



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
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Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Inyo County Board Chambers, 224 N. Edwards St., Independence 8:00 a.m.

Justine Kokx is inviting you to a scheduled Zoom meeting.

Topic: Inyo County Local Transportation Commission Regular Meeting
Time: Oct 16, 2024, 08:00 AM Pacific Time

Join Zoom Meeting

<https://us02web.zoom.us/j/81102173855?pwd=wf6r2sZQ5T0g4fD8woxYl04o0YkPia.1>

Meeting ID: 811 0217 3855

Passcode: 507748

+1 669 900 9128 US

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@inyocounty.us. Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

October 16, 2024

8:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

1. Consent Agenda

- a. Request approval of the minutes of the meeting of August 21, 2024
- b. Ratify Letter of Support for Reconnecting Communities Federal Grant Program
- c. Request approval of ESTA State of Good Repair List - Resolution No. 2024

2. Request Commission consider combining the November and December LTC meetings to November 20th; approve via minute order.
-

DISCUSSION ITEMS

3. Elaine Kabala of ESCOG – Reconnecting Communities Grant Program
4. Bishop Truck Bypass discussion ([link to BAACS](#))
5. Request Commission provide input into potential grant opportunities – RAISE, Rural & Tribal Assistance Pilot Program & Sustainable Transportation Planning Grant

INFORMATIONAL ITEMS

6. City of Bishop Report
7. ESTA Executive Director's Report
 - Executive Director's Report
8. Caltrans Report
 - Caltrans Monthly Report
9. Tribal Report
10. DVNP Report
11. USFS Report
12. Executive Director's Report
 - Whitney Portal
 - LTC projects map
 - Q4 RPA invoice
13. Reports from all members of the Inyo County LTC

CORRESPONDENCE

ADJOURNMENT

Adjourned until 8:00 a.m. Wednesday November 20, 2024, Bishop City Chambers

UPCOMING AGENDA ITEMS

LTC Funding Workshop

Action Item No. 1

Consent Agenda



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Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION
Bishop City Council Chambers
301 W. Line St., Bishop, CA 93514
8:00 a.m.

August 21, 2024

8:02 a.m. Open Meeting

1. Roll Call

Commissioners Present

Vice Chair: Jeffery Ray
Commissioner: Jennifer Roeser
Commissioner: Jose Garcia
Commissioner: Stephen Muchovej
Commissioner: Scott Marcellin

Others Present

Mike Errante: Executive Director
Justine Kokx: LTC Transportation Planner
Tina Chinzi: LTC Secretary
Ryan Dermody: Caltrans
Rick Franz: Caltrans
Brian Wessling: Caltrans
Neil Peacock: Caltrans
Nora Gamino: City of Bishop
Phil Moores: ESTA
Elaine Kabala: ESCOG

2. Public Comment

None

ACTION ITEMS

Chair Celeste Berg, Vice-Chair Jeffery Ray, Commissioners: Jennifer Roeser, Stephen Muchovej, Jose Garcia, Scott Marcellin

1. Consent Agenda
 - a. Request approval of the minutes of the meeting of June 19, 2024
 - b. Approve FY22-23 Audit Engagement Letter with Price Paige & Company, Certified Public Accountants
2. Approve Letter of Support for Caltrans Mammoth Wildlife Crossing project

****Approval of the consent agenda motioned by Commissioner Muchovej and seconded by Commissioner Marcellin. All in favor.**

DISCUSSION ITEMS

3. ICEVCINP Stakeholder engagement - Request Commission provide input into representatives of the stakeholder action committee.

Discussion:

Justine presented an update regarding the Inyo County electric vehicle charging and infrastructure network plan. The plan has launched with DKS Associates as the successful bidder. We are scheduled to meet with them again this week to discuss the stakeholder engagement process. An initial list has been created of stakeholders that seem to be obvious players. Requested today are any additions, edits or changes the Commissioners might like to make to the stakeholder list. Commissioner Muchovej suggested that in lieu of some of the elected officials that maybe it should be transferred to actual staff since there is longevity and continuity about that and we can always add more. Suggestions were made from Commissioners and Justine will adjust and make additions as requested. Justine assured the Commission this is not a final list, only a beginning.

INFORMATIONAL ITEMS

4. City of Bishop Report

Discussion:

Nora Gamino presented the S Warren Improvement project just received the final signed document from Caltrans.

She then updated the commission on the East Line St Bridge project. In the July planning commission meeting, Nora presented elements such as crosswalk locations, rail design & traffic calming elements that need to be solidified before they can move forward with the final design. City Council has requested she give the same presentation at a City Council meeting soon.

Nora then discussed what she calls a tactical pause in the Whitney Alley Improvement Project because they are also in the process of doing a parking study throughout town to determine what the true parking demand, needs and availability are. This data will back up the decisions in the design of something meant for longevity.

5. ESTA Executive Director's Report

- Executive Director's Report

Discussion:

Phil Moores reported there are some exciting things happening in ESTA. They have just installed new software to help with their Dial-a-Ride Services. It not only offers an app for the public to use to schedule rides but also some more modern reporting for staff. ESTA is working with Justine on a Transit and Inner-City Rail (TIRCP) Program grant. They are also looking to purchase new bus shelters for Inyo County and to convert the Lone Pine Dial-a- Ride to an electric vehicle. There are also two big capital projects that ESTA does not currently have the money for but will eventually need to be done. One is a new administration building in Bishop, which is on hold while we wait for lease issues to be worked out. The second is the fleet of 13 buses in Mammoth that were purchased all together in 2012 and have begun to show their age and require expensive repairs at a fast rate. One bus has been approved and between Mono LTC, ESTA and the town of Mammoth Lakes they have a little over half of the funds they need.

Esta has acquired 6 new cutaways which are medium size buses with charging stations for your phone and offers a more comfortable ride between Lancaster and Reno. Phil went on to discuss future ideas using Red's Meadow service as an example of some of the things he would like to see.

6. Caltrans Report

- Caltrans Monthly Report

Neil Peacock encouraged ESTA Executive Director Phil with information that Caltrans is initiating a series of district plans with a heavy focus on appearance which will help cover items he had mentioned in his presentation. He agreed that more people are choosing transit as a viable mode of transportation to get around and that should include comforts and convenience amenities that go along with the actual transit service.

Rick Franz presented updates on projects currently going on within Caltrans District 9 such as the asphalt being placed between Coso Junction and Haiwee Canyon Road, and construction on the Westgard Arizona Crossing project ending last week. The Bishop Pavement project construction is scheduled to start in February 2025 and is expected to rehabilitate US 395 from Bishop to State Route 168 from Main Street to near the hospital. The Meadow farms ADA project went to the August CTC meeting for construction allocation and is tentatively scheduled to begin next Spring. Caltrans is also beginning a safety program called "Slow Down in Town" on Aug 30th that will run through September to encourage people by utilizing utilize banners, social media posts, interviews with local media and CMS boards to encourage drivers to slow down on the highway when entering cities. On Sept 4 Caltrans will close US 395 for 15 days North of Bridgeport in Mono County to install 2 wildlife crossings as part of the Sonora Junction project.

7. Tribal Report

None

8. DVNP Report

None

9. USFS Report

None

10. Executive Director's Report

- Whitney Portal
- HSIP Cycle 12 – Trona Wildrose
- LTC projects map & update

Mike Errante reported that the Whitney Portal project is underway and making good progress. The road has been constructed and they are now working on the armory and the embankments. The next step is the box culvert that needs to be built and then paving. We are on target to be done by the end of this year.

The HSIP Cycle 12 application is due Sept 9 and we are looking to identify Trona Wildrose as a project because it showed up as having a higher than average crash rate in the LRSP. LSC Transportation consultants are working on this data driven grant.

Mike then reviewed the LTC map updates on a couple of current highlighted projects within Inyo County. He further advised that we are catching up on our pavement management program and implementing an AI pilot program where the camera captures the road information by identifying potholes, debris, and the frequency of cracks.

11. Reports from all members of the Inyo County LTC

Commissioners praised the efforts of Inyo County staff on the multiple projects completed as well as those in progress.

CORRESPONDENCE

Caltrans D9 report AADT through 2023 and truck AADT

ADJOURNMENT 9:50am

Adjourned until 8:00 a.m. Wednesday September 18, 2024, Bishop City Chambers

UPCOMING AGENDA ITEMS

Caltrans presentation Mammoth Lakes US 395 Wildlife Crossing Project

LTC Funding Workshop

Letter of Support for WaterSMART Grant Program: Lone Pine Water Systems Upgrade



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Michael Errante
Executive Director

September 20, 2024

United States Department of Transportation
Attn: Secretary Pete Buttigieg
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for the Eastern Sierra Council of Governments' grant application to the Reconnecting Communities Grant program.

Dear Secretary Buttigieg,

For over half a century, U.S. Highway 395 in Mono and Inyo Counties has prioritized moving goods and tourism traffic quickly through the Eastern Sierra. While serving as Main Street for many small towns, its four-lane design has compromised pedestrian safety, alternative transportation, and overall livability. Decades of widening projects have bifurcated Eastern Sierra tribal communities and towns from Bridgeport to Lone Pine and south to Olancho-Cartago, leaving cyclists and pedestrians without dedicated spaces. Community-centered streets have become vehicle-centric corridors, leading to hazardous pedestrian school crossings, higher traffic speeds, increased collisions, noise, and pollution. These changes have reduced the livability of our towns, making properties along U.S. 395 undesirable for commerce and residential use.

The only bike lanes that exist within communities on U.S. 395 are within the communities of Bishop and Bridgeport. Sidewalks exist in the major communities on U.S. 395 or "Main Street" only. Beyond Main Street, there are no sidewalks, bike lanes or pedestrian facilities linking destinations. Bike lanes on U.S. 395 Main Streets are woefully inadequate and are rarely used due lack of separation between high-speed traffic and parked vehicles.

Our communities are experiencing distressing instances of children facing dangerous crossings to access their schools and parks. The need for a cohesive strategy driven by our communities along U.S. 395 that focuses on traffic calming, regionally consistent and appropriate signage, safe crossings and pedestrian-centric downtowns is long overdue.

Our communities seek to reclaim these spaces by transforming our Main Streets from mere thoroughfares back into thriving community hubs by creating vibrant multimodal streetscapes that invite residents and visitors to linger, shop, and connect. These changes will promote healthier lifestyles, encourage local businesses and mixed-use development, and foster a sense of place that reflects the unique character and history of each town.

For these reasons and more, the Inyo County Local Transportation Commission supports the Eastern Sierra Council of Governments (ESCOG) in its application for a U.S. Department of Transportation Reconnecting Communities Grant. Our Inyo County communities along U.S. 395, have borne the brunt of these widening projects, experiencing the negative impacts firsthand. We seek this opportunity to advance our vision for safer, more vibrant downtowns.

This is a catalytic opportunity for our region, and we are excited to work with ESCOG and our communities to envision and design solutions that address these concerns. As a partner, the Inyo County Local Transportation Commission is committed and fully prepared to offer support through in-kind contributions, such as staff resources, project engagement, meeting space, volunteer time, printing, software, throughout the duration of the project if awarded. We believe this grant will help the Eastern Sierra US 395 communities transform into safe, beautiful neighborhoods with vibrant, prosperous downtowns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Errante", with a stylized, looped flourish at the end.

Michael Errante
Executive Director
Inyo County Local Transportation Commission

STAFF REPORT

Subject: State of Good Repair Program: 2024-25 Project List

Initiated by: Phil Moores, Executive Director

BACKGROUND:

SB-1 legislation provides approximately \$135 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee is transferred to the State Controller's Office (SCO) for the SGR Program, which is managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

ANALYSIS/DISCUSSION:

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.

- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation.
Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The August 2024 estimate of available SGR funds for FY 2024/25 identifies a total of \$90,110 in available SGR funding. Of this total SGR allocation, \$33,240 is from Inyo County population-based SGR, \$22,672 is Mono County population-based and \$34,198 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$10,259 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314.

RECOMMENDATION

The board is requested to approve Resolution #2024-07, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2024-25.

Submittal Report

SGR-C18-FY24/25-0725-001

FY 24/25

Submittal Details

Program	Agency	Date Created	Date	Date
State of Good Repair Program	Eastern Sierra Transit	08/08/2024		
Address	City	State	Zip Code	
565 Airport Road	Bishop	CA	93514	
Contact		Contact Title		
Dawn Vidal		Administration Manager		
Contact Phone		Contact Email		
(760) 872-1901		dvidal@estransit.com		
Support Documentation		Additional Information		
Mono County LTC Resolution, Inyo County Resolution, ESTA Board report and Resolution, Short Range Transit Plan (See page 175 and 176)				

Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
FY 24-25 Inyo - Repair and	Repair and Rehabilitation of ESTA's revenue fleet in Inyo	Rolling Stock/Fleet	Repair	3	07/01/2024	06/30/2025	\$33,240	\$0
FY 24-25 Mono - Repair &	Repair and Rehabilitation of ESTA's revenue fleet in Mono	Rolling Stock/Fleet	Repair	3	07/01/2024	06/30/2025	\$22,672	\$34,198

RESOLUTION #2024-07
AUTHORIZATION FOR THE EXECUTION OF THE
REGIONAL ENTITIES APPROVING PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, the Inyo County Local Transportation Commission is an eligible recipient and may receive State Transit Assistance funding from the State of Good Repair Program (SGR) now or sometime in the future for transit capital projects; and

WHEREAS, the statutes related to state-funded transit capital projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

WHEREAS, the Inyo County Local Transportation Commission approves the project list for the PUC 99313 apportionment.

WHEREAS, the Inyo County Local Transportation Commission concurs and approves the project list from the operators for the PUC 99314 apportionment.

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission approves the region's State of Good Repair project list for **FY 24/25**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Inyo County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

By the following vote: Ayes: Noes: Abstain: Absent:

Celest Berg, Chair

Attest: _____
Tina Chinzi, Commission Secretary

Action Item No. 2

Consider combining November &
December ICLTC Meetings

Discussion Item No. 3

Executive Director, Elaine Kabala
ESCOG Reconnecting Communities
Grant Proposal

Discussion Item No. 4

Truck Bypass – 2007 BAACS and Summary



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q INDEPENDENCE, CA 93526

Michael Errante Executive Director

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STAFF REPORT

MEETING: October 16, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: **Agenda Item No. 4** – Bishop Bypass Discussion

BACKGROUND

Your Commission has requested that the topic of a Bishop truck bypass be included on the agenda for ongoing discussion. After the August 2024 LTC meeting, Caltrans District 9 Chief of Staff, Marcela Castleberry, in anticipation of future discussions by the LTC, provided the 2007 Bishop Area Access Circulation and Feasibility study (BAACS) as well as a summary of the document's key points.

Those documents are included and [linked](#) in this agenda for information and context.

- **Attachment 1:** Key Points of the BAACS
- **Attachment 2:** [BAACS](#)

Bishop Area Access and Circulation Study Key points:

In 2003, the Inyo County Local Transportation Commission, with the support of the City of Bishop and Inyo County, requested that Caltrans District 9 conduct the Bishop Area Access and Circulation Study. The study was developed in a collaborative fashion with the project proponents mentioned above, the Bishop Paiute Tribe, local Chamber of Commerce and businesses, local public service entities, local schools, the public, and others. Five Study Objectives were defined at the beginning to guide the process:

- Improve circulation and safety for all modes of transportation in the downtown area.
- Accommodate commercial truck traffic for US 395 and US 6.
- Plan for downtown improvements (i.e. landscaping, parking, pedestrian facilities, etc.) along with the rerouting of truck traffic.
- Facilitate ground access improvements to the airport and its associated development improvements.
- Keep services in Bishop visible for through-traffic on any route and have easy on/off connections.

The recommendation of this study includes three main concepts to meet the goals set forth by the study:

- 1.** A two-lane eastern alternative truck route beginning somewhere between Gerkin Road and Schober Lane and connecting back to US 6 and US 395 at the Wye Road location. This new route should be developed as a City/County Road to Caltrans standards to allow the City and County the option to exchange this route for Main Street/US 395 at some time in the future. This would accomplish reducing the amount of commercial truck traffic downtown, accommodate access to the airport, and minimize negative economic impacts.
- 2.** Improved access between the city and the housing areas to the west (i.e., South Barlow, Manor, McLaren, Highlands/Glenwood, Meadow Creek, Bishop Reservation, etc.). This recommendation includes the development of new local roads to provide options other than SR 168/West Line Street and US 395/North Sierra Highway to get into town. This would accomplish alleviating some traffic congestion on West Line Street, Main Street, and at the intersection of Main and Line, particularly at periods of peak congestion.
- 3.** Improved City Street alternatives to Main Street/US 395 that accommodates north/south movements of local traffic on either side of Main Street. Besides the development of a "B Street" along the canal, this concept is the most difficult to implement due to potential impacts to private property. However, this would accomplish reducing locally generated traffic on Main Street, particularly related to short trips between Main Street corridor establishments.

In the past, Caltrans has developed parallel facilities such as truck routes while still maintaining the existing mainline in the State highway system. The State no longer builds or accepts the maintenance of parallel facilities. It is recommended that the truck route proposed in this document be a County owned and maintained two-lane facility, subservient to the existing US 395, and built to Caltrans standard. This route can be signed as either Bishop Airport access, and/or truck route. While this recommendation does not meet all the goals of the study, it should remove most of the truck traffic, thereby reducing the sense of congestion in the CBD and providing truck access to the Bishop Airport.

Traffic counts will continue to rise and eventually these increases may prompt the City of Bishop to request the construction of a full bypass. Since the City and County will be the owners of the proposed truck route, they will also be the lead in the timing of the transfer of facilities. If that time comes, pending concurrence with the State, the City and County would take over the operation and maintenance of existing US 395/Main Street.

Truck Route vs. Bypass

A truck route is a specific road designed to divert large commercial vehicles around populated areas to accommodate travel.

A bypass is a specific road designed to divert all traffic around populated areas to accommodate travel.

Discussion Item No. 5

Upcoming Grant Opportunities

RAISE Grant

Rural and Tribal Assistance

Sustainable Transportation Planning Grant



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q INDEPENDENCE, CA 93526

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STAFF REPORT

MEETING: October 16, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: **Agenda Item No. 5** - Upcoming Grant Opportunities for Local Transportation Projects

BACKGROUND

Several upcoming grant opportunities present significant potential for advancing local transportation projects. These grants could be essential for funding the planning and development of future projects, with assistance from Inyo County's grant consultant, The Ferguson Group, and support from LSC Transportation Consultants Inc. and LTC staff. Below are summaries of the available or soon-to-be-available grant programs.

GRANT PROGRAM SUMMARIES

1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

This grant focuses on funding transportation projects with significant local and regional impacts. Projects that promote safety, equity, climate resilience, and workforce development are prioritized. Eligible activities include planning, design, environmental analysis, feasibility studies, and community engagement. Projects could involve improvements such as adding bike lanes or developing safer pedestrian pathways to connect schools, businesses, and residential areas.

2. Sustainable Transportation Planning Grant Program

This grant supports planning projects aimed at enhancing multimodal transportation systems, public health, and environmental justice. Eligible projects include those focused on active transportation, social equity, climate adaptation, and freight planning.

3. Rural and Tribal Assistance Pilot Program

Designed for underserved communities, this program funds pre-development activities like feasibility studies, cost-benefit analyses, and public engagement. These activities aim to strengthen applications for

federal funding.

REQUESTED ACTION

Staff requests that the Commission provide feedback on potential project ideas and help prioritize the application efforts given limited staff resources and the deadlines for the upcoming grant programs. This input will guide the direction of future applications to secure the most impactful funding opportunities.

POTENTIAL PROJECT IDEAS

Community-Specific Mobility/Active Transportation Plans with Emphasis on Community Engagement

Staff proposes the development of mobility plans for Tecopa/Shoshone and the Bishop area to enhance the likelihood of securing Active Transportation Program (ATP) and other grant funding. The City of Bishop and the County recently submitted ATP applications, but both may need to be improved for future cycles due to the competitive nature of the program. These projects would benefit from further community engagement and planning to refine their scope and increase community support, which is essential for securing funding.

Circulation Plans

A "Complete Streets" study in the City of Bishop and surrounding areas, including the Tribe, could help address the community's needs for improved circulation, pedestrian and cyclist mobility, and safety enhancements. The study would assess current traffic patterns and volumes and explore the feasibility of a truck bypass to improve safety and walkability in the downtown area. It would also help identify long-term infrastructure needs within the city and neighboring communities.

Climate Resilience Projects

Projects that focus on infrastructure adaptations to extreme weather conditions and improving transportation resilience. Such projects could include mitigating flood risks, addressing heat impacts on roads, and ensuring the durability of key transportation routes in the face of climate change.

ATTACHMENTS:

- **Attachment 1: RAISE Grant Program Details** - Overview of eligibility, timelines, and success criteria for this grant. (Deadline January 13, 2025)
- **Attachment 2: Rural and Tribal Assistance Pilot Program** (First come, first served since July 2024)
- **Attachment 3: Sustainable Transportation Planning Grant Program** (October 2024 – January 8, 2025, exact dates TBD)
- **Attachment 4: Excerpts from successful grant applications** (2023, 2024 examples)

FEDERAL
GRANT PROFILE**Department:** U.S. Department of Transportation**Agency:** Office of the Secretary for Transportation Policy

FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Grant Overview

Formerly known as the BUILD and TIGER grant programs, the RAISE Grant program supports surface transportation projects that will have a significant local or regional impact. Eligible applicants are state, local, tribal, and U.S. territorial governments, including special districts and public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Program History

	Total Funding	# of Awards
2023	\$1.5 billion	162
2022	\$1.5 billion	166

Key Information and Tips

Total Funding: \$1.5 billion**Award Range:** \$1 million - \$25 million (rural)
\$5 million - \$25 million (urban)**Match:** 20 percent (urban)**Solicitation date:** November 30, 2023**Proposal due:** February 28, 2024

- Funds must be obligated by September 30, 2028.
- Applications that includes right-of-way acquisition are classified as capital project.
- Awards will be announced by June 27, 2024

<https://www.transportation.gov/RAISEgrants/raise-nofo>



Awardee Profile

City and Borough of Juneau, AK

AMOUNT: \$16,454,000**YEAR:** 2023

The City and Borough of Juneau received funding to complete final design and document development for the Juneau Douglas North Crossing, a new bridge between Douglas Island and the Alaska mainland.

Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Detailed Summary

Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Grant program, provides funding for surface transportation infrastructure that will have a significant local or regional impact. Supported projects should improve safety, equity, workforce development, job quality, wealth creation, climate and sustainability priorities.

This program seeks to fund projects that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities. In addition, the funding agency seeks to award projects that proactively evaluate whether a project will create proportional impacts to all populations in a project area and increase equitable access to project benefits.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see [Airport Improvement Program](#) Handbook Appendix P for details)
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of RAISE such as public road and non-motorized projects that are not otherwise eligible under title 23, United States Code

The following projects are also eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code; surface transportation components of transit-oriented development

projects; and surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden. If an application includes right-of-way acquisition, the project will be considered a capital project.

Projects components that are presented together in a single application must ensure each component has independent utility and that there is a demonstrated relationship and connection between them.

Activities eligible for funding under RAISE **planning grants** are related to the planning, preparation, or design—for example environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects. Eligible activities related to multidisciplinary projects or regional planning may include:

- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- Zero emissions plan for transit fleet
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Planning activities related to zero emissions goods movement
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Research, demonstration, or pilot projects are only eligible if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Applicants for the FY 2024 RAISE program that have identical project scope to applications that were submitted and evaluated under the FY 2023 Reconnecting Communities Program and received the designation of Reconnecting Extra, will automatically advance for second-tier analysis if they receive an overall merit rating of "Recommended" and have at least one "High" rating in a priority criterion.

Definitions

Urban / Rural: A project is designated as urban if it is located within (or on the boundary of) a area Census-designated urban that had a population greater than 200,000 in the 2020 Census. A list of urbanized areas can be found [here](#). A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. Projects located in both an urban and rural area will be designated as urban if the majority of the project's costs are spent in urban areas and vice versa. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

Areas of Persistent Poverty (APP): A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**

2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

A list of all counties and census tracts that meet this definition can be found [here](#).

Historically Disadvantaged Communities (HDC): Consistent with OMB's Interim Guidance for the Justice40 Initiative, a project is located in a Historically Disadvantaged Community if:

1. Any census tract or tracts identified as disadvantaged in the [Climate & Economic Justice Screening Tool](#); **OR**
2. Any Federally Recognized Tribe or Tribal entity, whether or not they have land.

DOT will list all census tracts that meet this definition for Historically Disadvantaged Communities as well as provide an interactive map on the [RAISE website](#).

Applicant Eligibility

Eligible applicants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible. Recipients of previous RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funding through this program.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and identify the primary recipient of the award.

Funding

In FY 2024, a total of \$1.5 billion of Bipartisan Infrastructure Law (BIL) funding available to support awards through this program. For capital awards, the minimum award amount is \$5 million for projects located in urban areas and \$1 million for projects located in rural areas. There is no minimum award amount for planning awards. The maximum award amount for both capital and planning grants is \$25 million. Funds are available for obligation only through September 30, 2028. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2033. Funds will be provided on a reimbursement basis.

Funding will be allocated as follows:

- Up to 50 percent of the total funding available, or up to \$750 million, will be allocated to rural projects
- Up to 50 percent of the total funding available, or up to \$750 million, will be allocated to urban projects, which, for the purposes of this program, are defined as census-designated urbanized areas that had a population greater than 200,000 in the 2010 Census
- At least 5 percent, or \$75 million, will be allocated for planning awards.

- At least 1 percent, or \$15 million, will be allocated to projects located in areas of persistent poverty or historically disadvantaged communities
- Up to 20 percent of the total funding available, or \$300,000, may be allocated to support the subsidy and administrative costs of projects receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, or the Railroad Rehabilitation and Improvement Financing (RRIF) Program.
- No more than 15 percent of the total BIL funding available, or \$225 million, can be awarded to a single State.

Matching and Cost Sharing

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. For projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty the Federal share may be up to 100 percent of the cost. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Applicants may also be allowed to use select federal funds as part of matching funds including tribal transportation program funds, TIFIA program funds, and Railroad Rehabilitation and Improvement Financing program funds. DOT considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

Contact Information

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<https://www.transportation.gov/RAISEgrants/raise-nofo>

RAISE Application Criteria

The Department of Transportation recommends that the maximum 30-page narrative follow the below outline to ensure all program requirements are addressed.

Project Description

The first section of the application should provide a description of the project that is to be planned or constructed and should include a detailed statement of work that focuses on the technical and engineering aspects of the project, the current design status of the project, the transportation challenges that the project is intended to address, and how the project is expected address those challenges. This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. This file should also describe the project location in a narrative fashion, including a detailed geographic description of the proposed project and map(s) of the project's location, to supplement the geographic project map provided in the project location file. The project location description should narratively identify whether the project is located in an Area of Persistent Poverty, historically disadvantaged community or urban area including the relevant County and/or census tract(s).

Project Location

Applicants should submit one of the following file types for project location identification: Shapefile (compressed to a .zip file containing at least the .shp, .shx, .dbf, and .prj components of the Shapefile), GeoJSON, KML, or KMZ. These spatial files should include only the direct physical location of the project, and not a broad service area or area of impact.

Grant Funds, Sources and Uses of all Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget **should not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show the **total project cost** broken into different funding sources by major project activity or cost classification and present those amounts in dollars and percentages. Funding sources should be grouped into three categories: (1) RAISE funding request; (2) other Federal funds; and (3) non-Federal Funds. Identify the specific funding amount, type (grant, loan, bond, etc.), and source of all funds. If multiple non-federal and other-federal funding are being utilized, identify each specific source by name and the amount that source will contribute to the project's budget. The RAISE project budget table should also show that the project satisfies the statutory cost share or non-federal funds matching requirements. If the project contains components, the budget should separate the costs of each project component. Narrative descriptions of the budget should include a discussion of sources, uses and availability of funds, contingency amount, level of design, cost estimates, cost share or non-federal funding match.

Merit Criteria

Effectively explaining how a project responds to each Merit Criteria is a very important aspect of a RAISE grant narrative. Whenever possible, specific metrics on each benefit should be identified and baseline data

provided. For each merit criterion, the Department will consider whether the benefits are clear, direct, data-driven, and significant, which will result in a rating of “high,” “medium,” “low,” or “non-responsive.” The combination of individual criterion ratings will inform one overall merit rating: Highly Recommended, Recommended, Acceptable, or Unacceptable. A project that receives a “high” grade in at least six of the eight merit criteria, and none are non-responsive, will get a **Highly Recommended** rating. A project will receive a **Recommended** rating if it scores “high” on one to five merit criteria, and if it scores “low” on no more than three merit criteria, and “nonresponsive” on none of the merit criteria. Any project with three or more “non-responsive” grades will receive an **Unacceptable** rating. A project receives an **Acceptable** rating if it has a combination of “high,” “medium,” “low,” or “non-responsive” ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable.

Safety. Applicants should include information on how the project targets a known safety problem and seeks to protect motorized or non-motorized travelers and communities from safety risks. Applicants are highly encouraged to include data-driven information when addressing the safety criterion such as the current and projected number or rate of crashes, fatalities and/or serious injuries among transportation users and how those compare to the statewide average; details about the transportation user that will reap the safety benefits such as whether the project addresses vulnerable roadway users or whether the project addresses inequities in crash victims. If applicable, applicants should describe how the project incorporates specific actions and activities identified in the Department’s National Roadway Safety Strategy, or Improving Safety for Pedestrians and Bicyclists Accessing Transit report, or FTA’s Safety Advisory 23-1: Bus-to-Person Collisions.

High	Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following: <ul style="list-style-type: none"> • Protect non-motorized travelers from safety risks; or • Reduce fatalities and/or serious injuries in underserved communities to bring them below the state-wide average; or • Incorporate and cite specific actions and activities identified in the Department’s National Roadway Safety Strategy plan or Improving Safety for Pedestrians and Bicyclists Accessing Transit report, or FTA’s Safety Advisory 23-1: Bus-to-Person Collisions; or • Incorporate specific safety improvements that are part of a documented risk reduction mitigation strategy and that have, for example, port-wide or transit system impact.
Medium	The project has one or more of the following safety benefits, but safety may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: <ul style="list-style-type: none"> • Protect non-motorized or motorized travelers from safety risks; or • Reduce any number of fatalities and/or serious injuries
Low	Application contains insufficient information to assess safety benefit
Non-Responsive	Application did not address the Safety criterion OR project negatively affects safety

Environmental Sustainability. Applicants are encouraged to include information demonstrating the extent to which the project incorporates considerations of climate change and environmental justice in the project planning or project delivery stage and how the project demonstrates environmental sustainability benefits. Applicants should include information on how the project will significantly reduce transportation-related pollution like air pollution and greenhouse gas emissions; aligns with the applicant’s State, regional, county or city carbon-reduction plan or the U.S. National Blueprint for Transportation Decarbonization; address the disproportionate negative environmental impacts of transportation such as exposure to elevated levels of air, water, and noise pollution; or implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development

patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips.

High	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions in disadvantages communities; or • Address the disproportionately negative environmental impacts of transportation on local communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or • Align with the applicant's State Carbon Reduction Strategy, State Electric Vehicle Infrastructure Deployment Plan, or other State, local, or tribal greenhouse gas reduction plan; or • Align with the U.S. National Blueprint for Transportation Decarbonization; or • Implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers that make it convenient to take fewer or shorter trips; or • Reduce vehicle miles traveled specifically through modal shift to transit, rail, or active transportation; or • Reduce emissions specifically by shifting freight to lower- carbon travel modes; or • Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure to be resilient to extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision- support tools; or • Incorporate nature-based solutions or natural infrastructure with the use of native plants; or Incorporate nature-based solutions or natural infrastructure; or • Referenced in a Resilience Improvement Plan or similar plan; or • Remove, replace, or restore culverts for the purpose of improving habitat for aquatic species; or • Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
Medium	<p>Project has one or more of the following environmental sustainability benefits, but environmental sustainability may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions; or • Reduce vehicle miles traveled; or • Incorporate lower-carbon pavement/construction materials; or • Redevelop brownfield sites; or • Improve resilience of infrastructure to current and future weather and climate risks; or • Make basic stormwater improvements
Low	Application contains insufficient information to assess environmental sustainability benefits
Non-Responsive	Application did not address the Environmental Sustainability criterion OR project negatively affects environmental sustainability

Quality of Life. Applicants should outline how the project will improve quality of life by increasing affordable transportation choices and expanding active transportation usage or significantly reducing vehicle dependence; reduce transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure; coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; reduce vehicle dependence and improve access to daily destinations such as jobs, healthcare, grocery store, schools, places of worship, recreation, or parks such as by adding new facilities that promote walking, biking; implement transit-oriented development that benefits existing residents and businesses; mitigate urban heat islands to protect the health of at risk residents, outdoor workers, and others; or proactively address racial equity.

High	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities; or • Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including by reducing barriers to such development and increasing the supply of affordable housing, with multimodal transportation infrastructure; or • Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or • Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or • Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; or • Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or • Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or • Proactively addresses equity.
Medium	<p>Project has one or more of the following quality of life benefits but quality of life may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Increase affordability for travelers; or • Reduces vehicle dependence
Low	Application contains insufficient information to assess quality of life benefits
Non-Responsive	Application did not address the Quality of Life criterion OR project negatively affects equality of life

Improves Mobility and Community Connectivity. This section of the application should describe how the project will increase mobility and expand connectivity for all users of a project, particularly how the project will address system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; include transportation features that increase accessibility for non-motorized travelers, such as through a Complete Streets approach; incorporate Americans with Disabilities Act (ADA) or Universal Design improvements; directly increase intermodal and multimodal freight movement; or considers last-mile freight plans in a Complete Streets and multimodal approach.

High	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or • Implement plans, based on community participation and data, that addresses gaps identified in the existing network; or • Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; or • Include transportation features that increase the accessibility for non-motorized travelers in underserved communities; or • Incorporate Universal Design including details of how the improvements go beyond ADA requirements by designing environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design such as a Complete Streets approach; or • Directly increasing intermodal and multimodal freight movement; or • Consider last-mile freight plans in a Complete Streets and multimodal approach
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Medium	Project has one or more of the following mobility and community connectivity benefits, but mobility and community connectivity may not be a primary project purpose or does not meet the description(s) of a 'high' rating: <ul style="list-style-type: none"> • Increase accessible transportation choices; or • Include ADA improvements
Low	Application contains insufficient information to assess mobility and community connectivity benefits
Non-Responsive	Application did not address the Mobility and Community Connectivity criterion OR project negatively affects mobility and community connectivity

Economic Competitiveness and Opportunity. The applicant should include information about how the project will improve economic competitiveness and opportunity. This includes how the project will improve intermodal or multimodal freight mobility, especially for supply chain bottle necks; facilitate tourism; include inclusive economic development such as the utilization use of Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; promote wealth building; promote long-term economic growth and other broader economic and fiscal benefits; promote robust job creation by supporting good-paying jobs with free and fair choice to join a union in project construction and in on-going operations and maintenance; invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences that will promote the entry and retention of local underrepresented populations into those jobs including women, people of color, and people with convictions; improve travel time reliability; improve the movement of goods; or support logistic jobs related to terminal, warehouse, or manufacturing industries. DOT will evaluate the extent to which the project will promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development.

High	Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following: <ul style="list-style-type: none"> • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises or 8(a) firms; or • Promote wealth building; or • Promote long-term economic growth and other broader economic and fiscal benefits; or • Create good-paying jobs with free and fair choice to join a union including through the use of a project labor agreement; or • Adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations; or • Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development
Medium	Project has one or more of the following economic competitiveness and opportunity benefits, but economic competitiveness and opportunity may not be a primary project purpose or does not meet the description(s) of a 'high' rating: <ul style="list-style-type: none"> • Improve travel time reliability; or • Improve movement of goods; or • Create jobs related to the project's delivery and on-going operations
Low	Application contains insufficient information to assess economic competitiveness and opportunity benefits
Non-Responsive	Application did not address the economic competitiveness and opportunity criterion OR project negatively affects economic competitiveness and opportunity

State of Good Repair. This section of the application should describe how the project will contribute to a state of good repair including how the project will mitigate current or projected system vulnerabilities; restore and modernize (such as through road diets and Complete Streets approaches) the existing core infrastructure assets that have met their useful life; reduce construction and maintenance burdens through efficient and well-integrated design; create new infrastructure in remote communities that will be maintained in a state of good repair; prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint; conduct routine or deferred maintenance; create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or identify the party responsible for maintenance and how the new or improved asset(s) will be maintained in a state of good repair.

High	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or • Reduce construction and maintenance burdens through efficient and well-integrated design; or • Create new infrastructure in remote communities that will be maintained in a state of good repair; or • Address current or projected transportation system vulnerabilities for underserved communities; or • Prioritize improvement of the condition and safety of existing transportation infrastructure within the <u>existing</u> footprint
Medium	<p>Project has one or more of the following state of good repair benefits, but state of good repair may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Routine or deferred maintenance; or • Create new infrastructure (not in a remote community) that will be maintained in a state of good repair; or • Identify the party responsible for maintenance and describe how the new or improved asset(s) will be maintained in a state of good repair; or • Resolve the current or projected transportation system vulnerabilities
Low	Application contains insufficient information to assess state of good repair benefits
Non-Responsive	Application did not address the State of Good Repair criterion OR project negatively affects state of good repair

Partnership and Collaboration. This section of the application should include information on how the project has or will collaborate with public and/or private entities; documents support from local, regional, and/or national levels; engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the project. Applicants should describe how the project incorporates specific actions and activities identified in the Department's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; partner with Disadvantaged Business Enterprises or 8(a) firms; partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment; partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements; or partners with communities, or community groups representative of historically underrepresented groups, to develop workforce strategies; or establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity. DOT will assess the level of detail and

description provided about the partnerships listed above. Applications that provide more details and descriptions about the project partnership will be rated higher than those that do not, in alignment with the merit rating rubric.

High	<p>Project has, or demonstrates plans to, support and engage diverse people and communities by doing one or more of the following:</p> <ul style="list-style-type: none"> • Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or • Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or • Partner with Disadvantaged Business Enterprises or 8(a) firms; or • Partner with high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships. These programs should have a focus on expanding access for women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); or • Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or • Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or • Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or • Participate in the Thriving Communities Network
Medium	<p>Project has one or more of the following partnership and collaboration benefits but partnership and collaboration may not be a primary project purpose or does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Collaborate with public and/or private entities; or • Document support from local, regional, or national levels
Low	Application contains insufficient information to assess partnership and collaboration benefits
Non-Responsive	Application did not address the partnership and collaboration criterion OR project negatively affects partnership and collaboration

Innovation. This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories:

- **Innovative Technologies:** If an applicant is proposing to adopt innovative technology or other innovative practices, the application should demonstrate how projects enhance the environment for connected, electric, and automated vehicles to improve the detection, mitigation, and documentation of safety risks. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.
- **Innovative Project Delivery:** If an applicant plans to use innovative approaches to project delivery, such as a public- private partnership, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.
- **Innovative Financing:** If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities

undertaken to pursue private funding or financing for the project and the outcomes of those activities.

High	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <ul style="list-style-type: none"> • Innovative Technologies <ul style="list-style-type: none"> ○ Enhance the environment for electric, connected, or automated vehicles to improve the detection and mitigation of safety risks; or ○ Improve safety using Advanced Driver Assistance Systems on public transit vehicles, including functions such as precision docking; lane keeping or lane centering; or ○ Use sensors or small unmanned aerial vehicles to enhance infrastructure inspection and asset management processes; or ○ Use sensors to monitor real-time conditions of pavement quality, signage, crosswalks, transit headways, or other public infrastructure; or ○ Use low-carbon or other innovative materials; or ○ Use caps, land bridges, or underdecks; or ○ Use active grade crossing detection systems to enable responsive traffic management; or ○ Use detection systems on railroads to target and deter trespassing; or ○ Digitalize curb management to optimize use across purposes and modes, including freight, pick-up drop-off, and transit usage • Innovative Project Delivery <ul style="list-style-type: none"> ○ Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, Advanced Digital Construction Management, Accelerated Bridge Construction, Digital as-builts, or an up-to-date programmatic agreement between an environmental resource agency and a state DOT, or other NEPA lead agency, that establishes a streamlined process for environmental consultations and permits for commonly encountered project types. • Innovative Financing <ul style="list-style-type: none"> ○ Secure TIFIA, RRIF, or private activity bond financing; or ○ Use congestion pricing or other demand management strategies
Medium	<p>Project has one or more of the following innovation benefits but does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> • Deploy technologies, project delivery, or financing methods that are <u>new or innovative to the applicant or community</u>.
Low	Application contains insufficient information to assess innovation benefits
Non-Responsive	Application did not address the innovation criterion OR project negatively affects innovation

Project Readiness

Project Readiness will be assessed based on a Technical Capacity Assessment, Financial Completeness Assessment, and Environmental Risk Assessment.

Project Schedule - Planning and Capital Project

The applicant should include a detailed project schedule that identifies all major project milestones. For capital projects examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; public involvement; project partnership and implementation agreements, including agreements with railroads; and construction.

For planning projects, examples of milestones may include start dates, schedule for public engagement and completion dates. Include a clear statement that the project will be able to meet the obligation deadline of June 30, 2028 and funds will be expended by September 30, 2033. Demonstrated evidence of community input should be captured in this section.

Environmental Risk Assessment – capital projects

This section of the application should include sufficient information for DOT to evaluate whether the project's environmental approvals and likelihood of the necessary approval affecting project obligation funds will be spent expeditiously once construction starts, and results in a rating of "high risk," "moderate risk," or "low risk."

Required Approvals - Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

Required Approvals - Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a link or other reference to copies of any reviews, approvals, and permits prepared.

Required Approvals - Environmental studies or other documents. Demonstrated through a link, that describe in detail known project impacts, and possible mitigation for those impacts.

Required Approvals - A description of discussions with the appropriate DOT operating administration field or headquarters office. Context regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.

Required Approvals - Right-of-way Acquisition Plans. If applicable, a detailed schedule and compensation plan for right-of-way acquisition.

Required Approvals - A description of public engagement. Discuss the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design including the consideration of ensuring proportional impacts to all populations.

State and Local Approvals – Receipt of Tribal government, State, and local approvals. Discuss the schedule for anticipated (or secured) Tribal government, State, and local approvals on which the project depends. Consider State and local environmental planning approvals, and Statewide Transportation Improvement Program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support, including support from impacted communities.

State and Local Approvals - Federal Transportation Requirements Affecting State and Local Planning.

Demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist.

Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

Technical Capacity Assessment - planning and capital projects

All applications should include a section in the Project Readiness file that demonstrates their technical capacity to successfully deliver the project in compliance with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements and Buy America provisions. Applicants should discuss its experience implementing federally funded transportation projects; understanding of federal contract and procurement requirements, Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon Act, etc.; practice incorporating projects into long-range development plans or adding projects to the TIP/STIP through the MPO planning process; and examples of delivered projects of similar size, scope, and complexity. The Technical Capacity Assessment will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements as well as the recipient's experience working with Federal funds, civil rights compliance, and previous experience delivering infrastructure projects. This review is partially based on information submitted with the application and partially based on DOT Operating Administration knowledge of the applicant's performance. Technical Capacity ratings will be one of the following: "certain," "somewhat certain," or "uncertain." DOT will assign the highest rating of "certain," if the application demonstrates that: the applicant has extensive experience with Federal funds; the applicant has extensive experience completing projects with similar scope; the applicant has the resources to deliver the project; and the project will comply with all applicable Federal requirements including, but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards, and/or the Federal Motor Carrier Safety Regulations.

Financial Completeness - planning and capital projects

The Financial Completeness Assessment reviews the project budget to confirm the availability of funding for the project and whether the applicant presented a complete funding package based on reasonable cost estimates. Financial Completeness ratings are: "complete," "partially complete," or "incomplete."

DOT will assign the highest rating of “complete,” if the application identifies all funding sources for the project budget, documents all funding is available and committed to the project, includes contingency amount in the project budget and describes a plan to address potential cost overruns, and cost estimates are no more than a year old or include an inflation factor. Planning grants are not required to include a contingency amount but must discuss a plan to address potential cost overruns.

Projects with funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates without specified budget contingencies will receive a lower rating. All applicants, including those requesting 100 percent grant funding, should describe a plan to address potential cost overruns.

Benefit Cost Analysis (BCA) – Capital Projects

The purpose of the BCA is to enable the Department to evaluate the cost-effectiveness of the proposed project by comparing its expected benefits to its expected costs relative to the current problem often referred to as the “baseline” or “no-build alternative.” The baseline defines the world without the proposed project. Any benefits claimed for the proposed project, both quantified and unquantified, should be clearly tied to the expected outcomes of the proposed project. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more difficult to quantify and/or value in economic terms.

There should be two BCA files included in the application: (1) a narrative description of the BCA; and (2) an unlocked spreadsheet revealing the underlying calculations.

Narrative Description of Analysis - The BCA narrative should describe the current baseline, the sources of data used to estimate the benefits of the project, document any assumptions, and the values of key input parameters. Applicants may also provide a table similar to the one shown below summarizing the impacts of the project and how those impacts would translate into expected benefits.

Spreadsheet Revealing Underlying Calculations - The BCA spreadsheet file should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by Department evaluators. While DOT does not have a prescribed format for the BCA spreadsheet submitted by the applicant beyond ensuring that it is unlocked, to allow review, the Department is also developing a new BCA spreadsheet template that will be available to assist applicants in structuring their analysis.

Applicants should review the Department’s detailed guidance on how to conduct a BCA. Both the guidance document and spreadsheet template will be available on the RAISE program [website](#).

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY 2023 Rural and Tribal Assistance Pilot Program

Grant Overview

This program will augment organizational capacity in communities that may not have resources available to evaluate and develop projects that qualify for federal funding and financing programs. Funding will support the hiring of staff or the procurement of expert firms to provide financial, technical, and legal assistance; assistance with development phase activities; and information regarding innovative financing best practices and case studies. Eligible applicants are states and local governments representing an area with less than 150,000 residents, tribal governments, and the Department of Hawaiian Home Lands.

Program History

This is a new program funded through the Infrastructure Investment and Jobs Act.

Key Information

Total Funding: \$3.4 million

Award Range: \$150,000 - \$360,000

Match: Not required

Solicitation Date: June 15, 2023

Proposal due: Rolling

Click [here](#) for more information.



Tips

- The grants can support legal, technical, and financial advisors to help them advance infrastructure projects.
- Under this program, it is anticipated that there will be a round of funding each fiscal year until FY 2026, with progressively more funding available each year.

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY 2023 Rural and Tribal Assistance Pilot Program

Detailed Summary

The purpose of this program is to augment organizational capacity in communities that may not have resources available to evaluate and develop transportation infrastructure projects that qualify for federal funding and financing programs. Funding will support the hiring of staff or the procurement of expert firms to provide financial, technical, and legal assistance; assistance with development phase activities; and information regarding innovative financing best practices and case studies.

Program funds may be used to select advisors to assist with predevelopment phase activities, including but not limited to:

- Revenue forecasting
- Project planning
- Statutory and regulatory framework analysis
- Economic assessments and cost-benefit analyses
- Feasibility studies
- Drafting and negotiation of concession agreements
- Value for money analysis and procurement options
- Environmental review and permitting
- Drafting and negotiation of interagency agreements
- Evaluating opportunities for private financing and project bundling
- Preliminary engineering and design
- Procurement support
- Financial feasibility analysis; funding and financing options analysis
- Funding application assistance
- Evaluation of costs to sustain the project (such as operations and maintenance costs)
- Public engagement
- Property development and land use feasibility analysis
- Public Benefit Studies
- Cost estimation

Projects supported under this program are expected to be developed in a manner that will make them reasonably eligible for funding through the following Department of Transportation programs:

- [Transportation Infrastructure Finance and Innovation Act \(TIFIA\) Program](#): This program provides credit assistance to finance up to 49 percent of eligible project costs for qualified projects, including: highway and bridge projects; public transportation projects; international bridges and tunnels; intercity passenger bus or rail facilities and vehicles; freight rail projects and intermodal freight

- transfer facilities; certain projects located within the boundaries of a port terminal; transit-oriented development projects; and airport projects.
- [Railroad Rehabilitation & Improvement Financing \(RRIF\) Program](#): This program provides credit assistance to finance development of railroad infrastructure up to 100 percent of eligible project costs, including intermodal or railroad equipment or facilities; landside port infrastructure for seaports serviced by rail; refinancing of outstanding debt incurred for the above eligible projects; planning, permitting, and design expenses relating to the above eligible projects; and transit-oriented development projects.
 - [Nationally Significant Freight & Highway Projects Program \(INFRA\)](#): This program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas, including but not limited to: highway freight projects on the National Highway Freight Network (NHFN); highway or bridge projects on the National Highway System; freight intermodal project or freight rail projects; freight projects that are within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and are surface transportation infrastructure projects necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; and highway-railway grade crossing or grade separation projects.
 - [National Infrastructure Project Assistance Program \(MEGA\)](#): This program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits, including but not limited to: highway or bridge projects on the National Multimodal Freight Network; highway or bridge projects on the NHFN; and highway or bridge projects on the National Highway System.
 - [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#): This program supports investments in surface transportation infrastructure that will have a significant local or regional impact. Eligible projects include both planning and implementation activities.
 - [National Culvert Removal, Replacement, and Restoration Grant Program](#): This program supports the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous fish migrate upstream for breeding. Eligible projects include the replacement, removal, or repair of culverts that would meaningfully improve or restore fish passage for anadromous fish, replacement, removal, or repair of weirs that would meaningfully improve or restore fish passage for anadromous fish.

Applicant Eligibility

Eligible applicants are local governments and political subdivisions located outside of an urbanized area with a population of more than 150,000, states seeking to advance a project in an area located outside of an urbanized area with a population of more than 150,000 residents, federally recognized Indian tribes, and the Department of Hawaiian Home Lands.

Funding

In FY 2023, a total of \$3.4 million will be available to support awards ranging from \$150,000 - \$360,000. No more than twenty percent of available funds for a single fiscal year may be awarded for projects in a single state.

Matching and Cost Share

There is no requirement for cost sharing or matching the grant funds.

Contact Information

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

STATE
GRANT PROFILE



Department: California Department of Transportation (Caltrans)
Agency: Division of Transportation Planning

**FY 2024-2025 Sustainable Transportation
Planning Grant Program**

Grant Overview

The purpose of this program is to provide a safe and reliable transportation network that serves all people and respects the environment. Funding will support planning projects that have a transportation nexus and directly benefit the multimodal transportation system. Projects are also expected to improve public health, social equity, environmental justice, and the environment, as well as provide other important community benefits. Eligible applicants vary by program component.

Program History

	Total Funding	# of Awards
2024-2025	\$51.4 million	89
2023-2024	\$41.6 million	90

Key Information

Total Funding: \$53.4 million
Award Range: Varies
Match: Varies
Solicitation date: October 5, 2023
Proposal due: January 18, 2024
More information is available [here](#).



Awardee Profile

Del Norte County, CA

AMOUNT: \$2,655,900

YEAR: 2024-2025

In FY 2024-2025, Del Norte County received funding for their Climate Adaptation Planning for Transportation Drainage Infrastructure project. The project is specific to drainage infrastructure associated with the County maintained road system.

Department: California Department of Transportation (Caltrans)

Agency: Division of Transportation Planning

FY 2024-2025 Sustainable Transportation Planning Grant Program

Detailed Summary

The purpose of this program is to provide a safe and reliable transportation network that serves all people and respects the environment. Funding will support planning projects that have a transportation nexus and directly benefit the multimodal transportation system. Projects are also expected to improve public health, social equity, environmental justice, and the environment, as well as provide other important community benefits.

All projects must address the following overarching program objectives:

- Sustainability: promote reliable and efficient mobility while meeting the state's greenhouse gas (GHG) reduction goals, preserve the state's natural and working lands, and preserve the unique character and livability of California's communities
- Preservation: preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving quality of life, and/or promoting consistency between transportation improvements and state and local planning growth and economic development patterns
- Accessibility: increase the accessibility of the system and mobility of people and freight
- Safety: prioritize the elimination of fatal and serious injury crashes and enhance safe use of our roadways through the Safe System approach
- Innovation: promote the use of technology and innovative designs to improve the performance and social equity of California's transportation system and provide sustainable transportation options
- Economy: support an area's economic vitality
- Health: decrease exposure to local pollution sources, reduce serious injuries or fatalities on the transportation system, and promote physical activity across the lifespan, especially through transportation means
- Social equity: promote transportation solutions that focus on and prioritize the needs of underserved communities most affected by poverty, air pollution, and climate change

Funding will be provided for the following program components:

1. **Strategic Partnerships** - The purpose of the Strategic Partnerships component is to support planning projects that partner with the funding agency to address needs on, or connecting to, the State Highway System (SHS), including multimodal planning projects that focus on transit. Funding will be provided under the following funding streams:
 - Strategic partnerships: Federal Highway Administration (FHWA) State Planning and Research (SPR) Part 1 funding will support transportation planning studies in partnership with the funding

agency to address the regional, interregional, and statewide needs of the highway system.

Eligible projects include:

- Studies that identify interregional, intercounty, and/or statewide mobility and access needs
 - Corridor studies and corridor performance/preservation studies
 - Studies that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites
 - Strategic partnerships-transit: Federal Transit Administration (FTA) Section 5304 funding will support multimodal planning studies, with a focus on transit, in partnership with the funding agency, of regional, interregional, and statewide significance. Eligible projects include:
 - Identification of policies and procedures to integrate transit into the transportation system and planning process
 - Statewide transit planning surveys and research
 - Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
2. Sustainable Communities - The purpose of the Sustainable Communities component is to support local and regional multimodal transportation and land use planning that furthers the region's regional transportation plan (RTP) and sustainable communities strategy (SCS)/alternative planning strategy (APS), contribute to the state's GHG reduction targets and other state goals, and address the needs of underserved communities through robust public engagement. Funding will be provided under the following funding streams:
- Competitive awards: Funding will be provided on a competitive basis to support metropolitan planning organizations (MPOs) in collaboration with subapplicants, regional transportation planning agencies (RTPAs), cities and counties, transit agencies, and tribal governments. Eligible types of projects include:
 - Active transportation
 - Corridor and freight
 - Social equity
 - Integrated housing, land use, and transportation
 - Multimodal
 - Safety
 - Technical
 - Transit
 - Formula awards: Funding will be provided on a formula basis to MPOs. Examples of eligible projects include:
 - A regional competitive grant program
 - Integrated land use and transportation planning activities related to developing their SCS/APS
 - Carrying out best practices cited in the RTP guidelines
 - A combination of the eligible activities above
3. Climate Adaptation Planning - The purpose of the Climate Adaptation Planning component is to advance climate adaptation planning on California's transportation infrastructure, including roads, railways, bikeways, trails, bridges, ports, and airports. This component is intended to anticipate and prepare for climate change impacts to reduce the damage from climate change and extreme weather events. Funding will support tribal, local, and regional identification of transportation-related climate

vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

For the purposes of this component, climate adaptation planning projects are defined by:

- Identification of transportation system vulnerabilities and climate-related risks to existing transportation infrastructure, including resilience improvement plans
- Identification of adaptation planning projects that address climate risk impacts to existing transportation infrastructure, including sea level rise, storm surge, changes in temperature, and precipitation
- Planning for specific climate projects that can be programmed in existing local or regional transportation plans

Examples of eligible projects include:

- Climate vulnerability and risk assessments
- Planning for extreme weather events
- Transportation infrastructure adaptation and resilience improvement plans and/or integration of transportation adaptation planning into existing plans
- Natural and green infrastructure planning
- Technical feasibility studies required to advance project-level adaptation planning
- Technical assistance projects for under-resourced and climate vulnerable communities to perform climate adaptation planning
- Development of educational resources, trainings, and workshops for local jurisdictions and transportation service providers on any of the above listed adaptation planning activities

Applicant Eligibility

Eligible applicants are defined as follows:

- Strategic Partnerships component: eligible applicants are metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs).
- Sustainable Communities component: eligible applicants for competitive awards include:
 - Metropolitan planning organizations (MPOs) with subapplicants
 - Regional transportation planning agencies (RTPAs)
 - Transit agencies
 - Cities and counties – please note, cities and counties must provide a copy of a housing element adopted by the local government and copies of annual progress reports (APRs) for at least the previous two years to be eligible as a primary applicant or subapplicant. City or county primary/subapplicants will receive a high recommendation from the funding agency during the application evaluation process if they have a Prohousing Designation.
 - Native American tribal governments
 - Other public transportation planning agencies
- Climate Adaptation Planning component: eligible applicants include:
 - Metropolitan planning organizations (MPOs)
 - Regional transportation planning agencies (RTPAs)
 - Transit agencies
 - Cities and counties

- Native American tribal governments
- A joint exercise of powers authority with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed
- Local transportation authorities

For all three components, the following entities are eligible to apply as subapplicants:

- MPOs and RTPAs
- Transit agencies
- Universities and community colleges
- Native American tribal governments
- Cities and counties
- Community-based organizations
- 501(c)(3) nonprofit organizations
- Other public entities, including state agencies, the Regents of the University of California, districts, public authorities, public agencies, and any other political subdivisions or public corporations in the state

Primary applicants must have statutory authority to conduct transportation/transit planning for their jurisdiction. No more than one application will be accepted per applicant. Applicants may apply under no more than one component of this program overall.

Funding

In FY 2024-2025, a total of approximately \$53.4 million is available for this program overall. Awards vary by program component:

Strategic Partnerships: A total of approximately \$4.5 million is available to support awards through this component. Funding will be provided through the following funding streams:

- Strategic partnerships: a total of \$1.5 million in FHWA SPR Part 1 funding is available to support awards ranging from \$100,000 to \$500,000
- Strategic partnerships-transit: a total of \$3 million in FTA Section 5304 funding is available to support awards of up to \$500,000, with awards of at least \$75,000 for rural regional transportation planning agencies (RTPAs) and at least \$100,000 for metropolitan planning organizations (MPOs)

Sustainable Communities: A total of approximately \$29.5 million is available to support awards through this component. Funding will be provided through the following funding streams:

- Competitive awards: Approximately \$17 million is available to support competitive awards, with approximately \$3 million set aside for technical projects and approximately \$500,000 set aside for tribal governments. In general, awards range from \$100,000 to \$700,000; however, disadvantaged communities, including tribal governments and rural communities, may request a minimum award amount of \$50,000.
- Formula awards: A total of \$12.5 million is available to support formula awards that include a base allocation, a two-part population component, and an air quality component.

For competitive awards, at least 50 percent of total awards must benefit underserved communities, including tribal governments and rural communities. For both Strategic Partnerships and Sustainable Communities components, project administration costs are limited to 5 percent of the total award amount.

Climate Adaptation Planning: An unspecified amount is available to support awards through this component.

The minimum award amount is \$100,000. The maximum award amount will vary according to applicant type, as follows:

- Single organizations: \$1.5 million
- Partnership organizations: \$3 million

Up to \$3.9 million of the total funding available through this component will be set aside for tribal governments.

In addition, at least 50 percent of total awards provided through this component must benefit underserved communities, including tribal, local, regional, and rural communities. In general, project activities must begin in fall 2024 and be completed between winter and summer 2027.

Matching and Cost Sharing

For all three program components, applicants must provide at least 11.47 percent of total project costs via cash and/or in-kind contributions. Matching and cost sharing details vary based on program component as follows:

Strategic Partnerships: Applicants requesting Federal Highway Administration (FHWA) State Planning and Research (SPR) Part 1 funding must provide at least 20 percent of total project costs via nonfederal cash and/or in-kind contributions.

Sustainable Communities: Formula funding provided through this component may be used as a match with approval of the funding agency.

Climate Adaptation Planning: Matching funds are not required for applicants that are tribal governments.

Contact Information

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ATTACHMENT 4

Excerpts from successful RAISE Planning grant applications

2023 - MCCALL SH55 AND DEINHARD-BOYDSTUN CORRIDOR DESIGN IDAHO DEPARTMENT OF TRANSPORTATION VALLEY COUNTY, ID: IDAHO PLANNING RURAL RAISE GRANT FUNDING:

\$2,877,512 Project Description: The project will complete planning and design of roadway, drainage, utility and multi-modal improvements along the existing Idaho State Highway 55 route and Deinhard Lane/Boydston Street corridors to reroute traffic around downtown McCall.

Project Benefits: The project is strong in environmental sustainability, economic competitiveness and opportunity, state of good repair, and innovation. The project aims to avoid adverse environmental impacts to water quality by relocating the roadway out of a critical watershed area and reducing emissions in the downtown area by redirecting traffic around the city. The redirecting of traffic will help make downtown McCall more walkable and bikeable which is anticipated to lead to increased tourism opportunities. The project provides a new connection to a remote community and will also enhance the environment for electric, connected, and automated vehicles and by using low-carbon materials.

2024 - Recipient City of Douglas Location City of Douglas, AZ: Arizona Project Type Capital Urban or Rural Rural RAISE Grant Funding \$23,518,381

Project Description: This project will fund the development of a Complete Street study, as well as the design and construction of recommended Complete Street and state of good repair improvements to approximately 7.8-miles across approximately 10 roadways in the City. Improvements include pavement resurfacing, pedestrian facilities, safety counter measures, traffic circulation solutions, and drainage improvements. Project Benefits: The project will improve the safety of motorized and non-motorized travelers through the implementation of Complete Streets solutions which will reduce fatalities and serious injuries, especially with conflicts created by trucks traversing downtown streets to and from the existing Port of Entry at the U.S./Mexico border. The project will divert truck traffic away from the downtown area. This shift will enhance safety and pave the way for the revitalization of the downtown into a vibrant and pedestrian oriented center. The project will also help improve the air quality in an area that has high asthma rates, as well as benefit the environment by removing contaminants from old mining landfills. The improvements will also enhance mobility for users of the city transportation system and bilingual signage will promote inclusivity.

2024 - Recipient City of Green River Location City of Green River, UT: Utah Project Type Planning Urban or Rural Rural RAISE Grant Funding \$3,615,080

Project Description: This project will fund the planning activities for the construction of an approximate 6.3-mile roadway with utilities (water, sewer, power, and broadband) in the West Industrial Park located off I-70 at Exit 60. The project includes full engineering design and stakeholder outreach activities.

Project Benefits: Safety will be addressed by incorporating measures that will protect non-motorized travelers from safety risks especially in high traffic areas. The project will promote safe

ingress and egress, completion of safety audits and risk assessments throughout the planning, design, and operational stages, as well as considerations for adequate lighting, clear signage, proper road markings, well-designed intersections, and visibility enhancements. Environmental Sustainability will be addressed by aligning with both the U.S. National Blueprint for Transportation Decarbonization, as well as the State of Utah's Resource Management Plan. Additionally, the project plans to incorporate nature-based solutions such as native vegetation and a new drainage system with detention basins, buried pipes, and culverts. Mobility and Community Connectivity will be addressed by creating more efficient freight routes that will facilitate increased intermodal and multimodal goods movements while diverting heavy truck traffic out of the area's downtown, which will also improve mobility in the city.

2024 - Recipient Lincoln County Location Lincoln County, NE: Nebraska Project Type Planning Urban or Rural Rural RAISE Grant Funding \$750,000.

Project Description: This project will conduct planning activities including feasibility and engineering studies, environmental work, cost-benefit analysis, and community engagement. It will explore the development of an alternate route for freight traffic associated with transload facilities and intermodal connectivity, create active transportation infrastructure, and improve existing infrastructure, including the inland port designation of the Nebraska International Port of the Plains.

Project Benefits: Safety will be addressed by identifying alternative freight routes to redirect freight traffic from conflicting with non-motorized travelers in both residential and downtown employment centers. Environmental Sustainability will be addressed through the identification of locations for additional electric vehicle (EV) charging stations in the region. The project will also explore ways to incorporate EVs and EV charging for inland port activities. Additionally, the project will identify alternative truck routes that reduce traffic and vehicular idling in disadvantaged neighborhoods and downtown areas. Quality of Life will be addressed by coordinating the local transportation network with other developments in the area, particularly additional affordable housing, and workplaces. Mobility and Community Connectivity will be addressed by rerouting existing last-mile components of the freight network that currently preclude the implementation of Complete Streets approaches for non-freight traffic. The planning project will also utilize community participation and data to implement plans that will address gaps identified in the existing network.

Rural Tribal Assistance Pilot Program Successful Project examples

Santa Ynez, CA –
Planning, Public Outreach, and Preliminary Design for a Bicycle Connectivity Project

Orofino, ID - RAISE Development Assistance for Downtown Revitalization Project

Greenville, KY - Environmental Review of Interchange Project

Bloomington, IL - Preliminary Engineering for a Bicycle/Pedestrian Path

Mattoon, IL -

In-house Planning and Preliminary Engineering for Community Connectivity Planning and Design Project

Monte Vista, CO -

Project Planning and Funding Application Assistance for Roadway Reconstruction Project

Excerpts from successful Sustainable Transportation Planning Grant applications - 2024

Sacramento

The City of Sacramento is proposing the Fruitridge Road Safety and Mobility Plan (the Plan), a safety and mobility plan on Fruitridge Road/Seamas Avenue from I-5 to Stockton Boulevard to improve active transportation, transit access and operations, and multimodal safety and accessibility. Fruitridge Road is a major east-west connector across the City and County of Sacramento, and this Plan will work to improve connectivity to several local and regional funded efforts including the Del Rio Trail Project and the Sacramento Regional Trail Network (construction expected to be complete in Spring 2024), the Franklin Complete Streets Project (construction targeted to begin in 2024), and the Fruitridge Road Improvements Project to improve local and regional connectivity and access daily destinations. The major deliverables include conducting an existing conditions analysis, alternatives analysis, and equitable community engagement to create a safety and mobility plan to increase regional active transportation, mobility, connectivity, transit, and safety.

Del Norte County

The project is specific to drainage infrastructure associated with the County maintained road system. Data will be collected and a countywide geographic information system (GIS) documenting existing drainage infrastructure features associated with the County maintained road system will be developed, existing conditions will be evaluated relative to anticipated impacts from climate change through a hydrology and hydraulics analysis, and a capital improvement plan (CIP) for drainage infrastructure associated with the County maintained road system will be developed. Improvements included in the CIP may be designed up to 30% to inform future climate adaptation project development efforts and the Regional Transportation Plan. Consistent with the Sustainable Transportation Planning Grant Program the project will prioritize public engagement, climate adaptation planning within the planning horizon (2050 and beyond), and the grant program objectives. Engagement will include substantial outreach to individuals, non-profits, tribal governments, and local, state and federal agencies with one of the primary goals being collaborative regionally appropriate planning outcomes.

Yuba County

Yuba County is beginning to experience localized flooding in many rural areas due to inadequate culvert capacities, which disrupts transportation and creates a safety issue. This project will conduct a vulnerability analysis of the estimated 4,000 existing culverts running under County owned and maintained rural roadways for impacts due to climate change. The analysis will inventory the existing culverts, including location, diameter, pipe material, length, condition, and depth below the roadway. The analysis will then evaluate the existing culverts' ability to convey the anticipated flows predicted using the State's latest climate prediction models. The County will utilize the findings of this analysis to prioritize replacement of culverts that cannot accommodate the impacts of climate change

Placer County

To address Placer County's growing climate vulnerability, the Placer County Evacuation & Transportation Resiliency Plan (ETRP) will analyze the county's multimodal transportation system and assess constraints hindering evacuation under a range of extreme events, including areas within high fire severity zones, state responsibility areas, and other areas prone to disasters such as extreme heat/poor air quality, heavy precipitation/flooding/landslides, extreme snow events, and public safety power shutoffs. This planning effort will improve our understanding of capacity, safety, and viability issues under a range of emergency scenarios. This plan will also help Placer County meet the requirements of AB 747 and AB 1409 by identifying evacuation locations and potential sites for Community Resilience Hubs.

Rural and Tribal Assistance Pilot Program 2023 Applications Dashboard

11/29/2023

Applicant	Applicant Applied as Entity	Location	State	Brief Project Description	Date Application Received	Date Notification Sent to Applicant
Petersburg Borough	Rural	Petersburg, AK	AK	Consulting Services for Permitting and Assessments for a Multi-Use Port Improvement Project	8/14/2023	11/20/2023
Denali Borough	Rural	Healy, AK	AK	Contracting Services for Environmental, Permitting, Design, and Agency Coordination for a Pedestrian Infrastructure Project	8/14/2023	11/20/2023
City of Nulato	Rural	Nulato, AK	AK	Advisory Services for Road Improvement Project	8/14/2023	11/20/2023
Nulato Village	Tribal	Nulato, AK	AK	Advisory Services for a Port Development Project	8/14/2023	11/20/2023
City & Borough of Juneau	Rural	Juneau, AK	AK	Financial Planning and Advisory Services for a Roadway Construction Project	8/14/2023	11/20/2023
2 Igiugig Village Council	Tribal	Igiugig, AK	AK	Engineering Design and Cost Estimating of a Maritime Infrastructure Project	8/14/2023	11/20/2023
City and Borough of Sitka	Rural	Sitka, AK	AK	Bridge Condition Assessment and Fault Mitigation Planning	8/14/2023	11/20/2023
Native Village of Dot Lake	Tribal	Dot Lake Village, AK	AK	Supplemental Funds for Road Resurfacing and Surfaced Parking Areas Project	8/14/2023	11/20/2023
City of Saint Paul	Rural	Saint Paul Island, AK	AK	Planning and Pre-Construction Activities for Roadway Upgrade Planning Project	8/14/2023	11/20/2023
Akiachak Native Community	Tribal	Akiachak, AK	AK	Technical Assistance including Engineering Design, Environmental Analysis, and Funding Procurement for Road Construction	8/14/2023	11/20/2023
Tessa Nickerson	Tribal	Manokotak, AK	AK	Engineering Services for Road Project	8/14/2023	11/20/2023
City of Cordova	Rural	Cordova, AK	AK	Feasibility Study, Project Planning, Preliminary Engineering and Design, Permitting, and a Cost-Benefit Analysis for a Stormwater System	8/14/2023	11/20/2023
City Of Houston, Alaska	Rural	Houston, AK	AK	Engineering and Planning Services for Road Improvement Planning	8/14/2023	11/20/2023
Native Village of Akutan	Tribal	Akutan, AK	AK	Development-Phase Activities for Access Road to Airport	8/15/2023	11/20/2023
City of Seldovia	Rural	Seldovia, AK	AK	Preliminary Engineering Report for Historic Boardwalk Improvement and Waterfront Expansion Project	8/18/2023	11/20/2023
City of King Cove	Rural	King Cove, AK	AK	Design and Permitting for Streets Improvements Project	8/21/2023	11/20/2023
Native Village of Koyuk	Tribal	Koyuk, AK	AK	Advisory Services for Airport Access Enhancement Program	9/25/2023	11/20/2023
Nondalton Village	Tribal	Nondalton, AK	AK	Community Impact Assessment for Bridge Project	9/27/2023	11/20/2023
Inupiat Community of the Arctic Slope (ICAS)	Tribal	Barrow, AK	AK	Evacuation Route and Fresh Water Resource Study	9/28/2023	11/20/2023
Inupiat Community of the Arctic Slope (ICAS)	Tribal	Barrow, AK	AK	Advisory Services for Multimodal Transportation Study and Planning	9/28/2023	11/20/2023
Native Village of Port Lions	Tribal	Port Lions, AK	AK	Technical Services for Transportation Improvement Planning Project	9/28/2023	11/20/2023
Manley Village Council	Tribal	Manley Hot Springs, AK	AK	Tribal Roads Planning and Development Project	9/28/2023	11/20/2023
Inupiat Community of the Arctic Slope (ICAS)	Tribal	Barrow, AK	AK	Advisory Services for Climate Resilience & Access Project	9/28/2023	11/20/2023
Regional Planning Commission of Greater Birmingham	Rural	Birmingham, AL	AL	Engineering Services for Rural Projects	8/14/2023	11/20/2023
City of Talladega, Alabama	Rural	Talladega, AL	AL	Project Design Aspects for Community Connections Project Enhancements	8/25/2023	11/20/2023
Jackson County Commission/ Jackson County Public Works	Rural	Scottsboro, AL	AL	Reimbursement for Culvert Replacement	9/7/2023	11/20/2023
City of Graysville	Rural	Graysville, AL	AL	Comprehensive Transportation Planning	9/26/2023	11/20/2023
Town of Wedowee	Rural	Wedowee, AL	AL	Transportation Planning Project to Revitalize a Rural Community	9/26/2023	11/20/2023
Choctaw County Commission	Rural	Butler, AL	AL	Engineering Design of Bridge Replacement	9/27/2023	11/20/2023
Limestone County Commission	Rural	Athens, AL	AL	Preliminary Engineering and Design for Road Widening Project	9/28/2023	11/20/2023
Clark County, Arkansas	Rural	Arkadelphia, AR	AR	Technical Services for a Regional Trail Project	8/14/2023	11/20/2023
Western Arkansas Intermodal Authority	Rural	FORT SMITH, AR	AR	Intermodal Economic Impact Analysis	8/14/2023	11/20/2023
Western Arkansas Intermodal Authority	Rural	Fort Smith, AR	AR	Intermodal Logistics Revenue Forecasting and Financing Analysis	8/14/2023	11/20/2023
Helena West Helena / Phillips County Port Authority (Helena Harbor)	Rural	West Helena, AR	AR	Technical Assistance including Financing Assistance, Economic Analysis, and Preliminary Engineering for Construction of a Waste Water Treatment Plant	8/14/2023	11/20/2023
City of Hot Springs	Rural	Hot Springs, AR	AR	Cost-Benefit Analyses for Urban Trail Network	8/14/2023	11/20/2023
Helena West Helena / Phillips County Port Authority (Helena Harbor)	Rural	West Helena, AR	AR	Preliminary Engineering and Design of a Wastewater Treatment Plant	8/14/2023	11/20/2023
Crawford County	Rural	Van Buren, AR	AR	Installation of a fitness court	8/16/2023	11/20/2023
American Samoa Government Department of Public Works	Rural	Tafuna, AS	AS	Hire an Engineering Consultant for Department of Public Works (DPW)	8/14/2023	11/20/2023
The Navajo Nation	Tribal	Window Rock, AZ	AZ	Interstate Interchange Planning	8/14/2023	11/20/2023
City of Casa Grande	Rural	City of Casa Grande, AZ	AZ	Engineering Design for Pedestrian Protection Improvements	8/14/2023	11/20/2023
City of Winslow	Rural	Winslow, AZ	AZ	Feasibility Study to Address Multiple Safety and Transportation Issues	8/14/2023	11/20/2023
The Hopi Tribe	Tribal	Kykotsmovi Village, AZ	AZ	Technical Assistance with Project Funding, Financing and Delivery of Road Safety and Climate Resilience Improvements	8/14/2023	11/20/2023
Town of Jerome	Rural	Jerome, AZ	AZ	Hiring of Engineering Services for Water Drainage and Road Improvements Project	8/14/2023	11/20/2023
Arizona Department of Transportation	Rural	Phoenix, AZ	AZ	Corridor Preliminary Engineering/Scoping Report	8/14/2023	11/20/2023
City of Page - Arizona	Rural	Page, AZ	AZ	Engineering and Design Plans for Stormwater Drainage Management & Roadway Vehicular/Pedestrian Improvement Project	8/14/2023	11/20/2023
Town of Jerome	Rural	Jerome, AZ	AZ	Engineering Services for Water Drainage and Road Improvements Project	8/14/2023	11/20/2023
Town of Jerome	Rural	Jerome, AZ	AZ	Hiring of Structural Engineering Services for a Retaining Walls Rehabilitation Project	8/14/2023	11/20/2023
City of Coolidge	Rural	Coolidge, AZ	AZ	Engineering and Design Plans for Airport Roadway Improvements	8/14/2023	11/20/2023
City of Coolidge	Rural	Coolidgeaz.com, AZ	AZ	Technical services for Roadway Improvements Design Project	8/14/2023	11/20/2023
Navajo County	Rural	Holbrook, AZ	AZ	Preliminary Design Documents and Preliminary Construction Estimate for Grade Separation Project	8/14/2023	11/20/2023
City of Goodyear	Rural	Goodyear, AZ	AZ	Project Assessment and Alternatives Feasibility Analysis for Roadway Intersection	8/15/2023	11/20/2023
Salt River Pima-Maricopa Indian Community	Tribal	Scottsdale, AZ	AZ	Engineering Assistance in Evaluating Sites and Planning for EV Infrastructure Upgrades	8/15/2023	11/20/2023
Gila County/Gila County Public Works Department	Rural	Globe, AZ	AZ	Environmental Assessments and Clearances for Material Pits	8/15/2023	11/20/2023
Mohave County Public Works	Rural	Kingman, AZ	AZ	Roadway Preliminary Design	8/25/2023	11/20/2023
Town of Pima	Rural	Pima, AZ	AZ	Advisory Services for Road Widening Planning and Design Project	9/20/2023	11/20/2023
hopi-nsn.gov	Tribal	Kykotsmovi, AZ	AZ	Advisory Services for Flood Mitigation Project	9/27/2023	11/20/2023
The Hopi Tribe	Tribal	Kykotsmovi, AZ	AZ	Advisory Services for Transportation Infrastructure Modernization Project	8/14/2023	11/20/2023
Colorado River Indian Tribes	Tribal	Parker, AZ	AZ	Design and Engineering for Electrical Infrastructure and Electric Vehicle Charging Stations	9/27/2023	11/20/2023
Tolowa Dee-ni' Nation	Tribal	Smith River, CA	CA	Engineering and Design Process for Separated Pedestrian Path	8/14/2023	11/20/2023
Contra Costa County	Rural	Martinez, CA	CA	Advisory Services for Road Corridor Safety Improvements	8/14/2023	11/20/2023
County of Calaveras, CA	Rural	San Andreas, CA	CA	Engineering Services for an Intersection Safety Improvements Project	8/14/2023	11/20/2023
2.County of Del Norte	Rural	Crescent City, CA	CA	Advisory Services for Roundabout Project within a Multimodal Corridor Plan	8/14/2023	11/20/2023
Karuk Tribe	Tribal	Happy Camp, CA	CA	Tribal Transit Feasibility Study and Design	8/14/2023	11/20/2023
2.City of Willits	Rural	Willits, CA	CA	Technical Assistance with Project Development, Economic Analysis, and Community Outreach for Complete Streets Safety Project	8/14/2023	11/20/2023
Monterey-Salinas Transit District	Rural	Monterey, CA	CA	Hydrogen Planning Study	8/14/2023	11/20/2023
County of Amador	Rural	Jackson, CA	CA	Engineering Study to Design Road Safety Improvements on Highway	8/14/2023	11/20/2023
Santa Ynez Band of Chumash Mission Indians	Tribal	Santa Ynez, CA	CA	Planning, Public Outreach, and Preliminary Design for a Bicycle Connectivity Project	8/14/2023	11/20/2023
Paskenta Band of Nomlaki Indians	Tribal	Corning, CA	CA	Environmental Assessment, Engineering and Planning Coordination for New Bridge Construction	8/14/2023	11/20/2023
Elk Valley Rancheria	Tribal	Crescent City, CA	CA	Advisory Services for Multimodal Corridor Plan	8/14/2023	11/20/2023
Ewilaapaayp Band of Kumeaya Indians	Tribal	Alpine, CA	CA	Financial, Technical, and Legal Services for Road Rehabilitation Planning Project	8/14/2023	11/20/2023
County of Amador / https://www.amadorgov.org/	Rural	Jackson, CA	CA	Design and Specifications for a Runway and Taxiway Rehabilitation Project	8/14/2023	11/20/2023
Robinson Rancheria Citizens Business Council	Tribal	Nice, CA	CA	Preliminary Engineering Design, Environmental Review, and Funding Application Assistance for Roadway Planning Project	8/14/2023	11/20/2023
Lake Area Planning Council	Rural	Ukiah, CA	CA	Public Engagement Study for Corridor Safe Crossing Project	8/14/2023	11/20/2023
Modoc, County of	Rural	Alturas, CA	CA	Climate Change Resilience Evacuation Route Study	8/15/2023	11/20/2023
County of Yuba	Rural	Marysville, CA	CA	Project Development Activities	8/15/2023	11/20/2023
Colusa Indian Community Council	Tribal	Colusa, CA	CA	Advisory Services for Funding Application Assistance for Roadway Project	8/15/2023	11/20/2023
City of Yreka	Rural	Yreka, CA	CA	Technical Assistance for Road Improvement Project	9/11/2023	11/20/2023
City of Colusa, California	Rural	Colusa, CA	CA	Technical Support for Complete Streets Project	9/13/2023	11/20/2023
Sutter County	Rural	Yuba City, CA	CA	Corridor Study for Regional Active Transportation Project	9/13/2023	11/20/2023
Sonoma County Dept of Public Infrastructure	Rural	Santa Rosa, CA	CA	Technical Assistance to Develop Outreach Plan, BCA, and Legal Assistance for Easement	9/20/2023	11/20/2023
County of Imperial	Rural	El Centro, CA	CA	Bridge Cost-Benefit Analyses (BCAs) and Associated Data and Modeling	9/22/2023	11/20/2023
City of Alamosa	Rural	Alamosa, CO	CO	Preliminary Engineering and Design for a Road Diet and Revitalization Project	8/14/2023	11/20/2023
City of Monte Vista - Monte Vista, CO	Rural	Monte Vista, CO	CO	Project Planning and Funding Application Assistance for Roadway Reconstructions Project	8/14/2023	11/20/2023

Rural and Tribal Assistance Pilot Program 2023 Applications Dashboard

11/29/2023

Applicant	Applicant Applied as Entity	Location	State	Brief Project Description	Date Application Received	Date Notification Sent to Applicant
Town of Coal Creek	Rural	Coal Creek, CO	CO	Advisory Services for Roadway Coalition Project	8/14/2023	11/20/2023
Ute Mountain Ute Tribe	Tribal	Towaoc, CO	CO	Technical Assistance for Transportation Elements of a Grocery Store Project	8/14/2023	11/20/2023
Town of Nunn, CO	Rural	Nunn, CO	CO	Technical Assistance with Rail Grade Crossing Reconstruction	8/14/2023	11/20/2023
Town of Saguache	Rural	Saguache, CO	CO	Preliminary Engineering for Streetscape Project	8/14/2023	11/20/2023
Town of Green Mountain Falls	Rural	Green Mountain Falls , CO	CO	Technical Services for a Road and Bridge Repair Project	8/14/2023	11/20/2023
Archuleta County	Rural	Pagosa Springs, CO	CO	Engineering, Design, Surveys and Required Environmental Review for a Road Project	8/14/2023	11/20/2023
County of Park, Colorado	Rural	Fairplay, CO	CO	Engineering for Roadway Reconstruction Project	8/14/2023	11/20/2023
Ute Mountain Ute Tribe	Tribal	Towaoc, CO	CO	Development & Land Use Feasibility Analysis	8/14/2023	11/20/2023
City of Canon City	Rural	Canon City, CO	CO	Construction Funding for Completion of a Sidewalk/Road Project	8/22/2023	11/20/2023
COUNTY OF ELBERT	Rural	Kiowa, CO	CO	Planning Assistance for Master Transportation Plan and Design Assistance for Bridge Replacement	8/30/2023	11/20/2023
Alamosa County Road and Bridge	Rural	Alamosa, CO	CO	Pavement Condition Index Assessment for Pavement Condition Evaluation	9/14/2023	11/20/2023
Town of Minturn	Rural	Minturn, CO	CO	Feasibility Study for Bridge Repair Project	9/15/2023	11/20/2023
Montezuma County	Rural	Cortez, CO	CO	Advisory Services for Culvert/Ditch Assessment and Flood Mitigation Project	9/25/2023	11/20/2023
City of Durango	Rural	Durango, CO	CO	Technical Services for Bridge Replacement Project	9/28/2023	11/20/2023
Town of Mansfield	Rural	Mansfield, CT	CT	Traffic Safety Analysis	8/14/2023	11/20/2023
Mashantucket Pequot Tribal Nation	Tribal	Mashantucket, CT	CT	Preliminary Engineering and Design for Bioretention Basin	8/14/2023	11/20/2023
Town of Redding	Rural	redding, CT	CT	Preliminary Engineering and Design for New Roadway Construction	8/14/2023	11/20/2023
Mashantucket Pequot Tribal Nation	Tribal	Mashantucket, CT	CT	Preliminary Engineering and Design for a Roadway Extension Project	8/14/2023	11/20/2023
Mashantucket Pequot Tribal Nation	Tribal	Mashantucket, CT	CT	Preliminary Engineering and Design for a Sidewalk Design Project	8/14/2023	11/20/2023
Town of Stonington	Rural	Stonington, CT	CT	Preliminary Engineering and Design Costs on Roadway with Designated Bike Lanes	8/14/2023	11/20/2023
Mohegan Tribe of Indians of Connecticut	Tribal	Uncasville, CT	CT	Engineering and Design of a Walking Path	8/22/2023	11/20/2023
Town of Townsend	Rural	Townsend, DE	DE	Railroad Crossing Feasibility Study	8/14/2023	11/20/2023
Highlands County Board of County Commissioners	Rural	Sebring, FL	FL	Preliminary Engineering and Design and Environmental Review and Permitting for a Roadway Project	8/14/2023	11/20/2023
City of Bunnell	Rural	Bunnell, FL	FL	Feasibility Study, Project Planning, and Funding Application Assistance for Roadway Rehabilitation and Safety Project	8/14/2023	11/20/2023
Highlands County Board of County Commissioners	Rural	Sebring, FL	FL	Technical Services for Roadway Construction Project	8/14/2023	11/20/2023
City of Belle Glade	Rural	Belle Glade, FL	FL	Engineering Design and Permitting for Vehicular Bridge Safety Improvements Project	8/14/2023	11/20/2023
City of Newberry, Florida	Rural	Newberry, FL	FL	Technical Services for Economic Strength and Emission Reduction Initiative	8/14/2023	11/20/2023
Highlands County Board of County Commissioners	Rural	Sebring, FL	FL	Technical Services for Roadway Improvement Project	8/14/2023	11/20/2023
Highlands County Board of County Commissioners	Rural	Sebring, FL	FL	Preliminary Engineering and Design for a Roadway Improvement Project	8/14/2023	11/20/2023
City of Cedartown	Rural	Cedartown, GA	GA	Consulting Planning and Design Services for Corridor Plan Framework	8/14/2023	11/20/2023
City of Statesboro	Rural	Statesboro, GA	GA	Advisory Services for Corridor Plan	8/14/2023	11/20/2023
Warren County, GA	Rural	Warrenton, GA	GA	Environmental Study and Permitting Assistance, Site Plan and Design for Intermodal Freight Transfer Facility	8/14/2023	11/20/2023
2. River Valley Regional Commission	Rural	Columbus, GA , GA	GA	Professional Planning/Engineering Services for Feasibility Studies for a Downtown Complete Streets/Streetscapes Project	8/14/2023	11/20/2023
Sumter County Board of Commissioners (Georgia)	Rural	Americus, GA	GA	Advisory Services for a Safe Crossing Project	8/14/2023	11/20/2023
Commissioners Roads and Revenue Dawson County	Rural	Dawsonville, GA	GA	Planning and Engineering for Road Improvement Project	9/1/2023	11/20/2023
Morgan County	Rural	Madison, GA	GA	Comprehensive Corridor Analysis for Road Safety Improvements	9/22/2023	11/20/2023
HIRTA	Rural	Urbandale, IA	IA	Transit Feasibility Study	8/14/2023	11/20/2023
City of Swisher	Rural	Swisher, IA	IA	Development of a Concept Plan for the Redevelopment of a Downtown Corridor	8/14/2023	11/20/2023
Sac and Fox Tribe of the Mississippi in Iowa	Tribal	Tama, IA	IA	Technical Assistance Including Environmental Analysis, Engineering and Design for Creation of a Highway Overpass.	8/14/2023	11/20/2023
City of Portsmouth Iowa	Rural	Portsmouth, IA	IA	Preliminary Engineering and Design for a Recreational Trail System	8/14/2023	11/20/2023
City of Alburnett	Rural	Alburnett, IA	IA	Engineering Plans for Roadway Reconstruction	8/14/2023	11/20/2023
City of Mount Ayr	Rural	Mount Ayr, IA	IA	NEPA and SIPO Clearances for Downtown Revitalization HUD Grant Award Project	8/16/2023	11/20/2023
Mills County Secondary Roads	Rural	Glenwood, IA	IA	Final Design of Industrial Development Access Project	8/16/2023	11/20/2023
Glenns Ferry Highway District	Rural	Glenns Ferry, ID	ID	Alternative Grade Separated Crossing Study	8/14/2023	11/20/2023
City of Orofino	Rural	Orofino, ID	ID	RAISE Development Assistance for Downtown Revitalization Project	8/14/2023	11/20/2023
Port of Lewiston	Rural	Lewiston, ID	ID	Technical Services for Intersection Safety Improvements Project	8/14/2023	11/20/2023
City of Dover, Idaho	Rural	Dover, ID	ID	Multimodal Preliminary Engineering and Design Project	8/14/2023	11/20/2023
City of Notus	Rural	Notus, ID	ID	Final Design, Engineering, and Construction Engineering for Roadway Reconstruction Project	8/14/2023	11/20/2023
Local Highway Tech. Assistance Council (Boise, ID)	Rural	Boise, ID	ID	Planning, Design Services, and Grant Writing Assistance for a Bridge Replacement Project	8/14/2023	11/20/2023
Nez Perce Tribe	Tribal	Lapwai, ID	ID	Preliminary Engineering and Design for Roadway Reconstruction Project	8/14/2023	11/20/2023
Nez Perce Tribe	Tribal	Lapwai, ID	ID	Preliminary Engineering and Design for a Roadway Reconstruction Project	8/14/2023	11/20/2023
Nez Perce County	Rural	Lewiston, ID	ID	Technical Services for Roadway Reconstruction Project	8/14/2023	11/20/2023
City of Kamiah	Rural	Kamiah, ID	ID	Feasibility Studies, Project Planning, Preliminary Design, Public Outreach, Cost Estimation, Public Benefit Studies for a Pedestrian and Bike Safety Project	8/14/2023	11/20/2023
City of Burley, Idaho	Rural	Burley, ID	ID	Feasibility Study, Engineering Design and Environmental Review for Road Reconstruction	8/21/2023	11/20/2023
Lee County	Rural	Dixon, IL	IL	Benefit-Cost Analysis (BCA) and Feasibility Study for Hydrogen Fuel Production Project	8/14/2023	11/20/2023
Carroll County Highway Department	Rural	Mount Carroll, IL	IL	Preliminary Engineering for Road Reconstruction	8/14/2023	11/20/2023
2. County of Hardin	Rural	Elizabethtown, IL	IL	Phase II Engineering for a Roadway Improvement Project	8/14/2023	11/20/2023
County of McLean	Rural	Bloomington, IL	IL	Preliminary Engineering for a Bicycle/Pedestrian Path	8/14/2023	11/20/2023
Peoria County	Rural	Peoria, IL	IL	Feasibility Study for Road Reconstruction Project	8/14/2023	11/20/2023
Village of Peotone, Illinois	Rural	Peotone, IL	IL	Local Match for Phase 2 Engineering Services, Public Engagement, and Procurement Support for Corridor Project	8/14/2023	11/20/2023
City of Rochelle - Rochelle, IL	Rural	Rochelle, IL	IL	Technical Assistance including Financial Analysis, Funding Procurement, and Public Engagement for a Rail Served Industrial Park	8/14/2023	11/20/2023
City of Mattoon	Rural	Mattoon, IL	IL	In-house Planning and Preliminary Engineering for Community Connectivity Planning and Design Project	8/14/2023	11/20/2023
Southeast Indiana Regional Port Authority (SIRPA)	Rural	Lawrenceburg, IN	IN	Development Phase Activities and Permitting for a Regional Port Authority Expansion Project	8/14/2023	11/20/2023
City of Delphi	Rural	Delphi, IN	IN	Technical Assistance with Site Survey, Data Collection and Road Design for Creating Quieter Railroad Crossings	8/14/2023	11/20/2023
City of West Lafayette	Rural	West Lafayette, IN	IN	Feasibility Studies, Cost Estimation, and Public Benefit Studies for a Downtown Rehabilitation Project	8/14/2023	11/20/2023
City of Elwood Indiana	Rural	Elwood, IN	IN	Hiring of Staff to Support Transit System with Emphasis on EV/Alternative Fuels	8/14/2023	11/20/2023
City of Junction City	Rural	Junction City , KS	KS	Advisory Services for Planning and Engineering Design of a Road Improvement Project	8/14/2023	11/20/2023
City of Parsons Kansas	Rural	Parsons, KS	KS	Preliminary Design Development Project	8/14/2023	11/20/2023
City of Paxico	Rural	Paxico, KS	KS	Technical Assistance Launching Regional Transportation Planning Process	8/14/2023	11/20/2023
City of Dawson Springs	Rural	Dawson Springs, KY	KY	Phase I Engineering and Environmental Studies for Bicycle Corridor	8/14/2023	11/20/2023
Muhlenberg County Fiscal Court	Rural	Greenville, KY	KY	Environmental Review of Interchange Project	8/17/2023	11/20/2023
St. John the Baptist Parish Government	Rural	LaPlace, LA	LA	Technical Assistance with Project Development, Funding Application Assistance for Multi-Modal Transportation Center	8/14/2023	11/20/2023
St. Landry Parish Government	Rural	Opelousas, LA	LA	Pavement Inventory and Management	8/14/2023	11/20/2023
Vernon Parish Police Jury	Rural	Leesville, LA	LA	Feasibility Study for Roadway Reconstruction Project	8/14/2023	11/20/2023
Terrebonne Port Commission	Rural	Houma, LA, LA	LA	Feasibility Study	8/14/2023	11/20/2023
Vernon Parish Police Jury	Rural	Leesville, LA	LA	Intersection Study	8/14/2023	11/20/2023
Jeff Davis Parish Police Jury	Rural	Jennings, LA	LA	Advisory Services for Rail Terminal Development Planning	8/14/2023	11/20/2023
City of Abbeville	Rural	Abbeville, LA	LA	Public Transit Planning and Feasibility Study	8/14/2023	11/20/2023
DeQuincy Industrial Airpark	Rural	Dequincy, LA	LA	Feasibility Study for Surface Transportation Improvements	8/14/2023	11/20/2023
Town of Oberlin	Rural	Oberlin, LA	LA	Roadway Feasibility Study	8/14/2023	11/20/2023
Central Louisiana Regional Port	Rural	Alexandria, LA	LA	Feasibility Studies for Strategic Waterborne Infrastructure Initiative	8/15/2023	11/20/2023
Central Louisiana Regional Port	Rural	Alexandria, LA	LA	Feasibility Study for a Renewable Liquids Dock	8/15/2023	11/20/2023
Natchitoches Parish Port Commission	Rural	Campiti, LA	LA	Rail Feasibility Study for Expansion Project	8/30/2023	11/20/2023

Rural and Tribal Assistance Pilot Program 2023 Applications Dashboard

11/29/2023

Applicant	Applicant Applied as Entity	Location	State	Brief Project Description	Date Application Received	Date Notification Sent to Applicant
Coushatta Tribe of Louisiana	Tribal	Elton, LA	LA	Transportation and Safety Planning Services	9/15/2023	11/20/2023
Tunica-Biloxi Tribe of LA	Tribal	Marksville, LA	LA	Advisory Services for Project Planning and Engineering	9/19/2023	11/20/2023
Cameron Parish Port, Harbor and Terminal District	Rural	Cameron, LA	LA	Advisory Services for Land Feasibility Study	9/27/2023	11/20/2023
Franklin Regional Council of Governments	Rural	Greenfield, MA	MA	Alternatives Analysis and Project Design for Road Safety Project for Pedestrians/Cyclists	8/14/2023	11/20/2023
City of North Adams	Rural	North Adams, MA	MA	Project Planning, Preliminary Engineering and Design, and Cost Estimation Fees for a Drainage Project	8/14/2023	11/20/2023
Town of Bolton, MA	Rural	Bolton, MA	MA	Engineering and Permitting for a School Driveway Project	8/14/2023	11/20/2023
Haverhill, The City of	Rural	Haverhill, MA	MA	Technical and Legal Services for Road Reconstruction Project	8/14/2023	11/20/2023
grovelandma.com	Rural	Groveland, MA	MA	Engineering Design for a Culvert Project	8/14/2023	11/20/2023
Town of Hawley	Rural	Hawley, MA	MA	Advisory Services for Culvert Prioritization	8/14/2023	11/20/2023
City of North Adams Office of Community Development	Rural	North Adams, MA	MA	Pedestrian & Cyclist Grade Separation Feasibility Study	8/21/2023	11/20/2023
City of Gardner	Rural	Gardner, MA	MA	Engineer and Design of Pedestrian Bridge	8/22/2023	11/20/2023
Town of Lee	Rural	Lee, MA	MA	Funding Assistance for Town Planner	9/5/2023	11/20/2023
Anne Arundel County Office of Transportation	Rural	Annapolis, MD	MD	Mobility Study	9/26/2023	11/20/2023
Town of Bar Harbor, Maine	Rural	Bar Harbor, ME	ME	Preliminary Planning Work for Pier Climate Resiliency Improvements	8/14/2023	11/20/2023
Mi'kmaq Nation (formerly the Aroostook Band of Micmacs)	Tribal	Presque Isle, ME	ME	Hiring of Staff and Consultants to Support Reducing Wildlife/Vehicle Accidents Planning Grant	8/14/2023	11/20/2023
Mi'kmaq Nation (formerly the Aroostook Band of Micmacs)	Tribal	Presque Isle, ME	ME	Engineering Design for Culvert Replacement	8/14/2023	11/20/2023
Town of Jonesport, Maine	Rural	Jonesport, ME	ME	Technical Services for Working Waterfront Access Project	8/26/2023	11/20/2023
Van Buren County Road Commission	Rural	Lawrence, MI	MI	Road Crossing Culvert Inventory	8/14/2023	11/20/2023
Cadillac/Wexford Transit Authority	Rural	Cadillac, MI	MI	Technical Assistance Creating a Transit Rider Training Course	8/14/2023	11/20/2023
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians	Tribal	Shelbyville, MI	MI	Technical Services for Roadway Construction Project	8/14/2023	11/20/2023
Village of Stockbridge	Rural	Stockbridge, MI	MI	Technical Services of r a Pedestrian Pathway Project	8/14/2023	11/20/2023
City of Ionia Dial-A-Ride	Rural	Ionia, MI	MI	Feasibility Study and Technical Assistance to Create a Regional CDL Training Course	8/14/2023	11/20/2023
Van Buren Public Transit	Rural	Bangor, MI	MI	Preliminary Engineering and Design for Public Transit Facility Construction and Rehabilitation	8/14/2023	11/20/2023
Battle Creek Transit	Rural	Battle Creek, MI	MI	Technical Assistance with the Expansion and Creation of Public Transportation Services	8/14/2023	11/20/2023
McMillan Township	Rural	Newberry, MI	MI	Engineering and Design Plans for Non-Motorized Bridge and Trail Study	8/14/2023	11/20/2023
Baraga County Road Commission	Rural	Lanse, MI	MI	Technical Services for a Road Improvement Project	8/14/2023	11/20/2023
Sault Ste. Marie Tribe of Chippewa Indians	Tribal	Sault Ste. Marie , MI	MI	Advisory Services for Regional Tribal Transit Systems Analysis and Implementation	8/14/2023	11/20/2023
Tuscarora Township	Rural	Indian River, MI	MI	Advisory Services and Airport Infrastructural Needs Assessment	8/17/2023	11/20/2023
Grand Traverse County Road Commission	Rural	Traverse City , MI	MI	Preliminary Engineering for a Roadway Project	8/27/2023	11/20/2023
Mackinac County Road Commission	Rural	St Ignace, MI	MI	Construction Funding for Road Project	9/7/2023	11/20/2023
Mackinac County Road Commission	The Department of Hawaiian Home Lands	St Ignace, MI	MI	Funding for Road Pavement Materials	9/7/2023	11/20/2023
Mackinac County Road Commission	The Department of Hawaiian Home Lands	St Ignace, MI	MI	Funding for Road Pavement Materials	9/7/2023	11/20/2023
Big Stone County	Rural	Ortonville, MN	MN	Preliminary Engineering and Planning Roadway Reconstruction	8/14/2023	11/20/2023
City of Austin	Rural	Austin, MN	MN	Advisory Service for Corridor Reconstruction Project	8/14/2023	11/20/2023
Crow Wing County Highway Department	Rural	Brainerd, MN	MN	Roadway Feasibility Study	8/14/2023	11/20/2023
Bois Forte Reservation Tribal Government	Tribal	Nett Lake, MN	MN	Advisory Services for a Feasibility Study for a Secondary Evacuation Route Project	8/14/2023	11/20/2023
Fond du Lac Band of Lake Superior Chippewa	Tribal	Cloquet, MN	MN	Environmental Review for Construction of a Non-Motorized Path	8/14/2023	11/20/2023
City of Wabasha	Rural	Wabasha, MN	MN	Planning, Engineering, and Design Studies for New Highway Segment Construction	8/14/2023	11/20/2023
County of Wabasha	Rural	Wabasha, MN	MN	Technical Services for Pedestrian/Bicyclist Bridge Project	8/14/2023	11/20/2023
Cook County Highway Department	Rural	Grand Marais, MN	MN	Culvert Inventory Analysis	8/14/2023	11/20/2023
Prairie Island Indian Community	Tribal	Welch, MN	MN	Preliminary Design for Roadway Improvement Project	8/14/2023	11/20/2023
Prairie Island Indian Community	The Department of Hawaiian Home Lands	Welch, MN	MN	Preliminary and Final Engineering and Design of a Roadway Improvement Project	8/14/2023	11/20/2023
Benton County	Rural	Foley, MN	MN	RAISE Grant Application Assistance and Preliminary Layout Design	8/14/2023	11/20/2023
Beltrami County	Rural	Bemidji, MN	MN	Feasibility Study, Engineering Design and Environmental Review for Road Reconstruction	8/23/2023	11/20/2023
City of Le Sueur	Rural	Le Sueur, MN	MN	Engineering Costs for Corridor Planning Project	9/8/2023	11/20/2023
City of Richmond, Missouri	Rural	Richmond, MO	MO	Planning and Outreach Services for a Walkability Study	8/14/2023	11/20/2023
City of Bolivar, MO	Rural	Bolivar, MO	MO	Engineering Design and Advisory Services for a Roadway Construction Project	8/14/2023	11/20/2023
Northwest Missouri Regional Council of Governments	Rural	Maryville, MO	MO	Economic and Environmental Analysis, Public Engagement Assistance and Feasibility Studies	8/14/2023	11/20/2023
City of Albany, Missouri	Rural	Albany, MO	MO	Technical Services for Downtown Revitalization Planning Project	8/14/2023	11/20/2023
City of Windsor	Rural	Windsor, MO	MO	Advisory Services of Preliminary Engineering and Design Project	8/14/2023	11/20/2023
City of Boonville	Rural	Boonville, MO	MO	Advisory Services of Preliminary Engineering and Design for the Completion and Construction of a Roundabout	8/14/2023	11/20/2023
City of Poplar Bluff	Rural	Poplar Bluff , MO	MO	Financial and Technical Services for a Highway Project	8/14/2023	11/20/2023
County of Nodaway, Missouri	Rural	Maryville, MO	MO	Road Rehabilitation Planning Project	8/14/2023	11/20/2023
Pettis County Mo	Rural	Sedalia, MO	MO	Truck Route NEPA Documentation	8/14/2023	11/20/2023
County of Greene, MO	Rural	Springfield, MO	MO	Corridor Improvement Study	8/14/2023	11/20/2023
Webster County	Rural	Marshfield, MO	MO	Intersection Safety & Rural Access Feasibility & Improvement Study	8/14/2023	11/20/2023
Pettis County Mo	Rural	Sedalia, MO	MO	Four Bridge Replacements Design Documents	8/14/2023	11/20/2023
CITY OF WARSAW	Rural	WARSAW, MO	MO	Preliminary Engineering Report for Airport Terminal Area	8/14/2023	11/20/2023
Howard Cooper Port Auth	Rural	Boonville, MO	MO	Container On Barge Feasibility Study	8/14/2023	11/20/2023
City of Versailles	Rural	Versailles, MO	MO	Business District Street and Sidewalk Revitalization Project Feasibility Study	8/14/2023	11/20/2023
Ol Rickory lodges	Tribal	Joplin , MO	MO	Building Materials	8/15/2023	11/20/2023
City of Desloge	Rural	Desloge, MO	MO	Preliminary Engineering Design for Constructing ADA Compliant Sidewalks	8/18/2023	11/20/2023
Department of Public Works	The Department of Hawaiian Home Lands	Saipan, MP	MP	Engineering and Planning Technical Assistance to Implement ADA Compliant Transportation Upgrades	8/14/2023	11/20/2023
City of Oxford	Rural	Oxford, MS	MS	Technical Services for a Traffic Signal Improvement Project	8/14/2023	11/20/2023
Jackson County Port Authority - Port of Pascagoula	Rural	Pascagoula, MS	MS	Strategic Plans & Economic Assessments for a Port Authority Project	8/18/2023	11/20/2023
Gallatin County, MT	Rural	Bozeman, MT	MT	Design Activities for Intersection Improvement Project	8/14/2023	11/20/2023
City of Belgrade	Rural	Belgrade, MT	MT	Preliminary Engineering Phase of a Roadway Project	8/14/2023	11/20/2023
Powell County	Rural	Deer Lodge, MT	MT	Project Development Support for Large Rural Transportation Initiative	8/14/2023	11/20/2023
Big Sky Passenger Rail Authority	Rural	Billings, MT	MT	Technical Services including Project Planning, Community Outreach and Last Mile Planning to Connect Rural Residents to National Rail Service	8/14/2023	11/20/2023
Missoula Urban Transportation District (Mountain Line)	Rural	Missoula, MT	MT	Project Development and Engineering for Transit Operations Building	8/15/2023	11/20/2023
Blackfeet Tribe	Tribal	Browning, MT	MT	Advisory Services for Transit Infrastructure Improvements and Service Electrification Project	8/21/2023	11/20/2023
Town of Plains	Rural	Plains, MT	MT	Construction Funding for Sidewalks	9/6/2023	11/20/2023
City of Creedmoor	Rural	Creedmoor, NC	NC	Planning, Design, and Environmental Review Activities for Sidewalk Network Project	8/14/2023	11/20/2023
Town of East Spencer	Rural	East Spencer, NC	NC	Preliminary Engineering for Road Interchange Project	8/14/2023	11/20/2023
City of Statesville, NC	Rural	Statesville, NC	NC	Advisory Services for Intersection Crossing Evaluation	8/14/2023	11/20/2023
Town of Elizabethtown	Rural	Elizabethtown, NC	NC	Engineering and Environmental Services for Multi-Use Facilities	8/14/2023	11/20/2023
Robeson County	Rural	Lumberton , NC	NC	Transit System Facility Feasibility Study	8/16/2023	11/20/2023
Town of Leland	Rural	Leland, NC	NC	Project Design and Permitting for Road Improvements	8/21/2023	11/20/2023
Town of Princeton, North Carolina	Rural	Princeton, NC	NC	Feasibility Studies and Project Planning for Road Repair Project	8/23/2023	11/20/2023
Village of Forest Hills	Rural	Cullowhee, NC	NC	Feasibility Study for Roadway Expansion Project	9/20/2023	11/20/2023
North Dakota Department of Transportation (NDDOT)	Rural	Bismarck, ND	ND	Technical Services for Bridge Renovation Project	8/14/2023	11/20/2023
Foster County	Rural	Carrington, ND	ND	Technical Services for a Roadway Improvement Project	8/14/2023	11/20/2023
Standing Rock Sioux Tribe	Tribal	Fort Yates, ND	ND	Preliminary Engineering and Design Costs for Road Repaving Project	9/27/2023	11/20/2023

Rural and Tribal Assistance Pilot Program 2023 Applications Dashboard

11/29/2023

Applicant	Applicant Applied as Entity	Location	State	Brief Project Description	Date Application Received	Date Notification Sent to Applicant
Standing Rock Sioux Tribe	Tribal	Fort Yates, ND	ND	Preliminary Engineering and Design Costs for Road Paving Project	9/27/2023	11/20/2023
Standing Rock Sioux Tribe	Tribal	Fort Yates, ND	ND	Preliminary Engineering and Design Costs for Road Repaving and Restructuring Project	9/27/2023	11/20/2023
City of Blair, Nebraska	Rural	Blair, NE	NE	Pre-Construction Advisory Services River Barge and Rail Expansion Project	8/14/2023	11/20/2023
Frontier County	Rural	Stockville, NE	NE	Preliminary Engineering and Inspection Planning for Bridge Replacements	8/14/2023	11/20/2023
Village of Farnam	Rural	Farnam, NE	NE	Asphalt Overlay Pre-Engineering Study	8/14/2023	11/20/2023
City of Dakota City	Rural	Dakota City, NE	NE	Feasibility Study and Environmental Review for Roadway Reconstruction Project	8/14/2023	11/20/2023
City of North Platte	Rural	North Platte, NE	NE	Advisory Services for Infrastructure Improvements Project	8/14/2023	11/20/2023
City of Crete	Rural	Crete, NE	NE	Preliminary Engineering and Design and Planning Studies for a Pedestrian Bridge Project	8/14/2023	11/20/2023
City of Claremont, NH	Rural	Claremont, NH	NH	Technical Assistance Including Financing Assistance, Economic Analysis, Preliminary Engineering, and Legal Support for Road Safety Reconstruction Project	8/14/2023	11/20/2023
Town of Mason, New Hampshire	Rural	Mason, NH	NH	Advisory Services for Fuel Tank Removal and Replacement with Solar Panels	8/14/2023	11/20/2023
City of Lebanon	Rural	Lebanon, NH	NH	Technical Services Development of Multi-Use Path	8/15/2023	11/20/2023
Curry County	Rural	Clovis, NM	NM	Technical Assistance for a Roadway Reconstruction Project	8/14/2023	11/20/2023
North Central Regional Transit District (NCRTD)	Rural	Espanola, NM	NM	Consultant for Technical Services of Multimodal Transit Center Feasibility Study	8/14/2023	11/20/2023
County of Luna	Rural	Deming, NM	NM	Vision Plan and Benefit-Cost Analysis for Roadway Project	8/14/2023	11/20/2023
County of Otero	Rural	Alamogordo, NM	NM	Financial Services for Road Renovation Project	9/14/2023	11/20/2023
Eastern Plains Council of Governments	Rural	Clovis, NM	NM	Feasibility Study for Highway Project	9/18/2023	11/20/2023
Lander County	Tribal	Battle Mountain, NV	NV	Financial Services for an Industrial Rail Park Project	8/14/2023	11/20/2023
Nevada Department of Transportation	Rural	Carson City, NV	NV	Technical Services for Rural and Tribal Outreach Programs	8/14/2023	11/20/2023
Lander County	Tribal	Battle Mountain, NV	NV	Financial and Legal Services for Industrial Rail Park Project	8/14/2023	11/20/2023
Ely Shoshone Tribe	Tribal	Ely, NV	NV	Design and Pre-Construction Engineering for 20-Acre Parcel Infrastructure Design	8/14/2023	11/20/2023
Winnemucca Indian Colony of Nevada	Rural	Reno, NV	NV	Construction Funding for Street Improvement Project	8/25/2023	11/20/2023
Winnemucca Indian Colony of Nevada	Tribal	Winnemucca, NV	NV	Funding for Road Construction	8/25/2023	11/20/2023
County of Lewis	Rural	Lowville, NY	NY	Technical Services for Rail Trail Master Plan	8/14/2023	11/20/2023
Port of Oswego Authority	Rural	Oswego, NY	NY	Structural Assessment for Warehouse Modernization for Intermodal Freight Transfer	8/14/2023	11/20/2023
Village of Churchville	Rural	Churchville, NY	NY	Engineering and Design Services for Roadway Reconstruction	8/14/2023	11/20/2023
Southern Tier Central Regional Planning & Development Board	Rural	Corning, NY	NY	Advisory Services for County Workforce Transit Strategy	8/14/2023	11/20/2023
Oneida County	Rural	Rome, NY	NY	Environmental Analysis, Technical Assistance and Design Work for Airport Business Park Development	8/14/2023	11/20/2023
County of Lewis	Rural	Lowville, NY	NY	Preliminary Engineering and Design, Cost Estimations, and Procurement Support for the Complete Streets/Roadway Rehabilitation Project	8/14/2023	11/20/2023
Town of Ulysses	Rural	Trumansburg, NY	NY	Asset Data Management and Stormwater Remediation Planning	8/14/2023	11/20/2023
Village of Cooperstown	Rural	Cooperstown, NY	NY	Corridor Study	8/14/2023	11/20/2023
City of Geneva	Rural	Geneva, NY	NY	Technical Services	8/14/2023	11/20/2023
Otsego County Highway	Rural	cooperstown, NY	NY	Preliminary Engineering and Design Bridge Replacement Project	8/14/2023	11/20/2023
Town of Potsdam	Rural	Potsdam, NY	NY	Technical Services including Financial Analysis, Project Planning, Feasibility Study, Legal Assistance for Complete Streets Project	8/14/2023	11/20/2023
Village of Potsdam Planning & Development Office	Rural	Potsdam, NY	NY	Advisory Services for Complete Streets Project	8/14/2023	11/20/2023
Otsego County Highway	Rural	cooperstown, NY	NY	Preliminary Engineering and Design Services for Bridge Repair Project	8/14/2023	11/20/2023
Village of New Concord	Rural	New Concord, OH	OH	Full Planning Study for Grade Separation & Access Project	8/14/2023	11/20/2023
BHUMPC dba B-H Planning & Development Council	Rural	Steubenville, OH	OH	Technical Assistance including Economic Analysis, Financing Assistance and Feasibility Study for Converting Bridge to Active Transportation Corridor	8/14/2023	11/20/2023
Coshocton County Port Authority	Rural	Coshocton, OH	OH	Economic Feasibility Study	8/14/2023	11/20/2023
Town of Luther, Oklahoma	Rural	Luther, OK	OK	Technical Services for a Roadway Transportation Improvement Project	8/14/2023	11/20/2023
City of Muskogee	Rural	Muskogee, OK	OK	Engineering and Design Service for Street and Sidewalk Replacement and Widening Project	8/14/2023	11/20/2023
IOWA TRIBE OF OKLAHOMA	Tribal	Perkins, OK	OK	Design and the Environmental Assessment for Bridge Construction Project	8/14/2023	11/20/2023
Cherokee Nation	Tribal	Tahlequah, OK	OK	Technical Assistance including Financing Assistance, Economic Analysis, Preliminary Engineering, and Public Engagement Support for Construction of New Road and Bridge	8/14/2023	11/20/2023
Grand Gateway EDA DBA Pelivan Transit	Rural	Big Cabin, OK	OK	Feasibility Studies for "Mobility Hubs" and On-Demand Transit Services	8/14/2023	11/20/2023
Board of County Commissioners of Choctaw County	Rural	Hugo, OK	OK	Technical Services for a Bridge Replacement Project	8/14/2023	11/20/2023
Muskogee (Creek) Nation	Tribal	Okmulgee, OK	OK	Design and Environmental Assessment for a Road Reconstruction Project	8/14/2023	11/20/2023
Town of Fort Towson	Rural	Fort Towson, OK	OK	Development and/or Design for a Bridge Renovation Project	8/14/2023	11/20/2023
Modoc Nation	Tribal	Miami, OK	OK	Feasibility Study for Bridge Project	8/18/2023	11/20/2023
City of Altus	Rural	Altus, OK	OK	RAISE Grant Preparation and Cost/Benefit Analysis for Road Construction and Improvement Project	8/22/2023	11/20/2023
Muskogee County EMS	Rural	Oklahoma, OK	OK	Construction Funding for Community Infrastructure Enhancement Project	8/24/2023	11/20/2023
Quapaw Nation	Tribal	Quapaw, OK	OK	Professional Engineering and Surveying Services for a Road Project	8/31/2023	11/20/2023
City of Independence, Oregon	Rural	Independence, OR	OR	Bridge Design and Engineering	8/14/2023	11/20/2023
Douglas County Public Works Department	Rural	Roseburg, OR	OR	Unincorporated Area Traffic Analysis and RAISE Grant Preparation	8/14/2023	11/20/2023
Cow Creek Band of Umpqua Tribe of Indians	Tribal	Roseburg, OR	OR	Financial, Technical, and Legal Services for a Freight Rail Project	8/14/2023	11/20/2023
City of Sweet Home	Rural	Sweet Home, OR	OR	Engineering and Design for a Road and At-Grade Rail Crossing Roadway Project	8/14/2023	11/20/2023
Lane County Public Works	The Department of Hawaiian Home Lands	Eugene, OR	OR	Slide Repair Design and Corridor Strategic Planning	8/14/2023	11/20/2023
Clatsop County Public Works	Rural	Astoria, OR	OR	Preliminary Engineering and Design for a New Collector Roadway	8/14/2023	11/20/2023
Burns Paiute Tribe	Tribal	Burns, OR	OR	Technical Assistance to Update Transportation Plan	8/14/2023	11/20/2023
City of Ontario, Oregon	Rural	Ontario, OR	OR	Financial, Legal and Technical Assistance for Active Transportation Plan and New Pedestrian/Cyclist Infrastructure	8/30/2023	11/20/2023
Tillamook county	Rural	Tillamook, OR	OR	Traffic Realignment & Multi-Modal Path Design	9/21/2023	11/20/2023
The Confederated Tribes of the Grand Ronde Community of Oregon	Tribal	Grand Ronde, OR	OR	Funding for Culvert Replacement Materials	9/21/2023	11/20/2023
Marion County	Rural	Salem, OR	OR	Bridge Replacement Study	9/26/2023	11/20/2023
Idanha-Detroit Fire District	Rural	Idanha, OR	OR	New Fire Station	9/28/2023	11/20/2023
Northeastern Pennsylvania Alliance	Rural	Pittston, PA	PA	Project Feasibility for Funding Assistance for Reconstruction Project Study	8/14/2023	11/20/2023
East Brunswick Township	Rural	New Ringgold, PA	PA	Engineering Design and Environmental Permitting	8/14/2023	11/20/2023
Lebanon County Planning Department	Rural	Lebanon, PA	PA	Bridge Feasibility Study	8/14/2023	11/20/2023
Heidelberg Township	Rural	Schaefferstown, PA	PA	Financial Assistance for Land Acquisition, Legal Fees, Preliminary Engineering and Design Work for a Trail Expansion Project	8/14/2023	11/20/2023
Borough of Conway	Rural	Conway, PA	PA	Engineering Costs for a Waterline Replacement Project	8/14/2023	11/20/2023
Centre Area Transportation Authority	Rural	State College, PA	PA	Professional Services to Inventory and Evaluate the ADA Accessibility of Systemwide Transit Stops	8/14/2023	11/20/2023
City of Meadville	Rural	Meadville, PA	PA	Preliminary and Final Engineering for Bridge Renovation Project	8/14/2023	11/20/2023
City of Laurens	Rural	Laurens, SC	SC	Design Plans for Connectivity Project	8/14/2023	11/20/2023
city of Florence, SC	Rural	Florence, SC	SC	Feasibility Study for a Neighborhood Revitalization Strategy	8/14/2023	11/20/2023
Town of Awendaw	Rural	Awendaw, SC	SC	Technical and Financial Services for Development-Phase Activities for a Pedestrian Path	8/14/2023	11/20/2023
City of Laurens	Rural	Laurens, SC	SC	Design Plans for Extension of Multi-Use Greenway	8/14/2023	11/20/2023
City of Orangeburg	Rural	Orangeburg, SC	SC	Early Development-Phase Activities for a Multi-Use Trails Project	8/14/2023	11/20/2023
City of Moberidge, South Dakota	Rural	Moberidge, SD	SD	Feasibility Study for a Connectivity Path	8/14/2023	11/20/2023
Oglala Sioux Tribe	Tribal	Pine Ridge, SD	SD	Planning and Preconstruction Services Street and Pathway Development Project	8/14/2023	11/20/2023
South Dakota Department of Transportation	Rural	Pierre, SD	SD	Architecture and Engineering Services for New Transit Operations and Garage Facility	8/14/2023	11/20/2023
South Dakota Department of Transportation	Rural	Pierre, SD	SD	Architecture and Engineering Services for New Transit Operations and Garage Facility	8/14/2023	11/20/2023
Crow Creek Sioux Tribe	Tribal	Fort Thompson, SD	SD	Planning and Engineering for Dilapidated Roadway Project	8/14/2023	11/20/2023
City of Chamberlain	Rural	Chamberlain, SD	SD	Technical Assistance and Legal Services to Develop an Active Transportation Plan	9/19/2023	11/20/2023
City of Sevierville	Rural	Sevierville, TN	TN	Development of Long-Term Corridor Improvement Plan	8/14/2023	11/20/2023
Everett-Stewart Regional Airport	Rural	Union City, TN	TN	Technical services for Regional Airport Access and Expansion Project	8/14/2023	11/20/2023
Sullivan County Highway Department	Rural	Blountville, TN	TN	Construction Materials for Rural Paving Project and Safety Improvements	8/15/2023	11/20/2023

Rural and Tribal Assistance Pilot Program 2023 Applications Dashboard

11/29/2023

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Northwest TN Development District	Rural	Martin, TN	TN	Technical Services for Phase 1 of the Multi-Phase Greenway Improvement Project	8/16/2023	11/20/2023
City of Columbia	Rural	Columbia, TN	TN	Inventory to Identify Existing Gaps in Pedestrian Network for a Citywide Sidewalk Network Project	8/17/2023	11/20/2023
Town of Mason	Rural	Mason, TN, TN	TN	Planning and Engineering Costs for Intersection Project	9/7/2023	11/20/2023
City of Whitesboro	Rural	Whitesboro, TX	TX	Planning and Design for Pedestrian Improvements and Road Expansion	8/14/2023	11/20/2023
City of Longview	Rural	Longview, TX	TX	Advisory Services for a Roadway Construction Project	8/14/2023	11/20/2023
The Port of Harlingen Authority	Rural	Harlingen, TX	TX	Feasibility Study and Environmental Analysis for Barge Fleet/ing/Anchorage Area	8/14/2023	11/20/2023
City of Tyler, Texas	Rural	Tyler, TX	TX	Technical Services for a Downtown Revitalization Project	8/14/2023	11/20/2023
City of Honey Grove	Rural	Honey Grove, TX	TX	Planning and Design of Improvements for Pedestrian Improvements and Roadway Expansion Project	8/14/2023	11/20/2023
Wolfe City	Rural	Wolfe City, TX	TX	Planning and Design for Roadway Improvement Project	8/14/2023	11/20/2023
City of Tyler, Texas	Rural	Tyler, TX	TX	Technical Services for Downtown Revitalization Project	8/14/2023	11/20/2023
South East Texas Regional Planning Commission	Rural	Beaumont, TX	TX	Feasibility Study	8/14/2023	11/20/2023
Calhoun Port Authority	Rural	Point Comfort, TX	TX	Feasibility Study for Port Authority Unit Train Rail Expansion	8/14/2023	11/20/2023
Matagorda County Navigation District #1	Rural	Palacios, TX	TX	Evaluation for a Marina and Port Harbor Redesign/Rehabilitation Project	8/14/2023	11/20/2023
City of Premont	Rural	Premont, TX	TX	Feasibility Study	8/14/2023	11/20/2023
Burleson County	Rural	Caldwell, TX	TX	Engineering, Environmental and Planning Services for Multiple Road Reconstruction Projects	8/14/2023	11/20/2023
City of Palacios	Rural	Palacios, TX	TX	Roadway Feasibility Study	8/14/2023	11/20/2023
City of Del Rio	Rural	Del Rio, TX	TX	Feasibility Tasks for Bridge Expansion Project	8/14/2023	11/20/2023
Caldwell County	Rural	Lockhart, TX	TX	Third-Party Construction Consulting Services for Evacuation Shelter Construction	8/15/2023	11/20/2023
Willacy County Navigation District	Rural	Raymondville, TX	TX	Feasibility Study for Airport Runway Extension Project	8/16/2023	11/20/2023
City of Andrews	Rural	Andrews, TX	TX	Engineering Services to Update the City's Master Drainage Plan	8/22/2023	11/20/2023
City of San Angelo	Rural	San Angelo, TX	TX	Advisory Services for Development Phase Activities for Freight Expansion Project	8/24/2023	11/20/2023
City of Lamesa	Rural	Lamesa, TX	TX	Comprehensive Planning Project for an Interstate Addition	8/29/2023	11/20/2023
Tom Green County	Rural	San Angelo, TX	TX	Feasibility Analysis and Design for Bridge Construction Project	9/5/2023	11/20/2023
Roosevelt City	Rural	Roosevelt, UT	UT	Technical Services including Project Planning, Environmental Review and Design for a Roadway Paving Project	8/14/2023	11/20/2023
Duchesne County	Rural	Duchesne, UT	UT	Planning and Design for Road Reconstruction	8/14/2023	11/20/2023
Six County Association of Governments	Rural	Richfield, UT	UT	Pavement Assessment and Road Safety Audit Analysis	8/14/2023	11/20/2023
Heber Valley Railroad	Rural	Heber city, UT	UT	RAISE Grant Preparation and Cost/Benefit Analysis for Railroad Tourist Destination	8/14/2023	11/20/2023
Myton City	Rural	Myton , UT	UT	RAISE Development Assistance for Downtown Revitalization Project	9/7/2023	11/20/2023
Lake Point City	Rural	Lake Point, UT	UT	Funding for Transportation Master Plan	9/11/2023	11/20/2023
Tazewell County, Virginia	Rural	Tazewell, VA	VA	Benefit-Cost Analysis (BCA) for Roadway Expansion Project	8/15/2023	11/20/2023
Virgin Islands Port Authority	Rural	St. Thomas, VI	VI	Technical Services for Transit Pier Construction Project	8/14/2023	11/20/2023
Town of Killington	The Department of Hawaiian Home Lands	Killington, VT	VT	Environmental Review and Engineering Permitting/Design to Reconstruct Road	8/14/2023	11/20/2023
Town of Ripton	Rural	Ripton, VT	VT	Technical Assistance, Engineering, Legal, and Project Development Activities for Bridge Construction	8/14/2023	11/20/2023
King County Department of Local Services, Road Services Division (Roads)	Rural	Seattle, WA	WA	Planning and Design for Flood Reduction and Improved Fish Passage	8/14/2023	11/20/2023
Whatcom Transportation Authority	Rural	Bellingham, WA	WA	Technical Assistance in Financial Advising and Project Management to Convert Primary Transit Hub to a Transit Oriented Development	8/14/2023	11/20/2023
City of Port Angeles, WA	Rural	Port Angeles, WA	WA	Planning and Preliminary Environmental Review of Truck Route Interchange Project	8/14/2023	11/20/2023
Swinomish Indian Tribal Community	Tribal	La Conner, WA	WA	Preliminary Engineering and Design for Sidewalk Extension Safety Project	8/14/2023	11/20/2023
Island County, WA	Rural	Coupeville, WA	WA	Technical Assistance including Financing Assistance, Economic Analysis, Preliminary Engineering, and Procurement/Legal Support for Construction of New Road	8/14/2023	11/20/2023
Kallispel Indian Community of the Kallispel Reservation	Tribal	Cusick, WA	WA	RAISE Grant Planning and Feasibility	8/14/2023	11/20/2023
The Squamish Indian Tribe of the Port Madison Reservation	Tribal	Squamish, WA	WA	Feasibility Study for an Electric Vehicle (EV) Charging Station	8/14/2023	11/20/2023
Palouse Regional Transportation Planning Organization	Rural	Pullman, WA	WA	Technical Assistance including Data Analysis, Public Outreach, Analysis of Existing Conditions for Freight Alternatives Study	8/14/2023	11/20/2023
Lewis County	Rural	Chehalis, WA	WA	Technical services for Corridor Plan	8/14/2023	11/20/2023
Town of Twisp	Rural	Twisp, WA	WA	Technical Services for Intersection Improvement	8/16/2023	11/20/2023
City of Ritzville	Rural	Ritzville, WA	WA	Technical Services for Off-Ramp Roundabout Project	8/16/2023	11/20/2023
Port of Grays Harbor	Rural	Aberdeen, WA	WA	Pre-Design Planning Work for Roadway-Rail Grade Separation Project	8/16/2023	11/20/2023
Cowlitz Indian Tribe	Tribal	Longview, WA	WA	Feasibility Study, Engineering Assistance and Funding Application Assistance	8/28/2023	11/20/2023
City of Wite Salmon	Rural	White Salmon, WA	WA	Technical Staffing Assistance for a Public Works Plan	9/8/2023	11/20/2023
City of Mount Vernon	Rural	Mount Vernon, WA	WA	Engineering and Technical Assistance for Street Redesign and Safety Improvements	9/11/2023	11/20/2023
City of Mount Vernon	Rural	Mount Vernon, WA	WA	Culvert Design, Engineering and Permitting	9/11/2023	11/20/2023
City of Elkhorn	Rural	Elkhorn, WI	WI	Design and Engineering for Street Reconstruction and Bicycle Lane Addition	8/14/2023	11/20/2023
County of Eau Claire à€“ Chippewa Valley Regional Airport	Rural	Eau Claire, WI	WI	Energy Efficiency Feasibility Study	8/14/2023	11/20/2023
Village of Egg Harbor	Rural	Egg Harbor, WI	WI	Feasibility Study and Economic Analysis on Multi-Use Trails Project	8/14/2023	11/20/2023
City of Neillsville	Rural	Neillsville, WI	WI	Feasibility Study for a Non-Motorized Trail Project	8/14/2023	11/20/2023
City of Ripon	Rural	RIPON, WI	WI	Preliminary Engineering/Design and Environmental Review/Permitting Services for Roadway Improvement Project	8/14/2023	11/20/2023
Bad River Band of Lake Superior Tribe of Chippewa Indians	Tribal	Ashland, WI	WI	Technical Assistance for Environmental Permitting, Funding Procurement on Operations and Maintenance Facility	8/14/2023	11/20/2023
City of River Falls, WI	Rural	River Falls, WI	WI	Financial, Technical, and Legal Services for Surface Transportation Infrastructure Initiative	8/14/2023	11/20/2023
Waushara County	Rural	Wautoma, WI	WI	Technical Assistance including Feasibility Study and Economic Analysis to create a new Rural Mobility as a Service Program	8/14/2023	11/20/2023
Town of Kennan	Rural	Kennan, WI	WI	Hiring of a Local Excavation Professional for a Culvert Replacement Project	8/14/2023	11/20/2023
Village of Wrightstown	Rural	Wrightstown, WI	WI	Technical Assistance including Environmental Analysis, Feasibility Study, Outreach, and Engineering for a Rail/Industrial Park Expansion	8/14/2023	11/20/2023
Town of Marengo	Rural	Marengo, WI	WI	Technical Assistance to Identify Transportation Projects and Funding for Town	8/14/2023	11/20/2023
Forest County Potawatomi Community	Tribal	Crandon, WI	WI	Feasibility Study and Analysis of ATV Trails and Bicycle/Pedestrian Paths	8/14/2023	11/20/2023
Barron County Highway Department	Rural	Barron, WI	WI	Technical Services for Roadway Improvement Project	8/14/2023	11/20/2023
CITY OF ALMA	Rural	ALMA, WI	WI	Technical Services for a Retaining Walls Project	8/14/2023	11/20/2023
Village of Granton	Rural	Granton, WI	WI	Technical Services for Water and Sewer Lateral Replacement	8/14/2023	11/20/2023
City of La Crosse	Rural	La Crosse, WI	WI	Design and Engineering of Green Space of the Riverfront Project	8/16/2023	11/20/2023
Town Of Millville, Grant County WI	Rural	Mount Hope, WI	WI	Advisory Services for Seal Coat Project	8/21/2023	11/20/2023
Town of McMillan	Rural	Marshfield, WI	WI	Feasibility Study and Engineering Assistance for Road Reconstruction	8/26/2023	11/20/2023
Town of Springdale	Rural	Mt. Horeb, WI	WI	Construction Funding	9/1/2023	11/20/2023
Washburn County Highway Department	Rural	Spooner, WI	WI	Corridor Study	9/7/2023	11/20/2023
Town of Spring Prairie	Rural	Burlington, WI	WI	Engineering Assistance for Road Evaluation and Comprehensive Transportation Planning	9/21/2023	11/20/2023
Mingo County Redevelopment Authority	Rural	Williamson, WV	WV	Regional Airport and Air Transportation Park/Industrial Roadway Safety Planning	8/14/2023	11/20/2023
Lincoln County	Rural	Kemmerer, WY	WY	Advisory Services for Rail and Intermodal Infrastructure Project	8/14/2023	11/20/2023
Rock Springs, the City of	Rural	Rock Springs, WY	WY	Advisory Services for Gateway Revitalization (Planning) Project	8/14/2023	11/20/2023

Informational Item No. 7

ESTA Executive Director's Report

October 17, 2024

Item B-1

STAFF REPORT

Subject: Executive Director's Report
Presented by: Phil Moores, Executive Director

Staffing

Bus Operator, Cheryl Mureau is our Employee of the Quarter. Cheryl loves her job and the people she works with. She was nominated by coworkers and passengers for having a consistently great attitude. She recently celebrated her ten-year anniversary. How many preventable accidents do you think she has had in those ten years? Despite driving professionally for ten years, Cheryl has not had a single preventable accident.

Please join me in congratulating Cheryl. Well done, and thanks for the years of loyal service to our community.

We were successful in certifying Trainer, Mike Alhes, to conduct DMV testing for our new driver applicants. As a certified DMV Examiner, Mike will make it possible for us to avoid the DMV for testing. When he gets a few tests under his belt, he will begin helping the community with licensing.

Training

We recruited 9 new drivers for winter services. Training is expected to take 5 weeks. If more than half of them succeed in training we will be ready for the winter.

Vehicles

We currently have five vehicles in production for Mammoth Purple/Teal, dial-a-ride, and one 40-foot large bus. We are ordering 8-9 heavy duty transit buses for the Mammoth fleet also.

Reds Meadow Shuttle

Three days a week, that is all we had this summer to operate the service. Friday wasn't even a full day, starting at 9am. Still, we exceeded our revenue estimates. The service generated \$537,984 this summer carrying 38,769 people into the valley.

Technology

Our website is with a new software company called Streamline. The new look and improved website management will allow us to keep the site updated and looking great. We are still in the process of implementing new dial-a-ride software that will provide a microtransit style app for Bishop.

Marketing

Our annual Stuff-a-Bus at Bishop Grocery Outlet will take place on November 9th. Please go through your cupboards and bring some food for the Salvation Army pantry.

Our All Aboard! Kids program now has a specially wrapped bus. You might see it driving around town. We are visiting schools, summer camps, and day cares to read books, sing songs, and go for bus rides. The kiddos usually go home and tell their parents how much fun they had. Our plan is to stock car seats in the All Aboard! bus so we can take longer bus rides with the children.

New bus stop signs are ready to roll out starting October 28th. All 200 stops will receive fresh new signs and numbers.

Ridership

ESTA's ridership growth is continuing to evolve as the new Saturday Reno route develops into a productive service. **Reno has experienced over an 80% increase in ridership since before Covid!**

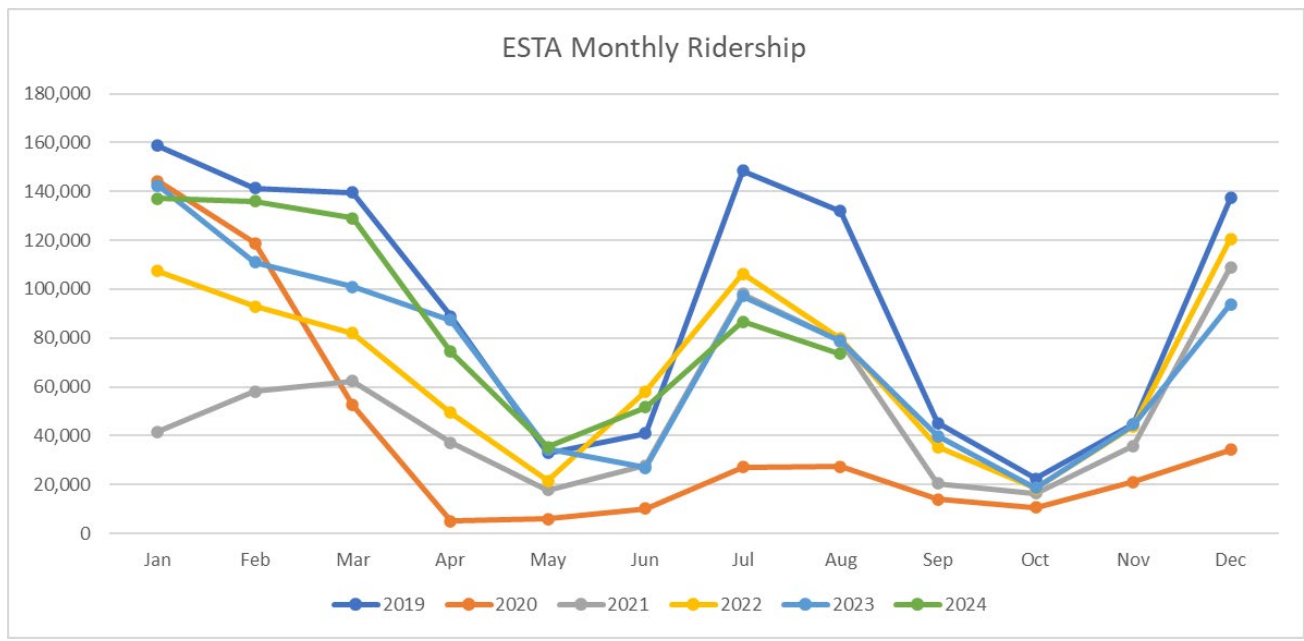
There were no significant service cancellations affecting ridership.

The charts below show the ridership by month and year since pre-Covid. The 2019 dark blue line has served as our ridership goal for the last few years. We are on track to break 900,000 riders this year.

Historical Ridership Data						
Year	2019	2020	2021	2022	2023	2024
Jan	158,754	144,341	41,512	107,382	142,382	137,144
Feb	141,240	118,822	58,171	92,870	111,066	135,978
Mar	139,505	52,582	62,457	82,051	100,995	128,995
Apr	88,883	5,086	37,046	49,395	87,321	74,479
May	32,963	5,970	17,744	21,511	34,378	35,293
Jun	40,859	10,175	27,664	58,080	26,893	51,591
Jul	148,430	27,061	98,102	106,363	97,231	86,605
Aug	131,970	27,404	78,722	79,686	78,931	73,509
Sep	45,200	13,952	20,362	35,385	39,788	
Oct	22,493	10,684	16,439	18,409	18,715	
Nov	44,798	21,122	35,868	43,835	44,608	
Dec	137,404	34,229	109,009	120,536	93,774	
Total	1,134,518	473,448	605,117	817,525	876,082	723,594

October 17, 2024
Item B-1

July Ridership Report								
Route	Pre-Covid 2019	2020	2021	2022	2023	2024	Change Current vs. Last year	% Change Current vs Pre-Covid
Benton	27.00	5.00	12.00	8.00	7.00	17.00	10	-37%
Bishop Dial-a-Ride	3,489.00	2,292.00	2,382.00	3,185.00	3,484.00	4,032.00	548	16%
Bridgeport-Carson	17.00	11.00	11.00	12.00	12.00	25.00	13	47%
Lancaster	754.00	324.00	572.00	592.00	620.00	1,104.00	484	46%
Lone Pine-Bishop	440.00	204.00	254.00	347.00	370.00	594.00	224	35%
Lone Pine Dial-a-Ride	371.00	320.00	370.00	414.00	405.00	517.00	112	39%
Mammoth Fixed Route	69,639.00	22,612.00	45,038.00	51,077.00	76,240.00	50,234.00	-26,006	-28%
Mammoth Dial-a-Ride	451.00	139.00	174.00	28.00	138.00	217.00	79	-52%
Mammoth Express	600.00	303.00	285.00	390.00	505.00	516.00	11	-14%
Night Rider	294.00	66.00	328.00	386.00	359.00	306.00	-53	4%
Reds Meadow	70,966.00	0.00	47,505.00	48,640.00	14,285.00	27,431.00	13,146	-61%
Reno	1,068.00	515.00	933.00	1,206.00	772.00	1,549.00	777	45%
Walker Dial-a-Ride	114.00	36.00	10.00	11.00	34.00	63.00	29	-45%
Total	148,230	26,827	97,874	106,296	97,231	86,605	-10,626	-42%

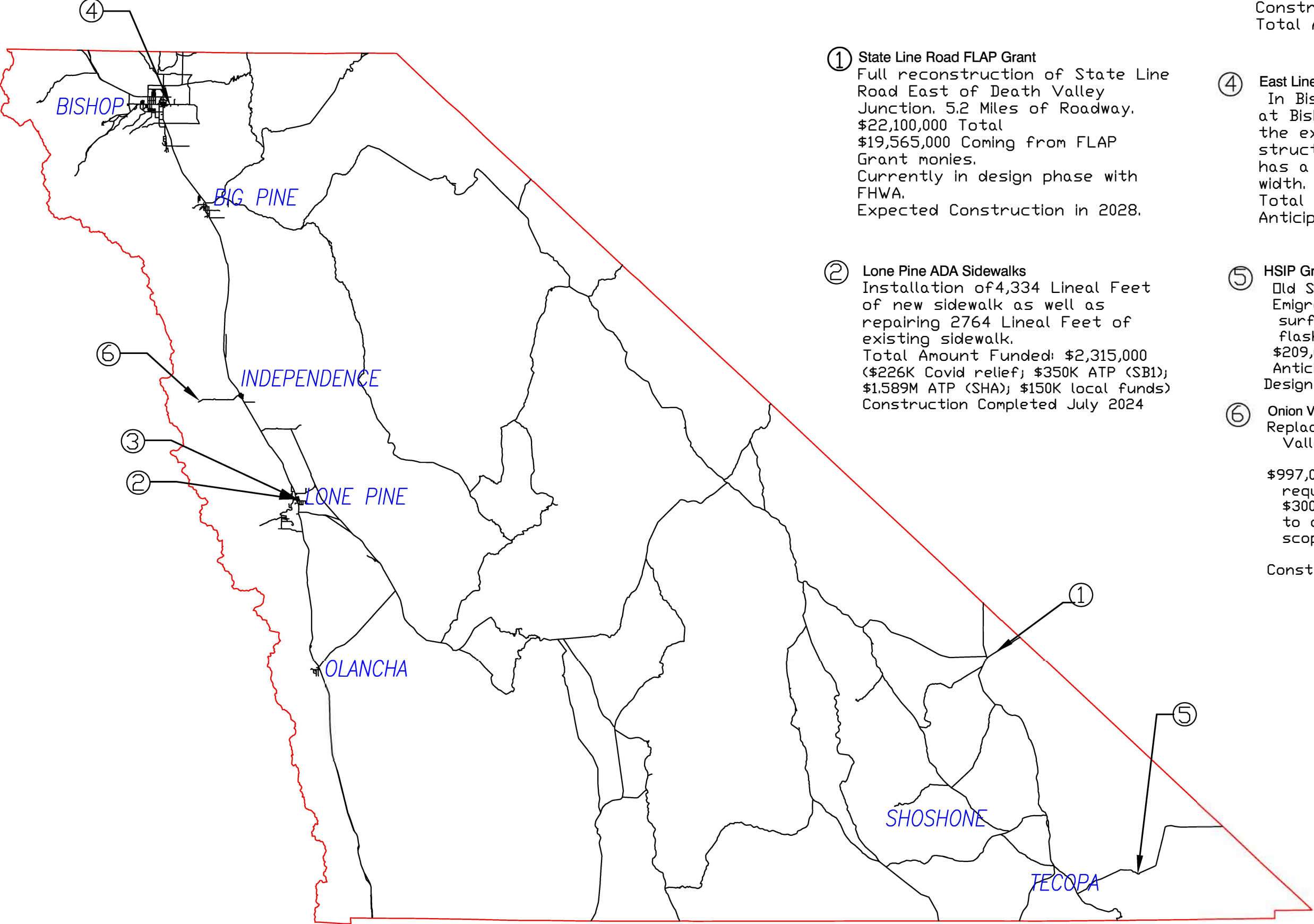


Informational Item No. 12

LTC Project Map

Inyo County LTC Projects

10/16/2024



① State Line Road FLAP Grant
Full reconstruction of State Line Road East of Death Valley Junction. 5.2 Miles of Roadway. \$22,100,000 Total
\$19,565,000 Coming from FLAP Grant monies.
Currently in design phase with FHWA.
Expected Construction in 2028.

② Lone Pine ADA Sidewalks
Installation of 4,334 Lineal Feet of new sidewalk as well as repairing 2764 Lineal Feet of existing sidewalk.
Total Amount Funded: \$2,315,000 (\$226K Covid relief; \$350K ATP (SB1); \$1.589M ATP (SHA); \$150K local funds)
Construction Completed July 2024

③ Lone Pine Town Streets Rehabilitation
Repaving of 18 Road Miles within the town of Lone Pine with 2.5" of Hot Mix Asphalt.
Construction expected in 2025.
Total Amount Funded: \$3,400,000

④ East Line Street Bridge
In Bishop on East Line Street at Bishop Creek Canal. Replace the existing 18.5 foot span wide structure with a new bridge that has a 30 foot span and 60 foot width.
Total Proposed cost \$1,531,000.
Anticipated Construction: 2027.

⑤ HSIP Grant (Emigrant Pass)
Old Spanish Trail Hwy (1.2 miles) Emigrant Pass - High friction surface treatment, chevron signs, flashing beacon
\$209,600 (\$188,640 HSIP funds)
Anticipated Construction: Sept 2025
Design Currently Underway...

⑥ Onion Valley Guardrail Project
Replacement of Guardrails along Onion Valley Road in various locations.

\$997,000 Grant with no match required. However, approximately \$300,000 in RMRA funds were injected to cover the costs beyond the scope of the HSIP grant

Construction Completed May 2024

Informational Item No. 12

FY2023-2024 Q4 RPA Invoice


Name of Agency: Inyo County Local Transportation Commission
Address: PO Drawer Q, 168 N. Edwards St., Independence, CA 93526

Request for Reimbursement (RFR)

Agency Invoice #: 4 MFTA: 74A0790 Fiscal Year: 2023-2024

Period of Reimbursement: Start Date: 4/1/2024 End Date: 6/30/2024

I certify that I am a duly authorized representative of the above referenced Regional Transportation Planning Agency (RTPA) and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement (MFTA) expiring December 31, 2024, entered into between the RTPA and the State of California, Department of Transportation. The reimbursement request is for eligible work completed in accordance with the above mentioned FY's approved Overall Work Program (OWP). **By signing this RFR, the RTPA certifies that all State and Federal matching requirements have been met.**

LOCAL AGENCY Use Only						
Current Fiscal Year Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.						
Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimbursable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	\$ 255,509.29	\$ 46,386.76		\$ 167,928.99	\$ 41,193.54
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SB1 Competitive	11.47%	\$ 201,500.00				\$ 201,500.00
Adaptation	11.47%					\$ -
Total Approved Amt per Amend #		\$ 457,009.29				
Current Invoice Amount		\$ 46,386.76				
Inyo County LTC, Justine Kokx, Senior Transportation Planner					9/5/2024	
LOCAL AGENCY Name & Title (please print)			Signature		Date	

Caltrans DISTRICT Use Only		
I certify that I am duly authorized by the Department of Transportation to approve payment to the RTPA. The RTPA has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the RTPA. This authorization to pay acknowledges receipt of services billed.		
District Name & Title (please print)	Signature	Date

Caltrans HQs Use Only				
Amount:	L#:	Project ID#:	Contract #:	RC#:

Certification of Expenditure (COE) by Fund Source for
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

FY: 2023/24

MFTA #: 74A0790

I certify that I am a duly authorized representative of the Regional Transportation Planning Agencies (RTPAs) and the following statement of fund expenditures is consistent with the terms of the Master Fund Transfer Agreement entered into between the RTPA and the State.

I have attached a copy of the Statement of Expenditures by fund source and work element. Matching funds are identified. The expenditures shown are for work completed in accordance with the Fiscal Year approved Overall Work Program. I certify that all state and federal matching requirements have been met.

Identify the Grant Status as of June 30th as **Active** or **Closed**. Closed grants will NOT be reflected on the reconciliation letter and remaining balances will be forfeited.

Funding Source		Reconciled C/o	Annual Allocation	Federal/State Expenditures	Year End Balance	Reconciled TOTAL (based on CLOSED activities)
Rural Planning Assistance (RPA) Funds		\$25,509.29	\$230,000.00	\$214,315.75	\$41,193.54	\$41,193.54
Pursuant to the MFTA(sec 3.C) & Regional Planning Handbook(sec 4.08): an RTPA cannot carryover more than 25% of its annual RPA allocation						

FTA 5304 Strategic Partnership Transit Grants

FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00

FHWA SPR Strategic Partnership Grants

FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00

RMRA (SB1) Sustainable Communities Grants

FY	WE #	Title	\$0.00	\$227,611.00	\$3,406.22	\$224,204.78	ACTIVE	\$224,204.78
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$227,611.00	\$3,406.22	\$224,204.78		\$224,204.78

SHA Sustainable Communities Grants

FY	WE #	Title	\$0.00		\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00		\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00

SHA Climate Adaptation Planning Grants

FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00

RPA Discretionary Grants

FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00

Total FY Eligible State & Federal Balances:	<u>\$25,509.29</u>	<u>\$457,611.00</u>	<u>\$217,721.97</u>	<u>\$265,398.32</u>	<u>\$265,398.32</u>
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I understand that this represents a final statement of expenditure for **FY 2023-24** and no future requests for reimbursement will be processed by the State for payment.

Justine Kokx

Name (Please Print)

Senior Transportation Planner

Title (Please Print)

Signature

9/5/2024

Date



Michael Errante
Executive Director

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

QUARTER 4 PROGRESS REPORT FOR THE 2023-2024 OVERALL WORK PLAN (OWP)

REVISED 10/09/2024 to adjust WE's 400.1 & 500.1

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the ICLTC website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>). During the 4th quarter of FY23-24, the Inyo LTC held two regular Commission meetings in May and June. The meetings were conducted in person with a Zoom/virtual option. Staff began compiling needed documents for the preparation of the FY22-23 fiscal audit. Prepared various year-end funding related staff reports for the Commission to approve by June 30, 2024, deadline. Staff prepared the 3rd Quarter FY23-24 county budget. Also prepared the FY24-25 county budget.

110.1 Overall Work Program (OWP):

Staff prepared Quarter 3 quarterly report and RPA invoice. Finalized the FY24-25 OWP.

200.1 Regional Transportation Improvement Program (RTIP):

Coordinated with Caltrans D-9 staff for a presentation at the LTC regarding Tri-County MOU STIP projects.

300.1 Administer Transit:

Administered and allocated Local Transportation Funds and State Transit Assistance. This is an on-going activity, including the periodic review of transit route performance reports and Transit funding. This element includes monitoring Eastern Sierra Transit Authority (ESTA) as a Transportation Development Act (TDA) claimant. March through May monthly LTF, and quarterly STA and SGR distributions were made according to current year Resolutions. Finalized FY24-25 LTF and STA estimates and obtained LTC approval for allocation. Prepared and submitted FY23-24 LTF reserves distribution.

310.1 Coordinate Transit Services:

Focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting and coordination with the County and ESTA on the Transit Security Grant program, LTF funding, PTMISEA transit grant, LCTOP and SGR program. Obtained LTC approval of final unmet transit needs for the calendar year 2024.

400.1 Project Development and Monitoring:

We continually monitor and assist with preliminary development of local projects. Staff have been discussing potential for future grant submittals. LTC staff and Assistant Public Works Director participated in ongoing meetings with LSC to update the 2015 Active Transportation Plan and RTP. Continued implementation of the Clean California grant program along Lone Pine Main Street. Staff volunteered as an evaluator for the Cycle 7 ATP program and attended various training sessions regarding Submittable and evaluator expectations. Anticipate gaining a better understanding of the Program which will benefit future local Inyo County projects.

400.2 Development of Grant Proposals

Worked with consultants, LSC Transportation Consultants, Inc., and Eastern Sierra Engineering to prepare all aspects of a grant application to the Cycle 7 ATP program. Engaged Tecopa community members in person to gather input and drafted/gathered letters of support. Researched right of way for the proposed project area.

400.3 Inyo County Electric Vehicle Charging Infrastructure Network Plan (ICEVCINP) – Sustainable Transportation Planning Grant

Consultant Procurement: In January, staff developed the Request For Proposals for the ICEVCINP. Published the RFP on the American Planning Association and on the Local Transportation Commission websites. The RFP was released on February 1, 2024, and ended March 28, 2024. A team of six evaluators comprised of planning, engineering staff and ESTA partners scored seven proposals and selected the highest-ranking consultant. Currently working through the county purchasing process to secure the consultant. The Inyo County Board of Supervisors approved the contract on May 21, 2024. Coordinated with DKS Consulting to schedule a kickoff meeting in July. Began preliminary work on developing stakeholder engagement list.

500.1 Coordination and Regional Planning:

Staff attended Rural Counties Task Force (RCTF) and RTPA meetings. Staff attended Mono County LTC meetings. Held monthly collaboration meetings with Caltrans District 9 Planning staff prior to regular LTC meetings. Continued monitoring the implementation of SB 402, the OHV combined use pilot program. Worked with County Clerk to develop a press release to alert users of the upcoming sunset of the program. Coordinated with Bishop City staff on funding strategies for RTIP/STIP and ATP projects. Participated in meetings (safety assessment) with the Big Pine Paiute tribe in their ATP grant proposal development. Developed a Letter of Support for their project, which was approved by the LTC in May.

510.1 Regional Transportation Plan:

The Final 2023 RTP was adopted on November 29, 2023. Staff will work on a strategy/policy for leveraging funds to incorporate into the RTP.

600.1 Pavement Management System (PMS)/Geographical Information System (GIS):

Staff continue to develop a viable means of conducting pavement management program in-house. Staff conducted independent research on the pavement monitoring process, and prepared training materials for the engineering technician, who began work in late June. Coordinated with consultants to pilot their AI technology that is being programmed to capture PCI data in real time.

700.1 Planning Programming and Monitoring

Most of these tasks are the same as those in Work Elements 100.1, 200.1, 400.1, 400.2, 500.1 and 600.1. PPM just represents a second available source of funding. Work in Quarter 4 included the preparation of multiple Board of Supervisor agenda

requests. Attended grant workshops to improve awareness of potential future funding opportunities, including the ATP Cycle 7 grant program. Staff have been identifying potential viable projects for the next ATP cycle. Also identifying possible future projects for upcoming RTIP and FLAP grant and HSIP cycles. Working with AI tech software company to improve the viability of using AI to assist with the labor-intensive pavement inventory process.

Q4 RPA Expense Summary

Inyo County Local Transportation Commission 2023-2024 Overall Work Program-RPA 4th Quarter Report							
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Work Element	Work Element Title	% Expended YTD	Scheduled Completion	RPA	Total Expended Quarter 4	Total Expended to Date	Balance
100.1	Compliance & Oversight	100%	06/30/24	\$90,000	\$1,403.84	\$90,000.00	\$0.00
110.1	Overall Work Program	48%	06/30/24	\$15,000	\$1,130.51	\$7,150.20	\$7,849.80
200.1	RTIP	100%	12/31/23	\$10,000	\$0.00	\$10,000.00	\$0.00
400.1	Local Project Development	100%	06/30/24	\$36,509.29	\$15,649.06	\$36,509.16	\$0.13
400.2	Grant Development	100%	06/30/24	\$12,000	\$12,000.00	\$12,000.00	\$0.00
400.4	Trans. Funding	0%	06/30/24	\$2,000	\$505.96	\$663.93	\$1,336.07
500.1	Coord. and Reg. Planning	100%	06/30/24	\$25,000	\$10,589.16	\$25,000.00	\$0.00
510.1	RTIP		12/31/23	\$45,000	\$2,616.84	\$30,501.07	\$14,498.93
600.1	PMS/GIS	12%	06/30/24	\$20,000	\$2,491.39	\$2,491.39	\$17,508.61
TOTALS				\$255,509.29	\$46,386.76	\$214,315.75	\$41,193.54

RPA Budget =	\$255,509.29	expended =	\$214,315.75
	Q1	\$	59,775.27
	Q2	\$	70,917.16
	Q3	\$	37,236.56
	Q4	\$	46,386.76
	Total expended	\$	214,315.75
	Total remaining		\$41,193.54
	Percent remaining		16%

	Total Q1	Total Q2	Total Q3	Total Q4	% exp To Date	
RPA	\$ 59,775.27	RPA \$ 70,917.16	RPA \$ 37,236.56	RPA \$ 46,386.76	84%	\$ 214,315.75
LTF	\$ 20,404.80	LTF \$ 15,764.28	LTF \$ 13,257.54	LTF \$ 12,038.66	65%	\$ 61,465.28
SBI	\$ -	SBI \$ -	SBI \$ 1,782.17	SBI \$ 1,624.16	1%	\$ 3,406.34
PPM	\$ 17,590.36	PPM \$ 9,596.67	PPM \$ 11,920.24	PPM \$ 138,303.60	113%	\$ 177,410.87
Total	\$ 97,770.42	Total \$ 96,278.11	Total \$ 64,196.51	Total \$ 198,353.18		\$ 456,598.22

Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	RPA	PPM	LIF Transit	SBI - ICEVICNP	Total Expended Quarter 4	Total Expended to Date	Balance
100.1	Compliance &	100%	06/30/24	\$90,000				\$1,403.84	\$90,000.00	\$0.00
110.1	Overall Work	47%	06/30/24	\$15,000				\$1,130.51	\$7,150.28	\$7,849.72
200.1	RTIP	100%	12/31/23	\$10,000				\$0.00	\$10,000.00	\$0.00
300.1	Administer	64%	06/30/24			\$84,004		\$9,513.76	\$53,576.16	\$30,427.84
310.1	Coordinate	79%	06/30/24			\$10,000		\$2,487.42	\$7,889.12	\$2,110.88
400.1	Local Project	100%	06/30/24	\$36,509				\$15,649.06	\$36,509.16	\$0.13
400.2	Grant	100%	06/30/24	\$12,000				\$12,000.00	\$12,000.00	\$0.00
400.3	SBI - ICEVICNP	1%	06/30/26				\$227,611	\$1,624.16	\$3,406.34	\$224,204.66
400.4	Trans. Funding	33%	06/30/24	\$2,000				\$505.96	\$663.92	\$1,336.08
500.1	Coord. and Reg.	100%	06/30/24	\$25,000.00				\$10,589.16	\$25,000.00	\$0.00
510.1	RIP	68%	12/31/23	\$45,000.00				\$2,616.84	\$30,501.07	\$14,498.93
600.1	PMS/ GIS	12%	06/30/24	\$20,000				\$2,491.39	\$2,491.39	\$17,508.61
700.1	PPM(FY2223 & FY2324)	113%	06/30/24		\$157,000			\$138,303.60	\$177,410.87	-\$20,410.87
TOTALS				\$255,509.29	\$157,000.00	\$94,004.00	\$227,611.00	\$198,315.70	\$456,598.31	\$277,525.98

RPA Budget	\$255,509	expended =	214,316	remaining =	41,193
PPM Budget	\$157,000	expended =	177,411	remaining =	-20,411
Transit Budget	\$94,004	expended =	61,465	remaining =	32,539
SBI Budget	\$227,611	expended =	3,406	remaining =	224,205
			456,598		277,526