yes	Yes	76.5
8-Rialto, City of-2	Rialto Safe Routes to School Plan Update	San Bernardino	\$ 833	\$ 833	\$ 833	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 833	Plan	Yes	Yes	69
8-Victorville, City of-2	Mojave Drive Complete Streets Improvement Project	San Bernardino	\$ 3,177	\$ 3,053	\$ 470	\$ -	\$ -	\$ 2,583	\$ -	\$ -	\$ 470	\$ 2,583	\$ -	Infrastructure - Small	Yes	No	67.5
8-Apple Valley, Town of-2	Bear Valley Road Bike and Pedestrian Connectivity Project	San Bernardino	\$ 4,466	\$ 4,466	\$ 714	\$ 3,752	\$ -	\$ -	\$ -	\$ 389	\$ 325	\$ 3,752	\$ -	Infrastructure - Medium	Yes	No	64
8-Apple Valley, Town of-1	Phoenix Academy Safe Routes to School Pedestrian Connection Project	San Bernardino	\$ 3,447	\$ 3,447	\$ 675	\$ 2,772	\$ -	\$ -	\$ -	\$ 325	\$ 350	\$ 2,772	\$ -	Infrastructure - Small	Yes	Yes	64
8-Rancho Cucamonga, City of-3	Haven Avenue Complete Streets Project	San Bernardino	\$ 44,606	\$ 39,966	\$ 896	\$ 15,499	\$ -	\$ 23,571	\$ 896	\$ 1,232	\$ 14,267	\$ 23,571	\$ -	Infrastructure - Large	Yes	No	63
8-Victorville, City of-3	City of Victorville's Active Transportation Plan	San Bernardino	\$ 375	\$ 350	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350	Plan	Yes	No	57
8-Rancho Cucamonga, City of-2	SW DAC & Cucamonga Creek Trail SRTS Improvements Project	San Bernardino	\$ 5,507	\$ 4,861	\$ 945	\$ 184	\$ 3,732	\$ -	\$ 183	\$ 184	\$ 94	\$ 3,732	\$ 668	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	54
8-Adelanto, City of-1	Adelanto Safe Route to School Bartlett Avenue Pedestrian Improvements (SRTS)	San Bernardino	\$ 3,500	\$ 3,464	\$ 144	\$ 292	\$ 3,028	\$ -	\$ 144	\$ 292	0	\$ 3,028	\$ -	Infrastructure + Non-Infrastructure - Small	Yes	Yes	53
8-Victorville, City of-1	Ridgecrest Road Improvements	San Bernardino	\$ 948	\$ 753	\$ -	\$ 753	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 753	\$ -	Infrastructure - Small	Yes	No	44
8-Rancho Cucamonga, City of-1	Hermosa Avenue Corridor Complete Street Project (HACCS)	San Bernardino	\$ 2,893	\$ 2,893	\$ 230	\$ 2,663	\$ -	\$ -	\$ 115	\$ 115	\$ -	\$ 2,663	\$ 338	Infrastructure - Small	Yes	No	37
8-Victorville, City of-4	La Paz Drive Improvements	San Bernardino	\$ 684	\$ 629	\$ -	\$ 629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 629	\$ -	Infrastructure - Small	Yes	No	28
8-Yucaipa, City of-1	Oak Glen Road Widening Phase II	San Bernardino	\$ 1,110	\$ 972	\$ 972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 972	\$ -	Infrastructure - Small	No	Yes	25
8-San Bernardino County-1	Santa Ana River Trail - Phase IV Reaches B&C	San Bernardino	\$ 13,417	\$ 11,088	\$ 11,088	\$ -	\$ -	\$ -	\$ -	\$ 1,819	\$ 900	\$ 8,369	\$ -	Infrastructure - Large	Yes	Yes	24
11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	San Diego	\$ 2,502	\$ 2,502	\$ 385	\$ -	\$ 2,117	\$ -	\$ 35	\$ 350	\$ -	\$ 2,117	\$ -	Infrastructure - Small	Yes	No	94
11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	San Diego	\$ 2,600	\$ 2,322	\$ 248	\$ 90	\$ 1,985	\$ -	\$ -	\$ 248	\$ 90	\$ 1,985	\$ -	Infrastructure - Small	Yes	Yes	90
11-Vista, City of-2	Emerald Drive Complete Streets Project	San Diego	\$ 15,162	\$ 13,212	\$ 13,212				\$ -	\$ -	\$ -	\$ 13,212	\$ -	Infrastructure - Large	Yes	No	89
11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	San Diego	\$ 8,924	\$ 5,681	\$ 5,681	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,681	\$ -	Infrastructure - Medium	Yes	No	83
11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	San Diego	\$ 20,386	\$ 17,458	\$ 17,253	\$ 205	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,253	\$ 205	Infrastructure + Non-Infrastructure - Large	Yes	Yes	81
11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate5	San Diego	\$ 8,680	\$ 4,000	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	Infrastructure - Medium	No	Yes	78
11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	San Diego	\$ 13,497	\$ 13,427	\$ 500	\$ 1,430	\$ 11,497	\$ -	\$ 500	\$ 1,430	\$ -	\$ 11,497	\$ -	Infrastructure - Large	Yes	Yes	76
11-Vista, City of-3	City of Vista Active Transportation Plan	San Diego	\$ 752	\$ 752	\$ 752	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 752	Plan	Yes	No	72
11-Vista, City of-4	W. Bobier Drive Complete Streets Project	San Diego	\$ 4,752	\$ 3,952	\$ -	\$ 210	\$ 3,742	\$ -	\$ -	\$ 210	\$ -	\$ 3,742	\$ -	Infrastructure - Medium	Yes	Yes	71
11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	San Diego	\$ 3,607	\$ 2,854	\$ 127	\$ 652	\$ -	\$ 2,075	\$ 127	\$ 308	\$ 344	\$ 2,016	\$ 59	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	66
11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	San Diego	\$ 21,217	\$ 2,240	\$ 190	\$ 2,050	\$ -	\$ -	\$ 190	\$ 2,050	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	No	63
11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	San Diego	\$ 1,714	\$ 1,363	\$ 1,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,253	\$ 110	Infrastructure + Non-Infrastructure - Small	Yes	Yes	56
11-Vista, City of-1	Townsite Complete Streets Phase II	San Diego	\$ 7,880	\$ 6,304	\$ 640	\$ -	\$ -	\$ 5,664	\$ 40	\$ 600	\$ -	\$ 5,664	\$ -	Infrastructure - Medium	Yes	No	54

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11-San Diego, City of-1	Oak Park Branch Trail Project	San Diego	\$ 5,000	\$ 4,975	\$ 450	\$ 4,525	\$ -	\$ -	\$ 200	\$ 250	\$ -	\$ 4,525	\$ -	Infrastructure - Medium	Yes	No	50
11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	San Diego	\$ 9,910	\$ 7,877	\$ 108	\$ 638		\$ 7,131	\$ 108	\$ 264	\$ 374	\$ 7,071	\$ 60	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	41
11-Carlsbad, City of-1	Terramar Area Complete Streets Project	San Diego	\$ 19,670	\$ 14,970	\$ 14,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,970	\$ -	Infrastructure - Large	Yes	No	31
4-San Francisco County Transportation Authority-1	Yerba Buena Island Multi-Use Path	San Francisco	\$ 93,651	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	Infrastructure - Large	Yes	Yes	85
4-San Francisco Municipal Transportation Agency-1	Howard Streetscape Project	San Francisco	\$ 49,435	\$ 18,691	\$ 18,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ 691	Infrastructure + Non-Infrastructure - Large	Yes	Yes	83
4-Presidio Trust-1	Bay Area Ridge Trail Improvement Project	San Francisco	\$ 1,194	\$ 1,100	\$ -	\$ 1,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100	\$ -	Infrastructure - Small	No	No	40
10-Stockton, City of-1	Citywide Stockton Bicycle-Pedestrian Connectivity Project – W. 8th St./Manthey Rd./Houston Ave. Phase	San Joaquin	\$ 16,267	\$ 12,851	\$ 449	\$ 1,797	\$ 270	\$ 10,335	\$ 449	\$ 1,797	\$ 270	\$ 10,335	\$ -	Infrastructure - Large	Yes	Yes	96
10-Stockton, City of-3	Main and Market Complete Streets Phase II	San Joaquin	\$ 24,751	\$ 18,265	\$ 3,247	\$ -	\$ 15,018	\$ -	\$ -	\$ 3,247	\$ -	\$ 15,018	\$ -	Infrastructure - Large	Yes	Yes	90.5
10-Stockton, City of-2	Downtown Walkability and Bikeability	San Joaquin	\$ 15,204	\$ 12,011	\$ 950	\$ 1,817	\$ -	\$ 9,244	\$ 950	\$ 1,742	\$ 75	\$ 9,244	\$ -	Infrastructure - Large	Yes	No	90.5
10-Lathrop, City of-2	East Lathrop Bicycle and Pedestrian Enhancements	San Joaquin	\$ 24,740	\$ 24,740	\$ 1,763	\$ 2,708	\$ -	\$ 20,269	\$ 1,763	\$ 2,644	\$ 64	\$ 20,269	\$ -	Infrastructure - Large	Yes	Yes	89.5
10-San Joaquin County-1	Boggs Tract Sustainable Transportation Improvements	San Joaquin	\$ 5,531	\$ 4,425	\$ 140	\$ 4,285	\$ -	\$ -	\$ 10	\$ 110	\$ 20	\$ 4,285	\$ -	Infrastructure - Medium	Yes	Yes	85
10-San Joaquin County-2	Burkett Garden Acres Sidewalk Improvements	San Joaquin	\$ 4,389	\$ 3,511	\$ 27	\$ 3,484	\$ -	\$ -	\$ -	\$ -	\$ 27	\$ 3,484	\$ -	Infrastructure - Medium	Yes	Yes	82
10-Manteca, City of-1	Citywide Active Transportation Gap Closure & SRTS Improvements Project	San Joaquin	\$ 32,072	\$ 27,029	\$ 994	\$ 26,035	\$ -	\$ -	\$ 869	\$ 1,617	\$ -	\$ 24,418	\$ 125	Infrastructure + Non-Infrastructure - Large	Yes	No	77.5
10-San Joaquin County-3	Thornton Community Improvements	San Joaquin	\$ 4,105	\$ 3,079	\$ 86	\$ 525	\$ 2,468		\$ 86	\$ 450	\$ 75	\$ 2,468	\$ -	Infrastructure - Medium	Yes	Yes	66
10-San Joaquin County-4	Country Club Boulevard Active Transportation Improvements	San Joaquin	\$ 2,108	\$ 2,108	\$ 150	\$ 225	\$ 1,733	\$ -	\$ 150	\$ 225	\$ -	\$ 1,733	\$ -	Infrastructure - Small	Yes	No	53.5
10-Tracy, City of-1	East Schulte Safety and Multimodal Community Corridor	San Joaquin	\$ 6,648	\$ 5,075	\$ -	\$ -	\$ 5,075	\$ -	\$ -	\$ -	\$ -	\$ 5,075	\$ -	Infrastructure - Medium	No	Yes	53
10-San Joaquin Regional Rail Commission-2	Lodi and North Lathrop Stations Project	San Joaquin	\$ 62,314	\$ 9,374	\$ 9,374	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,180	\$ 194	Infrastructure + Non-Infrastructure - Large	Yes	No	46
5-San Luis Obispo County-1	SLOCOG Safe Routes for All	San Luis Obispo	\$ 5,896	\$ 4,926	\$ 1,088	\$ 700	\$ -	\$ 3,138	\$ 200	\$ 500	\$ 200	\$ 3,138	\$ 888	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	87
4-Half Moon Bay, City of-1	Kelly Avenue Complete Streets Project	San Mateo	\$ 11,365	\$ 11,365	\$ 1,000	\$ -	\$ -	\$ 10,365	\$ 500	\$ 500	\$ -	\$ 10,365	\$ -	Infrastructure - Large	Yes	Yes	76
4-Belmont, City of-1	The Alameda de Las Pulgas (ADLP) Corridor Enhancement Project	San Mateo	\$ 16,800	\$ 17,996	\$ -	\$ 17,996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,996	\$ -	Infrastructure - Large	Yes	Yes	67.5
4-San Bruno, City of-1	Huntington Avenue Bicycle and Pedestrian Improvements Project Segment 2	San Mateo	\$ 5,650	\$ 5,000	\$ -	\$ 5,000	0	0	\$ -	\$ -	\$ -	\$ 5,000	\$ -	Infrastructure - Medium	Yes	No	64
5-Santa Barbara, City of-2	Lower Eastside Community Connectivity Active Transportation Plan Implementation Project	Santa Barbara	\$ 43,772	\$ 43,334	\$ 3,075	\$ 1,872	\$ -	\$ 38,387	\$ 3,075	\$ 1,522	\$ 350	\$ 38,387	\$ -	Infrastructure - Large	Yes	Yes	91
5-Santa Ynez Band of Chumash Indians-1	Santa Ynez Valley Active Transportation Regional Connector	Santa Barbara	\$ 57,850	\$ 1,629	\$ 1,629	\$ -	\$ -	\$ -	\$ 1,629	\$ -	\$ -	\$ -	\$ -	Infrastructure - Large	Yes	Yes	90
5-Santa Barbara, City of-1	Castillo Street Undercrossing Bicycle and Pedestrian Facility Improvements Project	Santa Barbara	\$ 13,776	\$ 13,637	\$ 1,000	\$ 1,013	\$ -	\$ 11,624	\$ 1,000	\$ 735	\$ 278	\$ 11,624	\$ -	Infrastructure - Large	Yes	Yes	86
4-Milpitas, City of-1	Milpitas Citywide Safe Routes to School Improvements Project	Santa Clara	\$ 4,287	\$ 3,787	\$ 100	\$ 350	\$ 3,337	\$ -	\$ 100	\$ 350	\$ -	\$ 3,337	\$ -	Infrastructure - Medium	Yes	Yes	75
4-Santa Clara, City of-1	Pruneridge Avenue Bicycle and Pedestrian Improvements	Santa Clara	\$ 9,743	\$ 9,743	\$ 982	\$ -	\$ 8,761	\$ -	\$ 182	\$ 800	\$ -	\$ 8,761	\$ -	Infrastructure - Medium	Yes	No	72
4-Los Gatos, Town of-1	Highway 17 Bicycle and Pedestrian Overcrossing	Santa Clara	\$ 29,000	\$ 23,200	\$ 23,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,200	\$ -	Infrastructure - Large	Yes	Yes	72

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4-Gilroy, City of-1	City of Gilroy Bicycle & Pedestrian Action Plan (BPAP)	Santa Clara	\$ 817	\$ 817	\$ 817	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 817	Plan	Yes	No	59
4-Gilroy, City of-2	Regional Monterey Road Corridor Multi-modal Improvements Project	Santa Clara	\$ 21,952	\$ 21,952	\$ 890	\$ 1,972	\$ -	\$ 19,090	\$ 890	\$ 1,972	\$ -	\$ 19,090	\$ -		Infrastructure - Large	Yes	No	52.5
5-Santa Cruz County Regional Transportation Commission-1	Powering Up Safety: A Scalable E-Bike Education Program	Santa Cruz	\$ 2,094	\$ 2,094	\$ 2,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,094		Non-Infrastructure	Yes	No	90
5-Santa Cruz County-1	Holohan Road Active Transportation Gap Closure Project	Santa Cruz	\$ 3,355	\$ 2,684	\$ 175	\$ 300	\$ -	\$ 2,209	\$ 175	\$ 300	\$ -	\$ 2,209	\$ -		Infrastructure - Small	Yes	Yes	79
5-Regents of the University of Santa Cruz-1	UCSC Bike/Pedestrian Main Entrance to Core "Slug Wiggle" Corridor Improvement	Santa Cruz	\$ 3,470	\$ 3,440	\$ 924	\$ 2,516	\$ -	\$ -	\$ 210	\$ 235	\$ 40	\$ 2,516	\$ 439		Infrastructure + Non-Infrastructure - Small	Yes	No	78
2-Redding, City of-2	Victor Avenue North Improvement Project	Shasta	\$ 16,637	\$ 13,307	\$ -	\$ 1,047	\$ 12,260	\$ -	\$ -	\$ 297	\$ 750	\$ 12,066	\$ 194		Infrastructure + Non-Infrastructure - Large	Yes	Yes	94
2-Shasta Lake, City of-1	Link Shasta Active Transportation Network	Shasta	\$ 44,792	\$ 35,829	\$ 3,387	\$ 1,580	\$ 1,250	\$ 29,612	\$ 3,387	\$ 1,580	\$ 1,250	\$ 29,418	\$ 194		Infrastructure + Non-Infrastructure - Large	Yes	Yes	91
2-Redding, City of-1	Hilltop Improvement Project	Shasta	\$ 13,614	\$ 10,888	\$ -	\$ 311	\$ 25	\$ 10,552	\$ -	\$ 311	\$ 25	\$ 10,358	\$ 194		Infrastructure + Non-Infrastructure - Large	Yes	Yes	89
2-Pit River Tribe-1	Tóóloł itthú manikcan (All My Children) Walking and Biking Network	Shasta	\$ 35,636	\$ 35,636	\$ 2,499	\$ 6,566	\$ 26,571	\$ -	\$ 2,311	\$ 3,466	\$ 3,100	\$ 26,571	\$ 188		Infrastructure + Non-Infrastructure - Large	Yes	Yes	87
4-Solano County-1	Benicia Road Complete Streets Project Phase 2	Solano	\$ 2,152	\$ 1,630	\$ 224	\$ -	\$ 1,406	\$ -	\$ 56	\$ 168	\$ -	\$ 1,406	\$ -		Infrastructure - Small	Yes	Yes	93
4-Rio Vista, City of-1	Airport Road and Church Road Bike and Pedestrian Improvement Project	Solano	\$ 7,013	\$ 6,713	\$ 249	\$ -	\$ 6,464		\$ 249	\$ 497	\$ -	\$ 5,967	\$ -		Infrastructure - Medium	Yes	No	83
4-Vacaville, City of-1	Vaca Valley Parkway/I-505 Multimodal Improvement Project	Solano	\$ 38,428	\$ 10,250	\$ 10,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 250		Infrastructure + Non-Infrastructure - Large	Yes	Yes	79.5
4-Benicia, City of-1	ATP Cycle 7 Safe Routes to School (SR2S) Improvements	Solano	\$ 2,730	\$ 2,162	\$ 186	\$ 1,976	\$ -	\$ -	\$ 4	\$ 174	\$ 8	\$ 1,976	\$ -		Infrastructure - Small	No	Yes	61
4-Suisun City, City of-1	McCoy Creek Trail Phase 3 Improvements Project	Solano	\$ 4,951	\$ 4,951	\$ 70	\$ 700	\$ 4,181	\$ -	\$ 50	\$ 700	\$ 20	\$ 4,181	\$ -		Infrastructure - Medium	Yes	Yes	58
4-Sonoma County-2	Moorland Pedestrian and School Access Project	Sonoma	\$ 8,203	\$ 6,563	\$ 1,425	\$ 770	\$ 4,368	\$ -	\$ 1,425	\$ 770	\$ -	\$ 4,368	\$ -		Infrastructure - Medium	Yes	No	81
4-Sonoma County-1	Donald Gap Medium Sized Infrastructure - Active Transportation	Sonoma	\$ 4,606	\$ 3,495	\$ -	\$ 3,495	\$ -	\$ -	\$ -	\$ -	\$ 50	\$ 3,445	\$ -		Infrastructure - Medium	Yes	No	80
4-Santa Rosa, City of-1	North Dutton Avenue Complete Streets Improvements	Sonoma	\$ 2,515	\$ 2,315	\$ 25	\$ 60	\$ 2,230	\$ -	\$ 25	\$ 50	\$ 10	\$ 2,230	\$ -		Infrastructure - Small	Yes	Yes	65.5
10-Stanislaus Council of Governments-1	Church Street Mobility Enhancement Project	Stanislaus	\$ 9,744	\$ 7,795	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -		Infrastructure - Medium	Yes	Yes	96
10-San Joaquin Regional Rail Commission-1	Ceres and Modesto Stations Project	Stanislaus	\$ 34,566	\$ 30,896	\$ 30,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,702	\$ 194		Infrastructure + Non-Infrastructure - Large	Yes	No	84.5
10-Modesto, City of-1	Encina-Lincoln Bike Path	Stanislaus	\$ 14,980	\$ 11,500	\$ 500	\$ -	\$ -	\$ 11,000	\$ -	\$ 500	\$ -	\$ 11,000	\$ -		Infrastructure - Large	Yes	Yes	83
10-Waterford, City of-3	Waterford Safe Routes to School Project - Welch Street	Stanislaus	\$ 948	\$ 948	\$ 60	\$ 888	\$ -	\$ -	\$ 5	\$ 55	\$ 40	\$ 848	\$ -		Infrastructure - Small	Yes	Yes	73
10-Waterford, City of-2	City of Waterford Active Transportation Plan	Stanislaus	\$ 450	\$ 450	\$ 450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450		Plan	Yes	Yes	66
10-Waterford, City of-1	Waterford Safe Routes to School Project - Washington Road	Stanislaus	\$ 889	\$ 889	\$ 60	\$ 829	\$ -	\$ -	\$ 5	\$ 55	\$ 40	\$ 789	\$ -		Infrastructure - Small	Yes	Yes	66
10-Ceres, City of-1	MORROW VILLAGE PEDESTRIAN SAFETY IMPROVEMENTS	Stanislaus	\$ 8,779	\$ 8,779	\$ 25	\$ 400	\$ 8,354	\$ -	\$ 25	\$ 400	\$ -	\$ 8,354	\$ -		Infrastructure - Medium	Yes	Yes	59
3-Yuba City, City of-1	El Margarita Road Safe Routes to School Project	Sutter	\$ 3,587	\$ 3,176	\$ 465	\$ 2,711	\$ -	\$ -	\$ 66	\$ 266	\$ 133	\$ 2,711	\$ -		Infrastructure - Medium	Yes	Yes	90
3-Yuba City, City of-2	Yuba City Union Pacific Railroad (UPRR) Corridor Conversion Project Phase One	Sutter	\$ 21,370	\$ 21,157	\$ 13,860	\$ -	\$ 7,297	\$ -	\$ 1,980	\$ 11,880	\$ 7,297	\$ -	\$ -		Infrastructure - Large	Yes	No	83
6-Visalia, City of-2	Highland Community Connectivity Project	Tulare	\$ 7,194	\$ 5,470	\$ 520	\$ -	\$ -	\$ 4,950	\$ -	\$ -	\$ -	\$ 4,950	\$ 520		Infrastructure + Non-Infrastructure - Medium	Yes	Yes	98

**California Transportation Commission
2025 Active Transportation Program
All Scores by County
November 1, 2024**

6-Visalia, City of-4	Beyond Bike Lanes - Elevating Santa Fe Street	Tulare	\$ 14,424	\$ 11,390	\$ 520	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ 520	Infrastructure + Non-Infrastructure - Large	Yes	No	96.5
6-Visalia, City of-3	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$ 34,608	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
6-Tulare County-2	Cutler-Orosi Bicycle and Pedestrian Connectivity Improvements Project	Tulare	\$ 17,464	\$ 13,796	\$ -	\$ 3,982	\$ -	\$ 9,814	\$ -	\$ 1,562	\$ 2,420	\$ 9,814	\$ -	Infrastructure - Large	Yes	Yes	93
6-Tulare, City of-1	West Inyo Avenue (SR-137) Complete Streets Project	Tulare	\$ 15,000	\$ 11,550	\$ 150	\$ 550	\$ -	\$ 10,850	\$ 150	\$ 250	\$ 300	\$ 10,850	\$ -	Infrastructure - Large	Yes	Yes	92.5
6-Tulare County-1	Strathmore Connectivity and Safety Improvements	Tulare	\$ 9,987	\$ 7,889	\$ -	\$ 1,651	\$ -	\$ 6,238	\$ -	\$ 800	\$ 851	\$ 6,238	\$ -	Infrastructure - Medium	Yes	Yes	91
6-Tulare County-3	Earlimart Multi-Modal and Safety Enhancement Project	Tulare	\$ 16,000	\$ 12,640	\$ -	\$ 1,900	\$ -	\$ 10,740	\$ -	\$ 1,400	\$ 500	\$ 10,740	\$ -	Infrastructure - Large	Yes	Yes	87
6-Dinuba, City of-1	Dinuba Sidewalk Gap Closure Project	Tulare	\$ 2,990	\$ 2,691	\$ 153	\$ 2,538	\$ -	\$ -	\$ 18	\$ 135	\$ -	\$ 2,538	\$ -	Infrastructure - Small	Yes	Yes	70
6-Visalia, City of-1	Washington Community Connectivity Project	Tulare	\$ 6,483	\$ 4,854	\$ -	\$ -	\$ 4,854	\$ -	\$ -	\$ -	\$ -	\$ 4,854	\$ -	Infrastructure - Medium	Yes	Yes	64
6-Exeter, City of-1	Exeter Pedestrian Bicycle Network SR 65 Safety Improvement Project	Tulare	\$ 3,440	\$ 3,229	\$ 477	\$ -	\$ 2,751	\$ -	\$ 96	\$ 381	\$ -	\$ 2,751	\$ -	Infrastructure - Small	Yes	Yes	40.5
10-Sonora, City of-1	Sonora Moves - Downtown Plaza and Regional Connectivity	Tuolumne	\$ 3,494	\$ 3,494	\$ 335	\$ -	\$ 355	\$ 2,804	\$ 335	\$ 275	\$ 80	\$ 2,804	\$ -	Infrastructure - Small	Yes	No	93
10-Groveland Community Services District-1	Phase 2: Hetch Hetchy Railroad Trail (HHRT)	Tuolumne	\$ 9,999	\$ 9,999	\$ 349	\$ 697	\$ -	\$ 8,954	\$ 349	\$ 697	\$ 250	\$ 8,704	\$ -	Infrastructure - Medium	Yes	No	74
7-Ventura, City of-1	Eastside Neighborhood Greenway Project	Ventura	\$ 8,667	\$ 8,667	\$ 280	\$ 1,870	\$ 6,517	\$ -	\$ 280	\$ 1,130	\$ 740	\$ 5,667	\$ 850	Infrastructure - Medium	Yes	Yes	86
7-Oxnard, City of-1	Transforming Oxnard towards Active Transportation	Ventura	\$ 900	\$ 900	\$ 900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	Plan	Yes	Yes	77
7-Thousand Oaks, City of-1	Route 23/Olsen Road Bike Improvements	Ventura	\$ 826	\$ 726	\$ -	\$ 726	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 726	\$ -	Infrastructure - Small	No	No	71
3-West Sacramento, City of-1	Sacramento Avenue Complete Street Project	Yolo	\$ 125,396	\$ 11,288	\$ 923	\$ -	\$ 6,151	\$ 4,214	\$ 923	\$ 6,151	\$ 4,214	\$ -	\$ -	Infrastructure - Large	Yes	No	92
3-Yolo County-1	Yolo County - SR 128/I-505 Interchange/Russell Blvd. - Active Transportation Program Improvements	Yolo	\$ 16,503	\$ 13,703	\$ -	\$ 176	\$ 13,527	\$ -	\$ -	\$ -	\$ 176	\$ 13,527	\$ -	Infrastructure - Large	Yes	Yes	75
3-Woodland, City of-1	City of Woodland Bike and Pedestrian Connectivity Project	Yolo	\$ 9,552	\$ 7,632	\$ -	\$ 7,632	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,632	\$ -	Infrastructure - Medium	Yes	Yes	74
3-Yuba County-3	Olivehurst Elementary & Yuba Gardens Intermediate – SR2S Project	Yuba	\$ 14,649	\$ 11,572	\$ 1,323	\$ -	\$ 10,249	\$ -	\$ 391	\$ 782	\$ -	\$ 10,249	\$ 150	Infrastructure + Non-Infrastructure - Large	Yes	Yes	94
3-Yuba County-1	Fleming Way - Safe Routes to Schools Project	Yuba	\$ 5,048	\$ 3,988	\$ 3,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,988	\$ -	Infrastructure - Medium	Yes	Yes	89
3-Yuba County-2	Linda Elementary School – Safe Routes to School Project	Yuba	\$ 14,308	\$ 11,303	\$ 11,303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ 11,196	\$ 88	Infrastructure + Non-Infrastructure - Large	Yes	Yes	84

Abbreviations, Acronyms, and Initialisms			
CON	Construction Phase	PS&E	Plans, Specifications & Estimates Phase
DAC	Disadvantaged Community		
NI	Non-Infrastructure	R/W	Right-of-Way Phase
PA&ED	Environmental Phase	SRTS	Safe Routes to School Project

**California Transportation Commission
2025 Active Transportation Program
Quick Build
(\$1,000s)**

Application ID	Project Title	Implementing Agency	County	Total Project Cost	ATP Funding	24-25	25-26	26-27	27-28	28-29	PA&ED	PS&E	R/W	CON	CON NI	DAC	SRTS	Final Score
4-Berkeley, City of-QB1	Adeline Street Quick-Build Project	City of Berkeley	Alameda	\$ 1,041,000	\$ 922,000	\$ 922	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 922	\$ -	N/A	N/A	89
4-Albany, City of-QB1	Kains and Adams Quick-Build Bikeway Project	City of Albany	Alameda	\$ 1,243,000	\$ 938,000	\$ -	\$ -	\$ 938	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 938	\$ -	N/A	N/A	78
7-Los Angeles County-QB1	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	Los Angeles County Public Works	Los Angeles	\$ 803,000	\$ 803,000	\$ -	\$ 33	\$ 127	\$ 643	\$ -	\$ 5	\$ 140	\$ -	\$ 658	\$ -	N/A	N/A	84
7-Los Angeles County-QB3	West Carson Pedestrian Safety Project	Los Angeles County Public Works	Los Angeles	\$ 1,175,000	\$ 1,175,000	\$ 27	\$ 238	\$ 910			\$ 2	\$ 210	\$ -	\$ 963	\$ -	N/A	N/A	82
7-Los Angeles County-QB2	East Los Angeles Pedestrian Enhancements Project	Los Angeles County Public Works	Los Angeles	\$ 1,525,000	\$ 1,525,000		\$ 101	\$ 798	\$ 626		\$ 1	\$ 271	\$ -	\$ 1,253	\$ -	N/A	N/A	80
8-San Bernardino, City of-QB1	City of San Bernardino Rectangle Rapid Flashing Beacons Installation Project	City of San Bernardino	San Bernardino	\$ 399,000	\$ 399,000	\$ 20	\$ 379	\$ -	\$ -	\$ -	\$ 5	\$ 15	\$ -	\$ 379	\$ -	N/A	N/A	74
5-Regents of the University of California, Santa Cruz-QB1	UCSC Quick-Build - "Slug Wiggle" Bike/Pedestrian Corridor Improvement	University of California, Santa Cruz	Santa Cruz	\$ 647,000	\$ 562,000	\$ -	\$ 562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ -	N/A	N/A	69
4-Santa Rosa, City of-QB1	Cleveland Avenue Road Diet/Protected Bike Lanes	City of Santa Rosa	Sonoma	\$ 411,000	\$ 396,000	\$ 172	\$ 224	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 396	\$ -	N/A	N/A	78

Abbreviations, Acronyms, and Initialisms			
CON	Construction Phase	PS&E	Plans, Specifications & Estimates Phase
DAC	Disadvantaged Community		
NI	Non-Infrastructure	R/W	Right-of-Way Phase
PA&ED	Environmental Phase	SRTS	Safe Routes to School Project

**5. Congestion Mitigation Air Quality
(CMAQ) & Surface Transportation
Block Grant (STBG) 2025 Call for
Projects Draft Guidelines
Presentation by ICTC Staff**



**IMPERIAL COUNTY
TRANSPORTATION COMMISSION**

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Fact Sheet

I. INFORMATION CALENDAR

- A. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2025 Call for Projects Guidelines:** Below is a detailed description of programs, funding availability, and program milestones.

Congestion Mitigation and Air Quality Improvement (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federally-funded program that provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (i.e., non-attainment areas), and for areas that were out of compliance but have now met the standards (i.e., maintenance areas). The CMAQ program is designed to create a balanced program of transportation projects that improve air quality and the flow of traffic. Major emphasis is placed on projects that support alternative modes of transportation, reduce PM-10 emissions, and improve the flow of traffic.

The table below summarizes the CMAQ funds anticipated to be available for programming for the two-year period FFY 2026-2027 – 2027/2028.

FFY 2026-2027	FFY 2027/2028	TOTAL
\$1,876,594.82	\$1,913,902.88	\$3,790,497.70

Surface Transportation Block Grant Program (STBG)

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

The table below summarizes the STBG funds anticipated to be available for programming for the two-year period FFY 2026/2027- 2027/2028:

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

FFY 2026/27	FFY 2027/28	TOTAL
\$3,765,915.59	\$3,851,531.39	\$7,617,446.98

ICTC staff is currently updating the ICTC 2025 Call for Projects Guidelines for both STBG and CMAQ Programs to ensure compliance with SCAG CMAQ/STBG Guidelines. Program Guidelines highlight eligible and ineligible project types as well as an overview of each program and submittal instructions. Funding availability is projected for FFY2026/2027 thru FFY2027/2028. The Call for Projects is open to all cities, the County of Imperial, transit agencies, county transportation commissions and federally recognized Tribal governments. Below is the proposed Call for Projects implementation schedule for both CMAQ and STBG.

Call for Projects Schedule:

2025 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
January 23, 2025 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2025 SCAG CMAQ & STBG Guidelines
February 27, 2025 (Thursday)	TAC approves the draft 2025 ICTC CMAQ & STBG Guidelines
February 27, 2025 (Thursday)	SCAG CMAQ/STBG Workshop
March 12, 2025 (Wednesday)	Management Committee reviews and approves the 2025 ICTC CMAQ & STBG Guidelines
March 26, 2025 (Wednesday)	ICTC reviews and approves the 2025 ICTC CMAQ & STBG Guidelines
March 31, 2025 (Monday)	SCAG Call for Projects begins. The Approved 2025 ICTC and SCAG CMAQ & STBG Guidelines and SCAG application document is posted on the ICTC website
May 16, 2025 (Friday)	SCAG Call for Projects ends. Project applications deadline is 5:00 pm. <i>Applications are submitted directly to SCAG via application portal.</i>
May 19, 2025 (Monday)	ICTC Project selection evaluation begins
June 19, 2025 (Thursday)	ICTC Application Scoring and Ranking Documentation Due to ICTC.
June 26, 2025 (Thursday)	Project selection process ends (ICTC staff generates list of projects recommended for funding based on TAC member evaluation and ranking). TAC members will meet to complete the ranking process
July 9, 2025 (Wednesday)	Management Committee reviews and approves project selection
July 23, 2025 (Wednesday)	ICTC Board Reviews and approves project selection recommendation
July 31, 2025 (Thursday)	Member agencies Executed Resolutions (for match commitment) due to ICTC
August 1, 2025 (Friday)	ICTC submits Project Recommendation to SCAG



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

STBG/CMAQ

PROGRAM GUIDELINES

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STBG/CMAQ PROGRAM OVERVIEW

The Congestion Mitigation and Air Quality Improvement program (CMAQ) and Surface Transportation Block Grant program (STBG) Program Guidelines, scheduled for adoption by the SCAG Regional Council in February 2025, establish the framework for project selection and allocation of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the CMAQ and STBG programs.

BACKGROUND

Planning and programming actions for federal formula funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council (RC)-approved Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), as well as Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. The RTP/SCS is developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the state of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) emissions and criteria air pollutant (CAP) emissions. The RTP/SCS that is currently in effect is [Connect SoCal 2024](#), adopted by the SCAG RC in April 2024.

The [FTIP](#) is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution. The FTIP applicable to the current call for project nominations is the [2025 FTIP](#), which was federally approved on December 16, 2024. The 2027 FTIP will be in effect by mid-December 2026.

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

GUIDELINES DEVELOPMENT PROCESS

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination has included bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also be hosting workshops open to all eligible applicants related to these guidelines in spring 2025.

PROJECT SELECTION PROCESS

FUNDING AVAILABILITY

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. The current call for project nominations will primarily make funding available from apportionments for federal fiscal year (FFY) 2026-27 and FFY 2027-28. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a subsequent congressional reauthorization or continuing resolution.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, deobligations, OA loan repayments, and set-aside for SCAG-selected regional planning activities that would support planning priorities led by SCAG and/or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG-CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. These and other administrative processes will be further detailed in SCAG's Administrative Programming Procedures for federal transportation funds. Additionally, use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of CMAQ and STBG funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

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

STBG and CMAQ funding are subject to the Timely Use of Funds provisions outlined in Assembly Bill (AB) 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

FEDERAL FISCAL YEAR	2026-27	2027-28
OBLIGATION DEADLINE	9/30/2029	9/30/2030

CALL FOR PROJECT NOMINATIONS

ROLES AND RESPONSIBILITIES

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

The county transportation commissions are responsible for developing their Project Prioritization Framework which will guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please see Appendix A for more information regarding the CTC Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. This provision may not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer may need to coordinate with the county transportation commission regarding roles and responsibilities as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review Caltrans information [*Factors to Consider Before Applying for Federal Funds*](#). This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise (DBE) participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

ELIGIBLE PROJECTS

Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

[STBG Federal Guidance](#)

[CMAQ Federal Guidance](#)

Consistent with RTP/SCS Goals and Strategies and Federal Performance Measure Goals, projects should be used for activities that are related to the following primary project categories **and have a clear transportation nexus**:

Tier 1 Regional Priorities

1. **Clean Transportation** – zero emission vehicles/buses, infrastructure, and equipment.
2. **Climate Resilience** – projects to address climate change impacts on transportation infrastructure.
3. **Transit and Multimodal Integration** – support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to CMAQ new project limitation), microtransit, fare subsidies. Transit/rail safety and security projects.
4. **Transportation Demand Management (TDM)** – TDM activities to reduce Single-Occupancy Vehicle (SOV) use including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
5. **Transportation System Management and Goods Movement** – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Tier 2 Regional Priorities

1. **Complete Streets** – Complete streets projects to enable safe use and mobility for all users.
2. **Natural Lands Preservation** – projects that support the preservation of and access to natural lands.
3. **System Preservation** – projects that maintain existing transportation systems and facilities.

Examples of projects that may fall into each of these primary project categories are included in Appendix B. These primary project categories were derived from the [Connect SoCal Goal Areas and Strategies](#). The tiers were established based on the [2024-25 SCAG Presidential Priorities and Objectives](#) which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The climate resilience primary project category is included in Tier 1 in light of recent wildfire events across the region.

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highways Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend some projects be funded with a combination of CMAQ and STBG funds in an effort to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency in order to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. Toll credits are eligible to be used as match for STBG and CMAQ funds, which can increase the federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ

funds. More information regarding matching funds is outlined in [Caltrans’ Local Assistance Procedures Manual \(LAPM\) Chapter 3: Project Authorization](#).

Applicants should also consult their county transportation commissions for the possibility of additional matching requirements which may be incorporated as part of their Project Prioritization Framework.

APPLICATION PROCESS

Through the Call for Project Nominations process, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with SCAG RTP/SCS Goals and Strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement which will be evaluated at the project level. SCAG strongly encourages applicants to direct focused outreach and engagement to priority populations within their respective counties as part of project development.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission’s Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG’s consideration during final project selection.

PROJECT SELECTION MILESTONES	DATE*
GUIDELINE ADOPTION	February 6, 2025
WORKSHOPS	February-March 2025 (Exact Dates TBD)
PROJECT NOMINATIONS APPLICATION OPENS FOR LOCAL AGENCIES	March 31, 2025
LOCAL AGENCY PROJECT NOMINATION APPLICATIONS SUBMISSION DEADLINE	May 16, 2025 at 5pm
CTC PROJECT PRIORITIZATION PACKAGES DEADLINE	August 1, 2025 at 5pm
REGIONAL COUNCIL AWARDS FUNDING	November 6, 2025

**Actual dates subject to change*

REGIONAL PROJECT EVALUATION

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

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with adopted RTP/SCS. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.

2. **Scoring Criteria:** Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix B for more information.	20 Points
<p>Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management Areas:</p> <ul style="list-style-type: none"> • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management (TAM) • Transit System Safety <p>Please refer to Appendix C for more information. Please also refer to Section 7 of the Connect SoCal 2024 Performance Monitoring Technical Report for additional information.</p>	20 Points
Equity: Assessment of project benefits that advance transportation equity. Please refer to Appendix D for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	10 Points

The review committee will score each project using the criteria outlined in Appendix E.

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

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest

to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

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

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

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

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

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

APPROVED PROJECTS, FEDERAL PROGRAMMING, MONITORING, AND FTIP MANAGEMENT

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming RTP/SCS. Therefore, projects that require modeling and/or inclusion in an RTP/SCS amendment may not be programmed until conformity

requirements are met. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines and [Chapter 3 of the LAPM](#). Local agencies should work with their county transportation commission to program approved funds in the FTIP. For additional FTIP information, please refer to the latest adopted [2025 FTIP Guidelines](#) approved by the SCAG Regional Council in November 2023.

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans [LAPM](#) and [Exhibits](#). All projects approved for STBG and CMAQ funds must obligate by the obligation deadline. Delays, advancements, and scope changes are subject to SCAG approval.

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, CTCs, local jurisdictions, and transit operators to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and OA balances.

APPENDIX A

CTC PROJECT PRIORITIZATION FRAMEWORK

The county transportation commissions will each develop a Project Prioritization Framework outlining how projects nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to have supplemental questions included as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and general SCAG call for project nomination process to maximize project impact and advance collaborative policy goals.

At minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

1. **Eligibility:** County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **County Priorities:** County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
3. **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
 - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development etc.; and/or
 - Endorsement by a community-based organization representing Priority Equity Communities.
4. **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's CEO and/or governing

board. A draft copy of the project prioritization framework for SCAG comment/concurrence should be provided by March 24, 2025. County transportation commissions will be required to provide SCAG with a final copy of the Framework and documentation of CEO and/or governing board approval.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing Board or CEO. Additionally, county transportation commissions will be required to publish the approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

CTC PROJECT PRIORITIZATION PACKAGES

After completing the CTC Prioritization, county transportation commissions shall submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the CTC CEO (and/or governing board) prior to submission to SCAG. Project prioritization packages must include the following elements:

1. **CTC Project Nomination List:** complete list of eligible project nominations received for STBG and/or CMAQ funds identifying the CTC prioritization designation according to approved Project Prioritization Framework.
2. **CEO or Governing Board Approval:** letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
3. **Outreach Documentation:** materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework.

APPENDIX B

PROJECT EXAMPLES BY CATEGORY

These primary project categories were derived from the [Connect SoCal Goal Areas and Strategies](#). The tiers were established based on the [2024-25 SCAG Presidential Priorities and Objectives](#) which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The climate resilience primary project category is included in Tier 1 in light of recent wildfire events across the region. Examples of projects that may fall into each of these primary project categories include, but are not limited to the following:

Tier 1 Regional Priorities

1. Clean Transportation

- Government-owned non-transit zero emission fleets
- Publicly available zero-emission vehicle fueling/charging infrastructure and equipment
- Zero emission bus capital purchase
- Charging/fueling infrastructure and equipment for zero emission buses
- Medium and heavy duty zero emission conversion

2. Climate Resilience

- Climate adaptation/resiliency plans
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
- Climate change resilience/adaptation projects eligible under CMAQ and STBG guidance

3. Transit and Multimodal Integration

- Transit plans
- Public Transportation Agency Safety Plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit/rail facilities – new/rehab/replacement
- Transit/rail safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Micro-transit
- Operations (subject to CMAQ new-project limitations)
- Free or reduced fare programs
- Fare integration programs
- Transit signal priority
- Bus stop/transit station improvements
- Universal basic mobility
- Mobility hubs

4. Transportation Demand Management (TDM)

- Parking – Park and Rides, parking pricing
- Ridesharing - vanpool coordination

- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

5. Transportation System Management and Goods Movement

- Freight/goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, Toll, Bus-Only)
- Managed lanes conversions (HOV, Toll, Bus Only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail
- Interchange reconfigurations
- Signal synchronization
- ITS elements

Tier 2 Regional Priorities

1. Complete Streets

- Complete Streets plans
- Active transportation plans
- Local roadway safety plans
- Bicycle and pedestrian facilities and programs – including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

2. Natural Lands Preservation

- Wildlife crossings
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions
- Eligible recreational trail projects including maintenance and restoration of existing trails
- Bike and pedestrian access to open space/parkland

3. System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

APPENDIX C

FEDERAL PERFORMANCE MANAGEMENT AREAS

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management (PM) packages:

- PM 1: Transportation System Safety
- PM 2: Pavement and Bridge Condition (National Highway System)
- PM 3: National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three PM packages, federal performance measures and reporting requirements were also established for Transit Asset Management (TAM) and Transit System Safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics may not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management 1 - Transportation System Safety

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities and serious injuries

Performance Management 2 - National Highway System Pavement and Bridge Condition

- Percentage of Interstate System pavement in 'Good' Condition
- Percentage of Interstate System pavement in 'Poor' Condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Performance Management 3 - National Highway System (NHS) Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Performance Management 3 - Freight Movement

- Interstate System truck travel time reliability (truck travel time reliability index)

Performance Management 3 - CMAQ Program

- Annual hours of peak hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM 2.5, Ozone, CO)
- Percent of Non-Single Occupancy Vehicle (non-SOV) mode share

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA TERM scale

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Additional information is available in FHWA's [Transportation Performance Management Implementation Plan](#) and [FTA's Performance Management webpage](#).

APPENDIX D

EQUITY

Priority Populations

For the purpose of this program, SCAG uses the term “priority populations” to refer to populations in the definition of SCAG Priority Equity Communities *and* other “equity areas” that are established and defined. Resources for examples are listed below.

[SCAG Priority Equity Communities](#)

[CalEnviroscreen 4.0](#)

[Caltrans Transportation Equity Index](#)

[Climate and Economic Justice Screening Tool \(Justice40\)](#)

[USDOT Equitable Transportation Community Explorer](#)

[Native American Tribal Lands](#)

Supplemental Equity Resources

As part of the SoCal Connect 2024 Equity Analysis Technical Report, the following strategies have been determined to contribute to advancing equitable transportation in the SCAG region:

- Access improvements to everyday destinations for priority populations (jobs, retail, parks, school, health care).
- Improvements to mobility options for priority populations.
- Improvements to walking and biking conditions for priority populations and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads and railyards.
- Grade separations to improve safety for priority populations.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for priority populations, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for priority populations, that minimize impacts outside of the immediate project area.
- Reduction of heavy- and/or medium-duty truck volumes through communities with identified priority populations.

APPENDIX E

DETAILED SCORING RUBRIC

CTC Prioritization	
Prioritized in the CTC list as Highly Recommended	50 Points
Prioritized in the CTC list as Recommended	40 Points
Prioritized in the CTC Contingency List	20 Points
Not recommended	0 Points
Regional Priorities	
Project identified as part of Tier 1 Regional Priorities Program Categories: <ul style="list-style-type: none"> Clean Transportation Climate Resilience Transit and Multimodal Integration Transportation Demand Management Transportation System Management and Goods Movement 	20 Points
Projects identified as part of Tier 2 Regional Priorities Program that can also demonstrate a systems approach to identifying and managing needs by means of: <ul style="list-style-type: none"> A transportation-specific climate resilience/adaptation plan A pavement management plan/program A complete streets plan/program/policy 	15 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: <ul style="list-style-type: none"> Complete Streets Natural Lands Preservation System Preservation 	10 Points
Projects identified as neither Tier 1 or Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	
Project supports multiple federal performance management areas OR demonstrates significant improvement in one FPM area, as confirmed by general responses, and project specific data is available in the current project development phase for multiple federal performance categories	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses and project specific data is available in the current project development phase	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet).	10 Points
Project implementation abstractly supports at least one federal performance management area, but cannot be confirmed by general responses and there is no current or future planned project specific data available.	5 Points
Project does not support any federal performance management areas	0 Points
Equity	
Proposed project includes four or more project attributes that advance transportation equity	10 Points

Proposed project includes one to three project attributes that advance transportation equity	5 Points
Proposed project does not include any project attributes that advance transportation equity	0 Points
Air Quality Improvements	
<i>Cost Effectiveness Relative to Similar Projects*</i>	
75-100 percentile	8 Points
50-74 percentile	6 Points
25-49 percentile	4 Points
1-24 percentile	2 Points
Does not address cost effectiveness	0 Points
<i>PM2.5 Reduction Relative to ALL Projects</i>	
Top 50% of PM2.5 Reducing Projects	2 Points
Below top 50% of PM2.5 Reducing Projects	0 Points

**If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted*

6. Caltrans Updates/ Announcements

Presentation by Caltrans Staff

California Department of Transportation



To: ICTC Commission

Date: January 2025

From: ANN FOX
Caltrans District 11 Director

Subject: **DISTRICT DIRECTOR'S REPORT**

CONSTRUCTION: **CURRENT PROJECTS:**

1. SR-111 Roadside Improvements:

- Construction started February 2024; all contract work completed.
- This project will be implementing improvements at various locations on SR-111 between Heber Rd and Niland.
- The scope includes upgrading guardrail, ADA curb ramps and rumble strip installations. The project cost is estimated at \$11 million.
- An additional electrical cabinet requested by IID. Contract acceptance expected by the end of February.

- #### **2. 11-2N167: IMP-86-PM 50.46/52.43 right before Exit Salton Drive/Air Park Drive: HM-3 Bridge Preservation.**
- Polyester concrete overlay, apply methacrylate, joint seals and re-stripe. Currently in construction, expected to be completed by February 2025.

COMPLETED PROJECTS IN 2024:

- SR-98 Widening Project.
- I-8 Roadside Safety Improvements.
- All Imperial County Clean California Projects.
- IMP-8-PM R3.7/48: HM-1 Pave Preservation Ramp Project.
- I-8, SR-78 Bridge Rehab at Various Locations: 4 Bridges along I-8 and 2 on SR-78 at Palo Verde
- 11-2N194: IMP-8-PM R74.5/R83.2 – right before Exit 159 Blythe Ogilby Road

UPCOMING PROJECTS:

3. **11-29420: Intersection widening and Installation of Traffic Signals** (Permit Project) at SR-86 and Dogwood Road. Currently in Design phase with a tentative Construction date by mid-2025. Coordination with County of Imperial.
4. **FY 23/24 Major HM Projects** that are currently advertised and scheduled to start mostly Job Order Contracts:
 - 11-2N178: IMP-8-PM 0/10: HM-1: Pavement Preservation - Microsurfacing. Micro-surfacing, Cold Plane AC Pavement, Place RHMA-G, Striping. Start of construction in August 2025.
 - 11-2N197: IMP-111-PM 23.5/32.1: HM-1: Pavement Preservation at Various Locations. Cold plane, HMA-A, RHMA-G, Microsurfacing, pavement markings and restriping. Start of construction in Spring 2025.
 - 11-2N204: IMP-8-PM R36.4/R39.5 and SD-8-PM 2.9/11.7: HM4 Safety Project – Install rumble strips and pavement markings. Start of construction Spring 2025. Awarded in October 2024.

5. **FY 24/25 Major HM projects:**

- 11-2N230: IMP-86-PM 4.5/8.5 and 20.4/21.39. HM-1 Pavement Preservation – Microsurfacing, pavement marking and striping, rumble strips and shoulder backing. In design phase, RTL at December 2024, in construction at July 2025.
- 11-2N147: IMP-111-PM 50.56/52.43. HM-3 Bridge Preservation. Repair two culvert boxes/bridges. In design phase, RTL in September 2024, in construction in March 2025.
- 11-2N226: IMP-98 PM 0/57: HM4 Safety Project. Place rumble strips and pavement delineation. In design phase, RTL in December 2024, in construction in July 2025.
- 11-2N225: IMP-78-PM 0/34 and SD-78 PM 16/95. HM4 Safety Project. Install rumble strips and place pavement delineation. In design phase, RTL in December 2024, in construction in July 2025.

6. **11-2N228: IMP-78-PM 0/13. HM-1 Pavement Preservation.**

Place Microsurfacing, rumble strips, and pavement delineation. In design phase, RTL in December 2024, in construction on July 2025.

7. **11-2N176: Microsurfacing Ramps at IMP-8-PM R50.3/R96.7.**

Pavement Preservation. Microsurfacing, RHMA-G, shoulder backing, striping, install signs at ramps. This project completes all of the ramps along IMP-8. Start construction on August 2025.

STAKEHOLDER ENGAGEMENT:

1. **Imperial County Lithium Valley Specific Plan**

- Engage with County of Imperial, identify areas of priorities and establish collaborative efforts between agencies.

2. **Torres Martinez Desert Cahuilla Indians**

- Active engagement with Torres Martinez for improvements at SR-86 and Black Diamond Road. Including long range transportation plan inquiries to County of Imperial.

3. City of Calexico

- Caltrans staff and Calexico City staff met on 1/17/25 to go over the short-term alternative and conduct a field visit at key intersections along SR-111 and SR-98.

4. Caltrans Small Business Liaison Community Outreach

- Caltrans staff to visit Imperial County on Feb 12th to engage with the community and attend ICTC management meeting.

PROJECT DELIVERY

1. SR-186 All-American Canal Bridge:

- This project proposes to construct a new bridge over the All-American Canal to 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. Preliminary design of bridge, roadway realignment and temporary detour road are underway, as well as environmental studies.
- Project Milestones: Project Approval/Environmental Clearance by 03/2025.
- Categorical Exclusion/Categorical Exemption (Environmental Document) was approved on January 2025. The Project Report will be finalized by March 2025.

2. **11-43154: ADA Curb Ramps & Complete Streets Project on SR-115, SR-86 and SR-111.** Currently in PA&ED phase. Begin design by late 2025. Coordination with City of El Centro, City of Calipatria and City of Holtville. Review of the project plans during the Design phase will be required by Union Pacific Rail Road.

3. **11-43140 IMP 98 30.9-39.7: Pavement Rehabilitation.** Currently in PA&ED phase. Begin Design by February 2026.

MAINTENANCE AND TRAFFIC OPERATIONS

1. El Centro Traveled Way Crew – Fence repair: I-8/SR-111, Sealing intersections: SR-86, Litter control: I-8 east of Ocotillo.



2. El Centro Functional/Marking Crew – Sign/Landscape maintenance, Litter control: SR-86/S. Marina Drive.



3. Midway Traveled Way Crew – Ditch cleaning/fence repair: SR-98 east of Barbara Worth Road.



4. Brawley Traveled Way Crew – Sweeping/brush control

Crack sealing-SR-111/Rutherford Road, Ditch cleaning: SR-98 JEO Dogwood Rd.



5. SR-86/Customs & Border Protection (CBP) Checkpoint Expansion:

- AECOM has submitted a revised concept plan with a standard acceleration lane from the secondary inspection facility and it has been approved.
- The environmental studies are being prepared by ICTC/CBP and will be sent to Caltrans District 11 Staff for review. Caltrans will assist ICTC in coordinating upcoming meetings.

On May 2024, Caltrans placed this project on hold until ICTC/CBP elects to proceed with the environmental process.

PLANNING AND LOCAL ASSISTANCE

CURRENT PROJECTS:

1. Feasibility Studies: District 11 Truck Parking and Medium/Heavy Duty ZEV Charging Station Site Assessment –

- The purpose of this study is to identify potential sites, assess site feasibility, and develop conceptual planning plans for four future truck parking facilities and Medium Duty/Heavy Duty (MD/HD) Zero Emission (ZEV) charging and fueling stations in

San Diego and Imperial counties primarily along corridors identified by the Senate Bill (SB) 671 Clean Freight Corridor Efficiency Assessment.

- The study will also support regional and local efforts to advance MD/HD ZEV including the San Diego and Imperial County Sustainable Freight Implementation Strategy
- Feasibility Study: A feasibility study supporting this effort was completed in July 2024.
- Timeline: The Project Initiation Document (PID) to be completed by June 2026.

2. **Calexico East Land Port of Entry Joint Operations Systems-**

- Objective: This project aims to develop a concept for a joint operation system at the Calexico East Port of Entry (POE), which will introduce the first land POE appointment system for commercial vehicles.
- System Features: The system will enable commercial vehicle operators to schedule appointments for designated crossing windows based on current border conditions.
- Pilot Program: This pioneering application will initially be tested with commercial vehicles and may later be expanded to passenger vehicles.
- Scalability: If successful, the pilot could be scaled to other POEs and potentially implemented at both northern and southern border POEs across the United States.
- Feasibility Study: A feasibility study to support this effort was completed in July 2024.
- Timeline: The Project Initiation Document (PID) to be completed by June 2026

3. Calexico Travel Corridor Improvements (11-43220):

- Calexico West POE – Mobility, Operational Improvements, Complete Streets, and Traffic Signals.
- This study includes one long-term alternative, one short-term alternative and a no build option.
- The long-term alternative (alt 4) includes.
 - The re-alignment of 2nd St to grade-separate Mexico bound traffic from local traffic.
 - A new pedestrian bridge.
 - Curb ramps, crosswalks enhancements at 9th and 10th St, pedestrian push buttons at 2nd St, and additional guide signs where needed.
 - ITS infrastructure has been put into place to inform users on border wait time on both Calexico East and West.
 - Proposed bus stop at W 5th St for eastbound direction on SR-111 PM R0.55.
- The short-term alternative (alt 5) includes the full implementation of the 2019 Traffic Circulation Plan.
- An interim minor project is being implemented to accelerate delivery of the proposed improvements.
 - SR-111/2nd Street- Installation of pedestrian push buttons and conversion of East Bound 2nd Street through lane to a shared left turn-through lane (which would provide two left-turn lanes for East Bound 2nd Street to North Bound SR-111 traffic).
 - 4 new curb ramps and crosswalk markings at SR-111 and Cole Rd.

COMPLETED PROJECTS:

- **Project Study Report: Forrester Road Improvements**

Caltrans Past & Upcoming Events:

Past Events:

- | | |
|--------------------------------------|--|
| August 14th, 2024 | 20 th Annual Procurement and Resource Fair at our District Office Courtyard from 9:00am to 12:00am. |
| October 1st, 2024 | Disparity Study Public Engagement Session at 9:30am and 5:30pm |
| October 30th, 2024 | Local Assistance Day Statewide Webinar from 8:30am to 11:30am. |

Upcoming Events:

- | | |
|-----------------------------------|--|
| April 3rd, 2025 | Imperial Valley Procurement and Resource Fair. |
|-----------------------------------|--|

January 31, 2025 – DEADLINE for Federal Fiscal Year (FFY) 24/25 Requests for Authorization!

Funding Requests for Authorization (RFA) during this federal fiscal year will be **late after January 31, 2025.**

Any agency missing this deadline must immediately contact the assigned Caltrans Imperial Area Engineer, Alejandro Lopez-Rangel (858-229-1721) or Frank Safaie (619-985-2444), to further coordinate any pending RFA submittal. Send any RFA packages as soon as possible to prevent delivery failures.

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

Unique Entity Identifier (UEI) Renewal!

For every Local Agency, the Unique Entity Identifier (UEI) expires annually and on different dates.

An Agency must reverify on the [SAM.gov](https://sam.gov) website 4-6 weeks before a UEI expires. No Requests for Authorization will be processed if a UEI is flagged as invalid.

Holtville and Calexico must renew UEI registration. City staff could check [SAM.gov](https://sam.gov) for instructions. Agencies confirming a UEI, please click this UEI *SmartSheet* link below, and enter information in the yellow columns –

<https://app.smartsheet.com/b/publish?EQBCT=339b738857f44033b2e7d9a95742c38d>

For assistance, please call either one of the Caltrans Imperial Area Engineers: Frank Safaie 619-985-2444 or Alejandro Lopez-Rangel 858-229-1721.

March 14, 2025 – Deadline for California Transportation Commission (CTC) Requests

Please see link below to review the schedule of deadlines and prepare requests for California Transportation Commission (CTC) approval during the May 15-16, 2025, CTC meeting –

https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/2025_external_preparation_schedule.pdf

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

Friday, **March 14, 2025**, is the final deadline (for that May 15-16, 2025, CTC meeting).

For assistance, please contact the assigned Caltrans Local Area Engineer: Frank Safaie 619-985-2444 or Alejandro Lopez-Rangel 858-229-1721.

Bridge Investment Program (BIP)

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.

Fiscal Year BIP Funding	Planning Application Deadline	Bridge Project Application Deadline
FY 2025	October 1, 2024	November 1, 2024
FY 2026	October 1, 2025	November 1, 2025

The deadline for **Large Bridge Project Grant Applications** to be uploaded to [Grants.gov](https://www.grants.gov) is August 1, 2025, for consideration of FY 2026 funds.

Further details are available at this link – [BIP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration \(dot.gov\)](#)

U.S. Department of Transportation (USDOT) Grant Opportunities

The USDOT website provides a DOT Discretionary Grants Dashboard, which is a great tool that your local agency can use to find grant opportunities in various areas such as: Strengthening Mobility and Revolutionizing Transportation (SMART), Rural Opportunities to Use Transportation for Economic Success (ROUTES), and Federal Transit Administration (FTA) grant programs, just to name a few. In the link provided below, you can filter for your agency specifics to narrow down grant opportunities. Directions, deadlines, and links to apply are here – <https://www.transportation.gov/grants>

Key Notices of Funding Opportunity (NOFO)

To provide stakeholders with more visibility on upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFO) for key programs. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

A couple of key programs and their deadlines:

- * **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
 - 1) **FY 2025: 1/30/2025**
 - 2) **FY 2026: 1/13/2026**
- * **Rural and Tribal Assistance Pilot Program – April 3, 2025**
[Rural and Tribal Assistance Pilot Program | Build America](#)

Further details are available at this link – [Key Notices of Funding Opportunity | US Department of Transportation](#)

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.

<https://dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi>

Caltrans has edited to the *Local Assistance Procedures Manual (LAPM)* Sections 9.1 through 9.3 to provide improved guidance and consistency with Title VI of the Civil Rights of 1964. These changes impact Local Public Agencies receiving funds through Caltrans from the FHWA.

This *Office Bulletin* linked below has details –

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2024/ob24-06.pdf>

January 23, 2025 – Statewide IJJA Transportation Reauthorization Workgroup Meeting

An Infrastructure Investment Jobs Act (IJJA) Reauthorization Workgroup meets 10 am – 11 am, January 23, 2025. An agenda and list of speakers will be posted prior to the meeting. [Register on WebEx](#) to receive access.

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



United States
Department of Transportation

FY 2025 RAISE Notice of Funding Opportunity \$1.5 Billion Available



Transportation.gov
U.S. Department of Transportation

Having trouble viewing this email? [View it as a Web page.](#)

FY 2025 RAISE NOFO

The U.S. Department of Transportation has published the FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Notice of Funding Opportunity (NOFO).

The NOFO announces the availability of \$1.5 billion to award to surface transportation infrastructure projects with significant local or regional impact. Half of the FY 2025 RAISE funding will go to projects in rural areas and half will go to projects located in urban areas. In addition, projects in a rural area, a historically disadvantaged community, or an area of persistent poverty will be eligible for up to 100 percent federal cost share.

The Department is reducing the burden on all previous applicants, who would otherwise have to revise applications, by evaluating and selecting applications for funding using the same criteria as the FY 2024 RAISE NOFO.

The Department intends to hold two rounds of selections under the [FY 2025 RAISE NOFO](#):

- **Round 1** - A portion of the \$1.5 billion is reserved for [FY 2024 Projects of Merit](#). Those are applications that advanced to the Highly Rated List, but were not selected for award. FY 2024 Projects of Merit must "opt in" for consideration via email by **December 2, 2024**.
- **Round 2** - A portion of the \$1.5 billion is available for all eligible applicants as well as additional funding that may become available for the program under the annual appropriations act. Applications must be submitted via [grants.gov](#) by 11:59 pm eastern on **January 30, 2025**.

For more information on this opportunity:

- See the FY 2025 RAISE NOFO posted on the [RAISE website and grants.gov](#)
- Learn [How to Apply](#)
- Read the [Frequently Asked Questions](#)

- [Register](#) for FY 2025 RAISE webinars using this [link](#). Upcoming webinars include:

Webinar	Date	Time
How to Compete	Monday, December 2 (NEW)	1:00 pm eastern
Location Designations	Thursday, December 12	2:00 pm eastern
How to Prepare a BCA	Tuesday, December 17	2:00 pm eastern
BCA Template + Office Hours	Thursday, December 19	1:00 pm eastern

Please send questions about the RAISE program and this funding opportunity to raisegrants@dot.gov

You are subscribed to DOT email updates.

STAY CONNECTED

Subscriber Services: [Manage Preferences](#)
 Questions for DOT? [Contact DOT](#)



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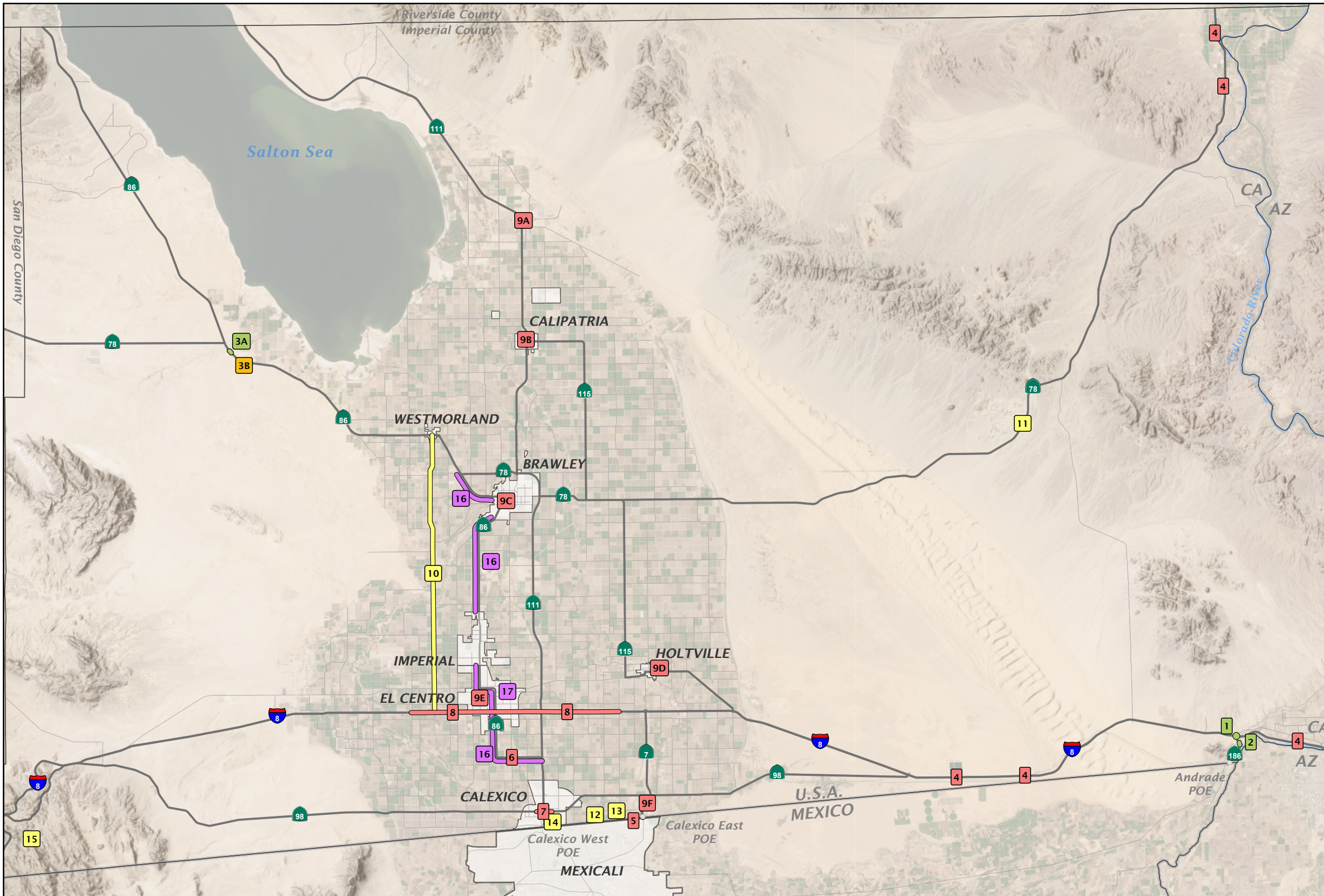
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ENVIRONMENTAL

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

DESIGN

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

CONSTRUCTION

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

PLANNING

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

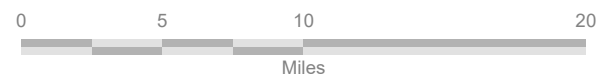
RELINQUISHMENT

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

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



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



 :Project funded by Senate Bill 1

Abbreviations:

GSA: General Services Administration

POE: Port of Entry **60**

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:06/19/2024



Caltrans District 11

Construction Oversight Program Training



Workshop:

Meet and Greet ●

High Level Presentation from Chad Yang, District 11 Construction Oversight Engineer ●

Q&A Time with Chad Yang ●

This program is a service provided by the state to help local agencies maintain compliance and readiness ●

Training Day: January 30, 2025

Location: ICTC Offices
1503 N. Imperial Ave, Suite 104
El Centro CA. 92243

RSVP for this training by calling 760.592.4494 or email cesarbeltran@imperialctc.org

Time: 9:30 a.m. to 12:00 p.m.

7. SCAG Updates

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: January 8, 2025
To: ICTC Committee and Management Meeting
From: David Salgado, Government Affairs Officer (GAO)
Re: **Southern California Association of Government’s (SCAG) Report**

The following is a summary of the SCAG Executive Director’s Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission (ICTC) Management Committee and Regular Commission meeting for the month of JANUARY 2025.

1. December Regional Council Features ‘2024 Southern California Economic Update’

SCAG’s December Regional Council meeting included a presentation of the “2024 Southern California Economic Update,” featuring SCAG’s annual economic reporting, presentations from SCAG’s Economic Roundtable, and in-depth discussion about the state of the economy among Regional Council members.

SCAG Regional Council President and San Bernardino County Supervisor Curt Hagman delivered the opening remarks to the presentation. Kate Gordon, chief executive officer of California Forward, moderated the event, with members of the SCAG Economic Roundtable presenting reports on the overall regional economy, each of SCAG’s six counties, and additional presentations on regional sustainability and economic equity. A round of questions from members of the Regional Council followed the presentations.

SCAG also published the “2024 Southern California Economic Update” in conjunction with the event. SCAG publishes this annual economic update with analysis covering the entire region and specific insight into the economies of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. The “2024 Southern California Economic Update” reviews the past year and highlights economic trends to watch for in the coming year to assist Southern California policymakers in planning for the next 30 years. To read more about the update and download the full report, visit SCAG News.

SCAG looks forward to continuing the conversation at our next event as we keep working toward implementation of the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. Please mark your calendars for the upcoming 2025 Regional Conference and General Assembly on May 1-2, 2025, in Palm Desert.



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

2. SCAG Toolbox Tuesday

January 14, 2025 - 1:00pm - 2:30pm

Join SCAG for a pair of Toolbox Tuesday sessions introducing the SCAG Transportation Safety Predictive Modeling and Analysis Platform, demonstrating how the platform can support local and regional traffic safety planning and data-focused investment decision-making. The platform is based on the CRASH traffic safety data platform developed by the Citian consultant team, who will conduct the demonstrations for these Toolbox Tuesday sessions.

3. 2025 Regional Conference & General Assembly

May 1-2, 2025 - JW Marriott Desert Springs Resort & Spa, Palm Desert, Ca

SCAG will host the 60th annual Regional Conference and General Assembly on May 1-2, 2025, at the JW Marriott Desert Springs Resort & Spa in Palm Desert. Celebrating its diamond anniversary, the 2025 conference is a unique opportunity to gather with other local and regional leaders to collaborate on fundamental issues such as mobility, housing and communities, the environment, and the economy. Subscribe to updates from SCAG for information about registration as we get closer to the event. Please be on the look out for notices regarding selecting your cities representative to the 2025 Regional Conference and General Assembly and contact SCAG GAO David Salgado with any questions.

4. SCAG Hosts First ‘Freight Industry Forum’ to Prepare for the 2028 Summer Olympic and Paralympic Games

On Nov. 20, SCAG hosted the first Freight Industry Forum to gather a diverse set of participants—including the Games Mobility Executive partners, SCAG regional partners, industry stakeholders, and other agency representatives—to discuss the upcoming 2028 Summer Olympic and Paralympic Games. The meeting included overviews of logistics planning for the LA28 Games and lessons learned from past Olympic Games in Paris and London. Industry stakeholders want to ensure that LA28 Games events locations and routes are well understood and that communication is clear before and during the events.

SCAG's Freight Industry Forum will continue to advise during the preparation leading up to the LA28 Games, with the next meeting anticipated for this winter.

5. 2024 Sustainable Communities Program – Active Transportation and Safety Award List Approved

On Dec. 5, the Regional Council approved the 2024 Sustainable Communities Program (SCP) – Active Transportation and Safety Project List and Contingency Project List. The 2024 SCP – Active Transportation and Safety awards include active transportation-related plans and quick-build projects that support the implementation of mobility policies included in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. Projects will be funded through the state’s Active

Transportation Program (ATP) Cycle 7 regional funds, a federal Safe Streets and Roads for All grant, and SCAG matching state funds (to address the ATP Cycle 7 budget cuts). A total of 40 applications were evaluated, with 13 projects selected for funding. Unfortunately, no project applications were submitted for Imperial County. SCAG Staff held numerous presentations and met directly with potential applicants in Imperial County. More information about the 2024 SCP – Active Transportation and Safety Project List and Contingency Project List can be found on SCAG News.

6. SCAG Attends Organizational Session in Sacramento

On Dec. 2, SCAG’s Legislative Team and Executive Director Kome Ajise traveled to Sacramento to represent SCAG while the California State Legislature conducted its “Organizational Session” and swearing-in ceremony.

Of the assemblymembers and senators sworn in, 33 are brand new to the legislature. The next year will be important for building relationships and providing education on the needs of our region.

During this trip, the team met with Senator Catherine Blakespear (D-Encinitas), who is leading the charge to prioritize state funding for the LOSSAN line, Assemblymember Sharon Quirk-Silva (D-Fullerton), who played a central role in protecting the REAP program, and Assemblymember Lori Wilson (D-Fairfield), chair of the Assembly Transportation Committee.

7. ‘Big 4’ State Metropolitan Planning Organizations Gather for SB 375 Discussion

On Nov. 17-18, the California Association of Councils of Government hosted a meeting for executive directors of the state’s “Big Four” metropolitan planning organizations (MPOs) and key members of leadership teams to discuss shared goals for Senate Bill (SB) 375 reform and priorities for the upcoming legislative sessions.

The group also met with executive officers from the California Air Resources Board (CARB), California Transportation Commission, and Caltrans to discuss next steps in working together on SB 375 implementation and potential reform.

MPO representatives emphasized our commitment to climate goals and improving the process without abandoning SB 375 and discussed technical challenges with the current SB 375 process, including modeling, data, and metrics. MPO representatives also expressed concern over the growing cost of these activities and a desire to simplify plan submittal processes to put more funding toward implementation.

The meeting concluded constructively, with an agreement to continue discussions and a commitment from CARB to follow up on next steps regarding a pause in Sustainable Community Strategy guidelines.



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

Following the meetings, SCAG staff had additional conversations with CARB staff on the process for addressing outstanding technical issues regarding CARB’s approval of SCAG’s greenhouse gas (GHG) assessment for the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. Based on these conversations, SCAG will be preparing additional analysis on the plan’s work-from-home assumptions and electric vehicle strategies to further support that the plan would meet GHG targets if implemented.

8. ICTC Updates

Presented by ICTC Staff



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

Memorandum

Date: January 13, 2025
To: ICTC Commission
From: David Aguirre, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Commission on January 22, 2025.

- 1) **CMAQ and STBG Call for Projects:** ICTC in accordance with SCAG guidelines will be implementing a call for projects for the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG). SCAG is anticipated to approve its CMAQ and STBG at its February 2025 Regional Council Meeting. The funding years associated with this call for projects is FFY 2026-27 and FFY 2027-28. ICTC will be updating its program guidelines to incorporate SCAG guideline provisions and is anticipating beginning its call for projects in March 2025. SCAG's anticipated project submittal deadline is May 16, 2025. More information will be shared with all committees and formal guidelines will be adopted by the Commission.
- 2) **Imperial Valley Resource Management Agency receives a Household Hazardous Waste (HHW) program award:** *The HHW program provides Imperial Valley residents with the opportunity to dispose of HHW properly and free of charge. The IVRMA was notified in December that it was awarded the HHW grant for FY 2025/2026 and FY 2026/2027 in the amount of \$100,000. This is the first time that IVRMA has secured this grant. The award will allow IVRMA to continue to provide HHW services to its residents. More information regarding the HHW program, including residential drop-off locations, can be found on the website at <https://www.ivrma.org/programs/household-hazardous-waste-program>.*
- 3) **Calexico East Port of Entry Intermodal Transportation Center:** *ICTC was recently awarded \$12.6 million by the California State Transportation Agency (CalSTA) through its Transit Intercity Rail Capital Program (TIRCP) to acquire, design and construct a transit facility at the Calexico East Port of Entry (POE). The goal of the Calexico East POE Intermodal Transportation Center is to create a transformative transportation hub that integrates various modes of transportation including public transit buses. The facility is anticipated to offer amenities such as shade, seating, bicycle parking, signage, and travel guidance, addressing the current lack of amenities and transportation options for pedestrians crossing the border at the Calexico East POE. Additionally, this project will bring four new zero emission vehicles to provide public transit services to the area. The project will have several phases with an estimated completion date in 2030. ICTC is working with Caltrans Staff on project award document completion. More information to come in the coming months.*
- 4) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to private bus companies, taxis and farm labor buses. ICTC previously received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. The environmental and design phase has been completed. Right of Way Acquisition is underway. ICTC has already acquired 2 of the required

3 properties for the project. The City of Calexico Council approved the commencement of the eminent domain process for two of the required properties. ICTC was recently awarded multiple grants to complete the required construction efforts for the project. ICTC received grant awards from the Regional Early Action Planning (REAP) 2.0, Active Transportation Program (ATP) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Programs. Due to the anticipated State budget deficit, REAP 2.0 funding may be impacted. SCAG is working to ensure that the REAP 2.0 funding is not negatively impacted. ICTC is working with SCAG to identify possible alternative funding sources in the interim.

It is anticipated that the project will start construction in February 2025. The project is currently in the construction phase and bids were received in the month of December 2024. The proposed contract award is included in the January 2025 Commission Agenda.

- 5) **Imperial Mexicali Binational Alliance (IMBA):** *The IMBA Strategic Planning and regular meetings were held on January 9, 2025, in the City of Mexicali at the CDEM Offices. The rotation of Chair and Vice-Chair was done during Strategic Planning. Our 2025 Chair is Abel Graciano representing the Mexicali side and Vice-Chair is David Aguirre from ICTC representing the Imperial County Region. The next IMBA is scheduled to be held in Imperial County on March 13, 2025.*
- 6) **Electronic Fare Payments:** ICTC is currently pursuing the implementation of an electronic fare payment system to its fixed route transit services. The system would allow all of its fixed route buses to take card payments in addition to its existing cash payment system. ICTC is working on securing the grant funds to implement this project. **More information to come in the coming months.**
- 7) **Reap 2.0 – Subregional Partnership Program:** ICTC was awarded a total of \$274,133 in funding from the Reap 2.0 Subregional Partnership Program to provide technical support to our local agencies with housing planning and to facilitate housing production. ICTC has notified each of our member agencies about the funding availability. Several cities have expressed interest in the funding and staff is working with each of the agencies to further evaluate their proposed projects. *Potential projects have been identified and ICTC is working on next steps with the proposed agencies and SCAG. This item is included in the January 2025 Commission Agenda.*
- 8) **Calexico Microtransit Service – Calexico On Demand:** ICTC submitted a grant application for the Clean Mobility Options (CMO) program in October of 2020. The grant application was submitted to provide a clean energy microtransit service in the city of Calexico. In early 2021, ICTC was notified of its grant award of \$1 Million to fund the pilot microtransit service. The microtransit service currently operates as an on-demand service available to provide trips to the general public within the boundaries of the city of Calexico. The award required that ICTC fund and operate the service for a minimum of 4 years. ICTC partnered with Via Transportation, an experienced transportation operator to operate the service. ICTC and Via began the development of the project including service criteria, marketing information, and operational criteria. ICTC obtained approval from the CMO program to commence the service. ICTC kicked off the service on January 9th, 2023. Further information about the service can be viewed on the website: <https://city.ridewithvia.com/calexico-ondemand>. ICTC was awarded an additional \$500,000 to be utilized for operations of the service and additional service hours through the CMO program in late 2023. *ICTC was recently awarded a grant from the Low Carbon Transit Operations Program in the amount of \$520k to continue funding operations for the service. ICTC was also able to secure an additional grant through the CMO program to continue funding the service. ICTC also received an additional funding commitment to further continue the service beyond the current grant funding received.*
- 9) **Active Transportation Program, Cycle 7:** The California Transportation Commission (CTC) has released the Active Transportation Program (ATP) guidelines as of March 22, 2024. Approximately \$568 Million funding will be available for fiscal years 2025/26 through 2028/29 statewide. Applications were due to the CTC by June 17, 2024. Imperial County applicants were asked to submit a copy of their applications to the Imperial County Transportation Commission (ICTC). For a copy of the adopted ATP guidelines please refer to Active Transportation Program Guidelines directly at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>.

In addition, only applicants that submit applications to the statewide ATP will be eligible for Regional ATP funds.

Imperial County anticipates approximately \$1.1 million in ATP Cycle 7 Regional Funds will be available for all applicants that are not successful in the statewide call. There might also be additional funding available for quick build type projects. ICTC staff have developed an ATP factsheet for reference to both funding opportunities. Also, the Regional Active Transportation Plan adopted by ICTC is a valuable resource for agencies seeking funding through ATP Cycle 7. The document outlines priorities for each jurisdiction within Imperial County and was developed with significant input from the public. This input likely reflects the needs and preferences of the local community, making it a valuable tool for agencies seeking to align their grant proposals with the region's priorities. The ATP document is on the ICTC website at https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-ATP_Final-Document_2022.02.28_Reduced-Size.pdf

ICTC received correspondence indicating five (5) applications for the Imperial County Region. Applications were submitted by the City of El Centro, Imperial County Office of Education, Heber Public Utility District, City of Calipatria and City of Holtville.

As a result of the State of California's budget deficit the ATP program overall funding was reduced significantly. Funding was anticipated to be \$568 Million overall but was ultimately reduced to approximately \$168 Million. Also, because of the budget deficit and associated cuts, the anticipated Imperial County Regional Share was reduced to approximately \$300k. The CTC has released the scoring for all submitted projects. The Imperial County Region was not awarded a statewide award; however, statewide applications will be eligible for regional share consideration. Of the five Imperial County projects, the highest scoring project was submitted by the Imperial County Office of Education. It is anticipated the recommendation for the award will be presented to all ICTC committees in late January and February 2025. Formal project nomination is anticipated to take place in February 2025.

- 10) **2024 Local Partnership Program, Cycle 5:** The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program (LPP) as a program to reward and incentivize local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The program is implemented by the California Transportation Commission (CTC). The CTC adopted the 2024 LPP Program Cycle 5 Guidelines on August 15-16, 2024. As a result of the adoption of the Cycle 5 Guidelines the Call for Projects has opened. The LPP Grant funds require a one-to-one match. The Imperial County Region's estimated allocation amount for FY 2025/26 is \$524million and \$520 million for FY2026/27 for a total of \$1,044 million. There is also a competitive program that is administered by the CTC. Guidelines for the program can be found at <https://catc.ca.gov/-/media/ctc-media/documents/programs/senate-bill-1/2-bi-4-12-draft-2024-lpp-competitive-guidelines-red-line-v8.pdf>

In the past call for projects, ICTC staff proposed options to TAC members for the distribution of the LPP funds. The distribution calculations proposed were Option 1- Population and Maintained Mileage Based Distribution and Option 2- Using a Flat Distribution in addition to Population and Maintained Mileage Distributions. The proposed distribution is similar to the Local Transportation Authority (LTA) formula distribution.

On August 22, 2024, the TAC committee members reviewed and ultimately recommend Option 2 to be forwarded to the Commission for approval and to authorize ICTC to open the Call for Projects for the Local Partnership Formulaic Program Cycle 5. On August 28, 2024, the Commission approved TACs recommendation. *The Competitive Call for Projects for the CTC opened on August 16, 2024, with a deadline of November 20, 2024, for submittal to the CTC. All agencies with the exception of the city of Westmorland were able to submit a project to the CTC for consideration. The projects are currently being reviewed by the CTC for final implementation. Project Allocations will take place in the coming months as needed by the cities/county.*

- 11) **Bus Stop Improvement Project:** Staff are working on developing a bus stop improvement project across multiple cities throughout the county. The project consists of installing various bus shelters and potentially other amenities. ICTC will be coordinating with the various cities to complete the development. ICTC released the Request for Proposals for design services for the project. ICTC is looking to begin design services soon and have construction take place within FY23-24/FY24-25. The contract was awarded at the April Commission meeting. ICTC has already participated in a kickoff meeting with the consultant and all of the effected agencies. The project design is ongoing and is anticipated to be completed in the next few months. ICTC obtained additional funding to incorporate additional bus stop locations. The new location designs are being incorporated into the

overall project design. **The 65% percent improvement plans have been completed and were distributed to participating agencies. ICTC has received agency comments, and the comments have been forwarded to the consultant for incorporation into the project improvement plans.**

- 12) **Imperial County EV Charging Infrastructure Feasibility Study:** ICTC recently submitted a grant application under the Carbon Reduction Program (CRP) to prepare a Countywide EV Charging Infrastructure Feasibility Study. The project will aim to identify strategic locations within the county for EV Charging Infrastructure. Caltrans is currently developing a similar project for locations along State facilities. **Staff is currently working on the development of the Scope of Work for the project to proceed to the issuance of a Request for Proposals. Staff reviewed the proposed SOW with the ICTC TAC to obtain additional feedback. Staff is anticipating releasing the RFP in the coming weeks.**
- 13) **ICTC/IVT Operations and Maintenance Facility:** ICTC staff has engaged with the proposed property owner’s representative about ICTC’s interest in the property. ICTC has also communicated with the city of El Centro regarding action items that would need to take place to facilitate the goal of the project. ICTC has also communicated with grant agencies and our Zero Emission Bus Plan engineering consultant to develop a preliminary site plan of the proposed improvements. Next steps include executing a Letter of Intent with the property owner, continuing coordination with the city of El Centro, and to begin conducting the required environmental studies like a Phase 1 Site Assessment. ICTC will also continue to work on grant opportunities to fund the acquisition of the property. *A preliminary site plan has been prepared and was shared with the commission. ICTC was recently informed that it had received a funding commitment for the completion of the design/environmental phases of the project. ICTC is working towards completing a phase 1 site assessment for the proposed site. ICTC has obtained NEPA clearance from the FTA for the acquisition of the project. Further processes will be required to obtain clearance from the FTA.*
- 14) **Community Project Funding/Congressionally Directed Spending (CPFCDs):** ICTC recently received an award of 4.1 million dollars to be utilized towards the Calexico Intermodal Transportation Center Project. The project has already received awards from the RAISE, ATP and REAP 2.0 programs. We would like to thank our local, State and Federal Partners and Congressman Raul Ruiz for their continued support of the project, ICTC and the Imperial County. ICTC would also like to congratulate the cities of Imperial and El Centro, the County of Imperial and the Imperial Irrigation District on their awards. ICTC will continue to work with all the awardees to ensure that their projects are programmed to enable the use of the project funding. *IID has completed its project with the assistance of the city of Holtville.*
- 15) **Surface Transportation Block Grant Program (STBG), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Program (CMAQ) 2024 Call for Projects – FFY 2023-2024 to FFY 2025/2026:** The STBG, CRP and CMAQ Call for Projects began on November 9, 2023. Applications were due on Friday, January 26, 2024, at the ICTC office. All agencies were provided with guideline documentation and were encouraged to submit potential projects.

Program	Applicants	Total Value Requested by All Applicants
CMAQ	City of Imperial	\$388,000
STBG	City of Imperial, City of Brawley and City of El Centro	\$2,416,000
CRP	ICTC – City of Imperial	\$1,083,000

Due to the number of projects submitted, ICTC was able to evaluate all projects internally without utilizing the normal process which involves all cities participating in the scoring and ranking process. ICTC recommended projects to SCAG as part of the final submittal process. SCAG recently approved the list of projects anticipated to receiving funding. The project list is as follows:

Program	Applicants	Total Value Requested by All Applicants
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CMAQ	City of Imperial – Aten Blvd Sidewalk Installation Phases 1 through 3	\$388,000
STBG	City of Imperial – P Street Rehab	\$519,000
STBG	City of El Centro – S. Imperial Avenue Utility Relocations	\$520,000
STBG	City of Brawley – Western Avenue Improvements	\$599,000
CRP	ICTC – EV Charger Study	\$150,000
CRP	City of Imperial – EV Charger Installation Phases 1 and 2	\$622,000

ICTC staff will be working with local agency staff and programming all approved projects in the Federal Transportation Improvement Program (FTIP). **Several projects have already started development for use of the grant funds.**

16) **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 widening the existing structure by adding four lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, ICTC was awarded \$20 million under the U.S. Department of Transportation’s BUILD discretionary grant program to complete the Design-Build construction phase. ICTC subsequently received TCEP in the amount of \$7.4 Million for construction efforts. The design portion of the project is complete. The project construction is underway, and construction was anticipated to be completed at the beginning of 2023 but suffered delays due to the issuance of the presidential permit. Approximately 87% of construction efforts have been completed. The project was temporarily placed on hold for 6 months due to the issuance of the presidential permit to relocate the border fence. The Presidential Permit was received on July 7, 2023. On November 15, 2023, GSA, ICTC, and regional partners celebrated the completion of Stage 1 of the project with a Ribbon Cutting celebration. ICTC Executive Director David Aguirre led the ceremony. Speakers included ICTC Chair Mike Goodsell, CBP Calexico Port Director Roque Caza, GSA Pacific Rim Region Public Buildings Service Deputy Regional Commissioner Amanda Sweeney, FHWA Senior Project Engineer Tay Dam, Caltrans District 11’s South County and Trade Corridor Director Nikki Tiongco, CTC Commissioner Clarissa Reyes Falcon, and Head Counsel of the Mexican Consulate in Calexico Tarcisio Montes de Oca. The event concluded with the anticipated Ribbon Cutting followed by media opportunities. For additional information regarding this project visit the ICTC website at: <https://www.imperialctc.org/projects/calexico-east-port-of-entry-bridge-expansion>. Stage 3 of the project, which consisted of the completion of improvements to the passenger vehicle lanes, is now complete. Stage 4 of the project is now complete, which consisted of retrofitting activities and roadway striping. The final project improvements, which consisted of the reinstallation of new bolts under the existing bridge section was completed in early August 2024. *The project construction efforts are now complete, and the project is now in closeout phase.*

17) **IVT Ride Potential Service Modifications:** IVT Ride is a dial-a-ride service that is available to seniors (55 years of age or older) and persons with disabilities in the communities of Calexico, Heber, El Centro, Imperial and Brawley. The service primarily operates in an intracity capacity with the exception of the communities of El Centro, Imperial and Heber and the Westshores service which travels to the city of Brawley or the Coachella Valley. The Westshores service is also available to the general public. Due to continuing declining ridership on all IVT Ride services, staff are exploring the possibility of modifying the service to provide trips to the general public but still provide priority to the senior population. The possible modification would enable the service to capture additional passengers and implement a microtransit like service in various communities. The possible modification would also require financial investment in technology and the development of a passenger web and mobile application. Staff anticipate bringing the further evaluated concept to the Management Committee and Commission in the coming months. Staff are also pursuing funding opportunities to facilitate the possible

transition of the service. *Staff provided the Commission with a presentation on August 28, 2024, with further details. There was consensus to proceed with the software development and hardware acquisition. This item received approval to proceed to further development by the commission. ICTC has received state funding to complete the software and hardware upgrades for the project. ICTC Staff are currently working on developing a plan to conduct outreach (inclusive of in-person presentations and surveys) to the public about the possible service modifications.*

- 18) **Transit Comprehensive Operational Analysis:** Staff was able to secure grant funding to complete a Transit Comprehensive Operational Analysis (COA). The COA is a comprehensive evaluation of ICTC's existing transit services while also presenting evaluation findings and recommendations to further improvement of ICTC's existing public transit system. ICTC intends to evaluate all ICTC operated services in addition to incorporating an assessment of the feasibility of intercity passenger rail. Staff recently released the Request for Proposals to the public and are anticipated to work towards a contract award in October 2024. **The analysis is anticipated to take a year to complete.**
- 19) **EV Charger Installation Project:** Staff are working on developing an EV charger installation project across multiple cities throughout the county. ICTC will be coordinating with the various cities to complete the development. *It is anticipated that the project will be completed within FY24-25/25-26.*
- 20) **Forrester Road Project Study Report (PSR):** Caltrans District 11 has been working on a project report on behalf of ICTC. The PSR will analyze safety and operation improvements along Forrester Road between I-8 and SR86/SR78. Other improvements include the Westmorland bypass. A meeting to discuss the draft PSR took place at the ICTC offices on Wednesday, March 29, 2023, at 9 a.m. Further updates to the PSR are anticipated along with additional meetings to discuss the updated PSR. **The updated PSR was recently completed, and the PSR was presented to the management committee and commission in September 2024.**
- 21) **State Route 86 (Northbound) Border Patrol Checkpoint:** State Route 86 (Northbound) Border Patrol Checkpoint: In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017; staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. On Wednesday, March 17, 2021, ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed, and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1.3 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol is committed to paying for all other construction-related costs and Border Patrol will lead the construction contract. Border Patrol, Caltrans and ICTC are having weekly meetings toward completing design plans. CBP will be working with Caltrans to obtain environmental clearance once funding for construction is obtained. The improvement plans have been prepared in final draft form and have been submitted to Caltrans for review. Caltrans has provided review comments on the project improvement plans. ICTC will work with the design engineer to complete the required updates. Environmental studies and Caltrans submittal are pending submittal by CBP. ICTC's consultant is working on finalizing the remaining documents. CBP will proceed with developing environmental documents and pursue funding for the construction of the facility.

- 22) **Regional Active Transportation Program:** ICTC staff has been working with staff from the Southern California Association of Governments (SCAG) in the development of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S). The approved California Transportation Commission 2023 ATP (Cycle 6) program guidelines divide the

funds into state and regional shares. State funds are available through a competitive application process. Applicants that are unsuccessful at the state level are considered for regional funds. Regional ATP funds are administered by the Metropolitan Planning Organizations (MPO). SCAG is Imperial County’s MPO. Per SCAG’s 2023 ATP Regional Guidelines, county transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. ICTC staff has completed the adoption process of the scoring methodology. ICTC staff received state scoring of ATP applications from Imperial County and presented staff recommendations to TAC members on December 15, 2022. Projects are underway at various stages by the agencies. Staff recommendations were approved at the January Commission meeting. See the table below for further information.

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

- 23) **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.
- 24) **San Diego & Imperial Counties Sustainable Freight Strategy:** San Diego Association of Governments (SANDAG) and ICTC received a Caltrans Sustainable Transportation Planning Grant for a Sustainable Freight Implementation Strategy for both counties. The goal with the strategy is to help transition the freight sector in San Diego and Imperial Counties to sustainable technologies, operations, infrastructure over the next 30 years. The strategy will systematically implement multimodal freight projects and policies, seek to pilot innovation technologies, create a workforce development toolkit, and identify potential funding sources for implementation. The area of study includes communities adjacent to major freight infrastructure in San Diego and Imperial Counties. Environmental justice areas, as defined by AB617, will be a particular focus and include the Portside Environmental Justice Communities, the International Border Community, and Calexico-El Centro-Heber corridor. This plan kicked off in February 2022 and is expected to be completed March 2024. Public engagement has been instrumental in the creation of this strategy. Participants of Imperial County have included County Public Works department, Work Force Development, Comité Civico del Valle, Imperial Valley Economic Development Corporation, among others. Strategy outcomes were presented to SANDAG and ICTC groups as well as community organizations such as IMBA and AB617.
- 25) **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).
- 26) **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

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27) Funding Opportunities:

- **LPP Cycle 5 Call-for-Projects:** LPP Cycle 5 is expected to include about \$72M/per year made up of Federal and State funding. The funding/programming years include the 25/26 and 26/27 fiscal years.
 - Schedule and major milestones can be found at: <https://catc.ca.gov/-/media/ctc-media/documents/programs/senate-bill-1/2-bi-4-12-draft-2024-lpp-competitive-guidelines-red-line-v8.pdf>
- For a complete list of California specific grant opportunities go to <https://www.grants.ca.gov/>.
 - [Fiscal Year \(FY\) 2023 through FY 2026 Bridge Investment Program, Planning and Bridge Project Grants](#)
- For a complete list of federal transportation grant opportunities go to <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>.

28) Meetings/trainings attended on behalf of ICTC Executive Director and staff:

- December 9, 2024 – Quarterly meeting Ops, Safety, Dispatch, and Maintenance (attended by Gustavo Gomez and Priscilla Baca)
- December 11, 2024 – ICTC Commission Meeting in the ICTC office and Zoom
- December 3, 2024- Knightscope monthly calls. (attended by Marlene Flores and Espy Avila)
- December 19, 2024 – TAC Meeting at the ICTC Office and Zoom.
- December 20, 2024 – CTC CEO Meetings at Metro Office in Los Angeles
- January 02, 2025 – SSTAC Meeting at the ICTC office
- January 6, 2025 – SCAG & ICTC CMAQ/STBG Guidelines and Applications Meeting (attended by Marlene Flores)
- January 7, 2025 – County Board of Supervisors Meeting in El Centro
- January 8, 2025 – CTC CEOs /SCAG admin meeting via zoom
- January 8, 2025 – ICTC Management Committee at the ICTC offices
- January 8, 2025 – AB617 El Centro-Heber-Calexico CSC Meeting via zoom (attended by Gustavo Gomez)
- January 9, 2025 – Imperial Mexicali Binational Alliance and Strategic Planning Meetings in the City of Mexicali
- January 9, 2025 – Calexico West Traffic Issues meeting at Calexico City Hall
- January 10, 2025 – Commissioner Orientation Meeting
- January 13, 2025 – ICTC Staff Meeting
- January 13, 2025 – AAA Transportation Committee Meeting in El Centro (attended by Gustavo Gomez)
- January 14, 2025 – Calipatria City Council Meeting
- January 17, 2025 – Mobility 21 Joint Board and Advisory Board Meeting via zoom meeting
- January 17, 2025 – CTC CEOs / SCAG Meeting via zoom meeting

FFY24/25 Federal Funded Project Obligation List

Updated on 1/13/2025

Federal funding Obligations: <i>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 2024/25. (Starting October 1, 2024 thru September 30, 2025)</i>						
Agency	Project ID	Project Title	Funding Type	Programming Phase	Federal Amount in FY 2024/25 (in 000's)	Obligation Status/ Notes
Brawley	IMP220608	B Street from Eastern Avenue to Palm Avenue	STBG	CON	\$456	
Brawley	IMP230701	Main Street & 8th street Improvements	HSIP	CON	\$208	
Brawley	IMP230702	Dogwood Rd & Mead Rd. Roadway Improvements	HSIP	CON	\$692	
Brawley	IMP240703	Western Avenue Improvement Project (HWY 86 to Main Street)	STBG	CON	\$599	
Calipatria	IMP220603	South Brown Avenue Roadway and Pedestrian Facilities Improvement Project between Main Street/SR115 to Church Street.	CMAQ	CON	\$1,649	EPSP
Calipatria	IMP220610	Main Street Roadway Improvements Project between Lake Avenue and International Boulevard.	STBG	CON	\$298	EPSP
Calipatria	IMP230703	City of Calipatria - Bonita Place Pedestrian Safety Project	ATP MPO	CON	\$909	
El Centro	IMP220604	Imperial Ave. Traffic Signal Synchronization Project from Ocotillo Dr. to Main St.	CMAQ	CON	\$570	Design phase
El Centro	IMP220611	S. Imperial Avenue Extension Phase III from Danenberg Dr. to Manuel Ortiz Ave.	STBG	CON	\$2,195	
El Centro	IMP230704	City El Centro Pedestrian Improvement Project	ATP MPO	CON	\$1,200	
Holtville	IMP220612	West 9th Street Bicycle and Pedestrian Improvements Project Between Melon Road and Olive Avenue	CPFCDs	R/W	\$871	

Holtville	IMP220612	West 9th Street Bicycle and Pedestrian Improvements Project Between Melon Road and Olive Avenue	STBG	CON	\$587	EPSP
Imperial City	IMP240701	Aten Boulevard Sidewalk Installation Project Phase II, Between Myrtle Road and Old SR-86	CMAQ	CON	\$112	Ending professional improvement plan
Imperial City	IMP240702	EV Chargin Station of EV Purchase, Phase II	CRP	CON	\$311	Ending professional improvement plan by the end of February
Imperial County	IMP220607	Main Street Improvements from SR 111 to Memphis Ave. (South Side) and Isis Avenue Improvements from Main St. to Third St. in the Community of Niland	CMAQ	CON	\$1,163	
Imperial County	IMP220614	Bowker Road Rehabilitation from McCabe Rd. to Ross Rd.	STBG	CON	\$1,666	EPSP
Imperial County	IMPL507	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program (projects are consistent with 40CFR part 93.126 exempt tables 2 categories - widening narrow pavements or reconstructing bridges (no additional travel lanes) - Toll Credits used	HBP	CON	\$5,279	
ICTC	IMP230401	Installation of EV Charging Stations at various locations in Imperial Valley	CRP	CON	\$403	It is anticipated that the project will be completed within FY 24-25/25-26.
ICTC	IMP240603	Imperial County Region Electric Vehicle (EV) Charging Station Feasibility Study	CRP	CON	\$150	Staff is anticipating releasing the RFP in the coming weeks.
					\$19,318	

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