

**ENERGY & ENVIRONMENTAL RESOURCES COMMITTEE VOTING MEMBERS WILL RECEIVE A UNIQUE PANELIST LINK BY EMAIL. PLEASE USE THIS LINK TO PARTICIPATE IN THIS MEETING.**



*Pursuant to Assembly Bill 361 and the findings made by CVAG, this meeting will only be conducted via video/teleconferencing.*

## **ENERGY & ENVIRONMENTAL RESOURCES COMMITTEE AGENDA**

**THURSDAY, NOVEMBER 10, 2022**  
**12:00 p.m.**

### **INSTRUCTIONS FOR PUBLIC PARTICIPATION**

Members of the public may use the following link:

<https://us02web.zoom.us/j/81108017602?pwd=QXRLUjN3S3hlL2ljL0l5a0lpRklkZz09>

**Passcode: 904866**

**One tap mobile: +16699009128,,81108017602#**

**Dial In #: +1 669 900 9128**

**Webinar ID: 811 0801 7602**

**Passcode: 904866**

***This will provide listening access and ability to address the Energy & Environmental Resources Committee when called upon.***

**IF YOU ARE UNABLE TO CONNECT VIA DIAL IN OPTION, PLEASE CALL 760-346-1127**

Public Comment is encouraged to be emailed to the Energy & Environmental Resources Committee prior to the meeting at [cvag@cvag.org](mailto:cvag@cvag.org) by 5:00 p.m. on the day prior to the committee meeting.  
Comments intended to be read aloud should be no more than 300 characters.

**THIS MEETING IS HANDICAPPED ACCESSIBLE.  
ACTION MAY RESULT ON ANY ITEMS ON THIS AGENDA**

**UNLESS OTHERWISE STATED, ALL ACTION ITEMS WILL BE PRESENTED TO THE  
EXECUTIVE COMMITTEE FOR FINAL APPROVAL.**

1. **CALL TO ORDER** – Mayor Pro Tem Oscar Ortiz, City of Indio, Chair

2. **ROLL CALL**

A. Member Roster

P4

3. **PUBLIC COMMENTS ON AGENDA ITEMS**

Anyone wishing to address the Energy & Environmental Resources Committee on items appearing on this agenda may do so at this time. Please limit comments to 3 minutes. At the discretion of the Chair, additional public comment time and/or opportunities during the meeting may be granted.

4. **COMMITTEE MEMBER / DIRECTOR COMMENTS**

5. **CONSENT CALENDAR**

A. Approve September 15, 2022 Committee Meeting Minutes

P5

6. **DISCUSSION / ACTION**

A. **Presentation: Imperial Irrigation District's Growth and Economic Development Proposal** – Jamie Asbury, Energy Department Manager, Imperial Irrigation District

P10

**Recommendation:** Information

B. **Contract for the Regional PM10 Street Sweeping Program** – Emmanuel Martinez

P11

**Recommendation:** Authorize the Executive Director to execute a services contract with CleanStreet for regional street sweeping services through 2025, with an option for two, one-year extensions, for a not-to-exceed annual amount of \$763,573.96

C. **Opportunities for Sustainable Urban Greening and Heat Mitigation Initiatives** – Kenyon Potter

P65

**Recommendation:** Information

D. **Federal and State Legislative Advocacy in 2023** – Emmanuel Martinez

P71

**Recommendation:** Review the energy and environment section of the draft 2023 Federal and State Legislative Platform and provide feedback regarding priorities and positions outlined in the document

7. **INFORMATION**

- |    |   |      |
|----|---|------|
| A. | Attendance Record   | P87  |
| B. | Update on Property Assessed Clean Energy (PACE) program                       | P88  |
| C. | Used Oil Recycling Program Event Schedule for 2023                            | P90  |
| D. | Waste Tire Amnesty Cycle 5 (TA5) Final Report                                 | P93  |
| E. | Recent News Coverage of the Salton Sea  | P105 |
| F. | SB 535 and California Climate Investments - Tribal Designation                | P117 |
| G. | Update on Inland Regional Energy Network Agreements, Programs, and Governance | P120 |
| H. | Utility Box Art Wrap Programs   | P123 |

8. **PUBLIC COMMENTS ON NON-AGENDA ITEMS**

Any member of the public wishing to address the Committee on items not appearing on this agenda may do so at this time. Please limit comments to 2 minutes. At the discretion of the Chair, additional public comment time and/or opportunities during the meeting may be granted.

9. **ANNOUNCEMENTS**

The next meeting of the **Energy & Environmental Resources Committee** will be held on Thursday, January 12, 2023, at noon via Zoom webinar.

The next meeting of the **Executive Committee** will be held on Monday, December 5, 2022, at 4:30 p.m. via Zoom webinar.

10. **ADJOURN**

**Item 2A**

**Energy & Environmental Resources Committee  
Member Roster  
2022 – 2023**



<b>VOTING MEMBERS</b>	
Agua Caliente Band of Cahuilla Indians	<b>Tribal Vice Chair Vincent Gonzales III</b>
City of Blythe	<b>Vice Mayor Joseph DeConinck</b> <i>Alternate: Councilmember Joseph Halby III</i>
City of Cathedral City	<b>Councilmember Nancy Ross</b> <i>Alternate: Mayor Pro Tem Rita Lamb</i>
City of Coachella	<b>Councilmember Neftali Galarza</b> <i>Alternate: Mayor Pro Tem Josie Gonzalez</i>
Coachella Valley Water District	<b>Board Member Anthony Bianco</b>
City of Desert Hot Springs	<b>Councilmember Russell Betts</b> <i>Alternate: Mayor Pro Tem Gary Gardner</i>
Imperial Irrigation District	<b>Director JB Hamby</b>
City of Indian Wells	<b>Mayor Pro Tem Donna Griffith</b> <i>Alternate: Councilmember Richard Balocco</i>
City of Indio	<b>Mayor Pro Tem Oscar Ortiz, Chair</b> <i>Alternate: Councilmember Elaine Holmes</i>
City of La Quinta	<b>Mayor Linda Evans, Vice Chair</b>
Mission Springs Water District	<b>Vice President Nancy Wright</b> <i>Alternate: President Randy Duncan</i>
City of Palm Desert	<b>Councilmember Gina Nestande</b>
City of Palm Springs	<b>Councilmember Dennis Woods</b> <i>Alternate: Mayor Lisa Middleton</i>
City of Rancho Mirage	<b>Mayor Charles Townsend</b> <i>Alternate: Mayor Pro Tem Richard W. Kite</i>
Riverside County – District 4	<b>Supervisor V. Manuel Perez</b>
<b>Ex-Officio / Non-Voting Members</b>	
Desert Water Agency	<b>Board Member Patricia Oyar</b>
Riverside County – District 5	<b>Supervisor Jeff Hewitt</b> <i>Alternate: Director Russ Martin, Mission Springs Water District</i>



## ITEM 5A

### Energy & Environmental Resources Committee Meeting Minutes September 15, 2022



The audio file for this meeting can be found at: <http://www.cvag.org/audio.htm>

1. **CALL TO ORDER** – The meeting was called to order by Chair Linda Evans, City of La Quinta, at 12:02 p.m. via Zoom, pursuant to AB 361 and the guidelines for governing how public meetings are held virtually.
2. **ROLL CALL** – Roll call was taken and it was determined that a quorum was present.

#### Members Present

Councilmember Nancy Ross  
Councilmember Neftali Galarza  
Councilmember Russell Betts  
Director JB Hamby  
Mayor Pro Tem Oscar Ortiz, *Vice Chair*  
Mayor Linda Evans, *Chair*  
Vice President Nancy Wright  
Councilmember Gina Nestande  
Councilmember Dennis Woods  
Supervisor V. Manuel Perez

#### Agency

City of Cathedral City  
City of Coachella  
City of Desert Hot Springs  
Imperial Irrigation District  
City of Indio  
City of La Quinta  
Mission Springs Water District  
City of Palm Desert  
City of Palm Springs  
Riverside County – District 4

#### Ex-Officios Present

Director Russ Martin

Riverside County – District 5

#### Members/ Ex-Officios Not Present

Vice President Vincent Gonzales III  
Vice Mayor Joseph DeConinck  
Board Member Anthony Bianco  
Mayor Pro Tem Donna Griffith  
Mayor Charles Townsend  
Board Member Patricia Oygard

Agua Caliente Band of Cahuilla Indians  
City of Blythe  
Coachella Valley Water District  
City of Indian Wells  
City of Rancho Mirage  
Desert Water Agency

### 3. PUBLIC COMMENTS ON AGENDA ITEMS

None.

### 4. COMMITTEE MEMBER / DIRECTOR COMMENTS

Councilmember Gina Nestande requested the Committee address the infrastructure needed to address the State's electric vehicle goals in 2035 as well as the drought.

Councilmember Russell Betts echoed having a future agenda item on electric vehicles, including the electricity sources used to charge them.

Supervisor V. Manuel Perez noted that October 5 is California Clean Air Day and detailed regional efforts celebrate it.

Executive Director Tom Kirk introduced CVAG's new Director of Energy and Sustainability Kenyon Potter.

Oscar Ortiz provided an update from SCAG, including efforts to address the drought, and recapped the recent Coachella Valley water educational seminar.

Mr. Kirk noted that the agenda had been updated since it was first published to attach a flyer to Item 7E.

## **5. CONSENT CALENDAR**

### **A. Approve June 9, 2022 Committee Meeting Minutes**

### **B. Approve Amendment Number Two to the agreement with Southern California Mountains Foundation for the regional Tire Amnesty Program for an amount not to exceed \$50,000 through October 31, 2023; and authorize the Executive Director and/or legal counsel to make clarifying changes before execution**

Mr. Kirk noted that, in the future, staff anticipated a consolidation of the tire amnesty and used oil recycling programs.

**IT WAS MOVED BY COUNCILMEMBER ROSS AND SECONDED BY COUNCILMEMBER NESTANDE TO APPROVE THE CONSENT CALENDAR ITEMS.**

**THE MOTION CARRIED WITH 10 AYES AND 5 MEMBERS ABSENT.**

Vice Mayor Joey DeConinck	Absent
Vice Chair Vincent Gonzales III	Absent
Councilmember Nancy Ross	Aye
Councilmember Netfali Galarza	Aye
Board Member Anthony Bianco	Absent
Councilmember Russell Betts	Aye
Director JB Hamby	Aye
Mayor Pro Tem Donna Griffith	Absent
Mayor Pro Tem Oscar Ortiz	Aye
Mayor Linda Evans	Aye
Vice President Nancy Wright	Aye
Councilmember Gina Nestande	Aye
Councilmember Dennis Woods	Aye
Mayor Charles Townsend	Absent
Supervisor V. Manuel Perez	Aye

## **6. DISCUSSION / ACTION**

### **A. Presentation: Overview of the 2022 Air Quality Management Plan – Sarah Rees of South Coast Air Quality Management District**

Senior Programs Manager Emmanuel Martinez introduced the air quality items on the agenda and Sarah Rees, Deputy Executive Officer of Planning, Rule Development for South Coast Air Quality Management District, provided the overview.

Member discussion ensued. Ms. Rees responded to members' questions, including the role of the federal government to address the clean air standards.

No action was taken on this informational item.

**B. Regional PM10 Street Sweeping Study – Emmanuel Martinez**

Mr. Martinez provided the staff report. Member discussion ensued, including discussion of next steps.

No action was taken on this informational item.

**D. Election of Energy & Environmental Resources Committee Officers – Tom Kirk**

In the interest of time, Chair Evans requested Item 7D be taken up before Item 7C.

Mr. Kirk opened the floor for nominations. A motion was made to elect Mayor Pro Tem Oscar Ortiz as chair.

**IT WAS MOVED BY COUNCILMEMBER GALARZA AND SECONDED BY MAYOR EVANS TO ELECT MAYOR PRO TEM OSCAR ORTIZ AS CHAIR OF THE ENERGY AND ENVIRONMENTAL RESOURCES COMMITTEE FOR FISCAL YEAR 2022/2023.**

**THE MOTION CARRIED WITH 10 AYES AND 5 MEMBERS ABSENT.**

Vice Mayor Joey DeConinck	Absent
Vice Chair Vincent Gonzales III	Absent
Councilmember Nancy Ross	Aye
Councilmember Netfali Galarza	Aye
Board Member Anthony Bianco	Absent
Councilmember Russell Betts	Aye
Director JB Hamby	Aye
Mayor Pro Tem Donna Griffith	Absent
Mayor Pro Tem Oscar Ortiz	Aye
Mayor Linda Evans	Aye
Vice President Nancy Wright	Aye
Councilmember Gina Nestande	Aye
Councilmember Dennis Woods	Aye
Mayor Charles Townsend	Absent
Supervisor V. Manuel Perez	Aye

The election continued and Chair Evans volunteered to serve as Vice Chair.

**IT WAS MOVED BY COUNCILMEMBER NESTANDE AND SECONDED BY DIRECTOR HAMBY TO ELECT MAYOR LINDA EVANS ORTIZ AS VICE CHAIR OF THE ENERGY AND ENVIRONMENTAL RESOURCES COMMITTEE FOR FISCAL YEAR 2022/2023.**

**THE MOTION CARRIED WITH 10 AYES AND 5 MEMBERS ABSENT.**

Vice Mayor Joey DeConinck	Absent
Vice Chair Vincent Gonzales III	Absent
Councilmember Nancy Ross	Aye
Councilmember Netfali Galarza	Aye
Board Member Anthony Bianco	Absent
Councilmember Russell Betts	Aye
Director JB Hamby	Aye
Mayor Pro Tem Donna Griffith	Absent
Mayor Pro Tem Oscar Ortiz	Aye
Mayor Linda Evans	Aye
Vice President Nancy Wright	Aye
Councilmember Gina Nestande	Aye
Councilmember Dennis Woods	Aye
Mayor Charles Townsend	Absent
Supervisor V. Manuel Perez	Aye

**C. Update on Colorado River Shortages and Potential Impacts to the Salton Sea –**  
Patrick O'Dowd, Executive Director of the Salton Sea Authority

This item was taken after Item 6D.

Patrick O'Dowd, Executive Director of the Salton Sea Authority, provided an overview of the latest actions and negotiations to address the Salton Sea. Member discussion ensued, with members expressing frustration about the slow progress and discussing the potential for importing water.

Chair Evans opened the discussion up for public comment. Chuck Parker, of the Salton Sea Coalition, expressed concern about the latest developments, noted an upcoming report on the potential of ocean water importation, and provided insight on negotiations with Mexico.

No action was taken as this was an informational item.

**7. INFORMATION** – The following items were provided in the agenda for information only:

**A. Attendance**

**B. Feedback from Members on the Continued Use of Virtual Meetings**

**C. Update on Property Assessed Clean Energy (PACE) program**

**D. Public Safety Concerns Related to Mylar Balloons**

**E. Update on Inland Regional Energy Network Agreements, Governance and Programs**

In response to a question, staff indicated they would provide additional details on the potential ramifications of the program changes at the next meeting.

#### **8. PUBLIC COMMENTS ON NON-AGENDA ITEMS**

None.

#### **9. ANNOUNCEMENTS**

The next meeting of the **Energy & Environmental Resources Committee** will be held on Thursday, November 10, 2022, at noon via Zoom webinar.

The next meeting of the **Executive Committee** will be held on Monday, September 26, 2022, at 4:30 p.m. via Zoom webinar.

#### **10. ADJOURN** – Chair Evans adjourned the meeting at 1:41 p.m.

Respectfully submitted,

*Erica Felci*  
*Assistant Executive Director*

## **ITEM 6A**

# **Coachella Valley Association of Governments Energy and Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:**       **Presentation: Imperial Irrigation District's Growth and Economic Development Proposal**

**Contact:**       Emmanuel Martinez, Senior Programs Manager ([emartinez@cvag.org](mailto:emartinez@cvag.org))

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### **Recommendation: Information**

**Background:** The eastern Coachella Valley communities served by the Imperial Irrigation District have experienced significant growth as of recent years. The increased load growth and plans for future development has necessitated a discussion on how to meet increased electricity demands for the foreseeable future. Currently, the IID serves the eastern Coachella Valley electrical services via an agreement with the Coachella Valley Water District, the 1934 Compromise Agreement. Although said agreement expires in 2033, eastern Coachella Valley communities have actively engaged in discussions with IID to discuss financing options to address energy infrastructure needs to accommodate immediate and future load growth. The Coachella Valley Energy Commission, which was established to address governance and energy needs in Coachella Valley, established a Growth and Economic Development subcommittee to analyze solutions to address future growth. From these ongoing discussions, IID is considering implementing a system-wide infrastructure fee to facilitate growing demands on their system.

Identifying viable financing options to accommodate load growth has been at the forefront of the concerns for the cities of Indio, La Quinta, Coachella and the County of Riverside. Throughout this year, various approaches have been considered and preliminarily discussed. One of those options is a financing authority concept, which has been discussed among the city councils and was previously presented to the Energy & Environmental Resources Committee in June 2022. The Financing Authority concept allowed for a flexible approach in which each jurisdiction was able to set the fee at a level necessary to address their energy infrastructure needs. But some have expressed concerns that this funding mechanism would be complex to implement since cities would each have varying rates and energy needs, and energy distribution such as substations are not limited to serve only within a specific jurisdictional boundary.

Through discussions by IID's Growth and Economic Development Committee, the concept of creating a system-wide infrastructure fee based on the capital improvements project list was identified as a simpler and straightforward approach that better fit within the operational model of IID. The capital improvement projects list is based both on planned energy infrastructure improvements by IID as well as by private developers. The system-wide infrastructure fee was presented to IID's Growth and Economic Development subcommittee on November 4, 2022 and members requested input from CVAG's Energy and Environmental Resources Committee. Jamie Asbury, IID's Energy Department Manager, will provide an overview at the Committee's November meeting and discuss the next steps that IID is considering in order to implement the idea.

**Fiscal Analysis:** There are no costs to CVAG to provide this report.

## **ITEM 6B**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Contract for the Regional PM10 Street Sweeping Program

**Contact:** Emmanuel Martinez, Senior Programs Manager ([emartinez@cvag.org](mailto:emartinez@cvag.org))

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**Recommendation:** Authorize the Executive Director to execute a services contract with CleanStreet for regional street sweeping services through 2025, with an option for two, one-year extensions, for a not-to-exceed annual amount of \$763,573.96

**Background:** In recent meetings, CVAG's Energy and Environmental Resources Committee has been provided updates on work underway to ensure the regional street sweeping program is working to its maximum effectiveness. In September, CVAG staff received the Committee's feedback on the preliminary findings of an efficiency and effectiveness study. With this staff report, CVAG staff is recommending a regional PM10 street sweeping services agreement that implements the findings.

The Regional PM10 Street Sweeping program is an air quality program focused on addressing PM10 (particulate matter less than 10 microns) by removing sand and entrained dust from regional streets in the Coachella Valley. Because the Coachella Valley is in non-attainment for PM10, the program is part of the Coachella Valley's State Implementation Plan (SIP) and is a best available control measure. The goal of the program is to improve air quality and public health and safety. By decreasing fugitive PM10 emissions attributed to entrained roadway dust and sand that is pulverized by vehicles and then suspended into the air, Coachella Valley residents and visitors can enjoy cleaner and healthier air. As a result, decreasing the chances of people experiencing respiratory issues or illnesses.

The program is responsible for sweeping 896 curb miles of regional arterials in the Coachella Valley. Of those, 822 miles are regular streets and 73 miles are special impact streets. The roads that comprise said mileage are swept on a bi-weekly basis. However, the special impact streets may be swept more often based on need, particularly during the windy season which is mid-February through mid-May. The sweeping services will also include sweeping of Highway 111 in Palm Springs, which covers the costs of that specific segment through a reimbursement agreement with Caltrans. The proposed services also include the completed segment of CV Link between Vista Chino in Palm Springs and Ramon Road in Cathedral City.

On August 29, 2022, CVAG began soliciting qualifications-based proposals for street sweeping services. The proposal submission period closed on September 30, 2022 and CVAG received two proposals: one from CleanStreet and another from M&M, Inc. A selection committee comprised of staffs from the Cities of Indio, Coachella, La Quinta, Palm Desert and Rancho Mirage was established to review and score bids based on qualifications. The selection committee unanimously recommended CleanStreet be awarded the new street sweeping service agreement. CleanStreet has over 25 years of serving the Coachella Valley and already provides services for local streets for eight of the nine cities in the Coachella Valley. The regional program will complement their work and build on their relationships they have established with local city staff. The Gardena-based company leases an operations facility in Thousand Palms, providing them with a local base of operations. As part of their proposal, Clean Street will provide four street sweeper operators and a project coordinator. Their equipment also adheres to South Coast

Air Quality Management District (SCAQMD) Rule 1186, which guides the procurement of street sweepers, and they are familiar with special impact streets and post clean-up given they have past experience with CVAG's program.

RFP was qualifications based, and therefore, the cost proposal was opened only for the contractor the selection committee selected based on best ability to perform the work. As detailed in the fiscal analysis, the new proposal by CleanStreet will increase the program by 18 percent, which the contractors note is largely due to increases of fuel costs and disposal fees to be the main cost drivers.

If awarded a contract, CleanStreet will begin work January 1, 2023. The extension of an existing contract with M&M to December 31, 2022, allowed them to continue to operate the program until completion of the program's efficiency and effectiveness study, and pertinent findings were included in the new RFP for street sweeping FY 2023.

As noted in the September update, the study was part of a grant agreement with SCAQMD and designed to identify any areas that make the program more impactful for the Coachella Valley. Although the study found the program to be effective in reducing fugitive PM10 emissions, it recommends that roads in the cities of Palm Springs, Rancho Mirage and Indio be included in the program. These additions, which will be included in the new service agreement, include Sunrise Way and East Mesquite Avenue in Palm Springs; Da Vall Drive and Los Alamos Road in Rancho Mirage; and Avenue 50 and Madison Street in Indio. The additions to the program were determined using significant average daily traffic counts (ADT) for intersection and road stretches, both within and adjacent to the Coachella Valley blowsand area. The blowsand area generally stretches along Interstate 10 from the pass area downwind into the Coachella Valley. ECORP, which conducted the efficiency and effectiveness study, used wind data and meteorological data in combination with the traffic data to identify roads and intersections to be included in the program. Additionally, they analyzed monthly data to identify periods of concern, which are periods of high winds and high PM10 concentrations.

Per the study, the new contract with CleanStreet will also include two new requirements. First, street sweepers under the new agreement will be required to be equipped with GPS tracking devices. This requirement will enhance the operation and management of the program. Specifically, it will allow for CVAG to track the service the provided and compare that work with service maps and routes to ensure the work is being completed as scheduled. It will also serve to coordinate with local cities and to verify whether sweeping occurred in each respective jurisdiction. Secondly, as recommended in the study, the new agreement will also include a requirement that street sweepers weigh the sand and dust collected before it is disposed. This requirement will help strengthen the data collection for the program and can help to substantiate its effectiveness.

During the study process, CVAG staff and ECORP coordinated with SCAQMD staff to provide updates on the methodology, data collection and pre-liminary findings, to ensure adherence to SCAQMD's grant requirements. CVAG staff have also consulted with Dr. Emily Nelson, who is an air quality subject matter expert has been instrumental in these efforts. The study has concluded and is attached for the Committee's review. It was submitted to SCAQMD staff and, based on discussions with their staff, there are minor, technical adjustments that will be made before it is final. The technical adjustments to the study will not affect its findings and recommendations regarding the program. Instead, the final edits are to clarify language in the report. ECORP is making these final edits per SCAQMD staff recommendations and the study will be resubmitted for final approval.

**Fiscal Analysis:** The Regional PM 10 Street Sweeping Program is funded through various funding sources including Col-Mac (Desert View) funds apportioned to the program by Riverside County, AB



2766 Vehicle Subvention funds received from all nine cities and through the aforementioned grant funds from the SCAQMD.

The CleanStreet proposal will increase the total cost of the program by \$123,443.20 or 18 percent. Specifically, the per-unit cost of regular street sweeping will increase by 24 percent, from \$25.77 to \$32.06 per mile. The special impact street rate increase is 11 percent, from \$37.91 to \$42 per mile. Combined, the annual program cost based on the recommended contractor is anticipated to increase by 18 percent, from \$640,130.76 to \$763,573.96. This total cost increase includes the addition of new streets into the program as well as post clean-up services for special impact streets, which was not provided under the expiring contract.

Additionally, the proposal includes a new service to sweep a completed segment of CV Link at a per unit rate of \$51.50 per mile for 2.3 miles in 2023, which totals \$6,159.40. The mileage will then increase over time as the CV Link is built and additional miles are completed. CVAG has been using an Adopt a Link program to cover operational costs like these.

The SCAQMD provided CVAG a \$1.15 million grant to help operate the program at \$220,000 per year for five years beginning in FY 2021-22. In addition to operational support for the program, the grant also included funds to complete the efficiency and effectiveness study. Once the study is approved, CVAG can begin to drawdown funds for years two through five of the grant, which totals \$880,000 or \$220,000 per year.

# **Strategic Street Sweeping Study**

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## **Coachella Valley Association of Government**

73710 Fred Waring Dr #200  
Palm Desert, CA 92260, California

**Prepared by:**



ECORP Consulting, Inc.  
55 Hanover Lane, Suite A  
Chico, CA 95973

**September 2022**

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## **1.0 EXECUTIVE SUMMARY**

Within the Coachella Valley, there is a natural sand migration process referred to as "Blowsand". During periods of heavy winds, fine grained particles are transported and deposited downwind and onto the roadways, also referred to as "sediment deposits". The accumulation of sand on the roadway poses a serious safety concern as commuters are forced to drive through or around the sediment deposits.

This study was commissioned by the Coachella Valley Association of Governments (CVAG) to assess overall effectiveness of the Regional Street Sweeping Program on ambient particulate matter less than 10 microns in diameter (PM10) concentrations and to identify any areas for improvement. PM10 originating from paved roads constitutes a large portion of ambient PM10. Thus, removing material from streets is necessary, especially in highly trafficked areas to keep ambient PM10 concentrations in attainment with health based federal and state standards. This study uses the previous street sweeping study conducted by CVAG in 1993 as a template for analysis methodology and identification of the "blowsand zone". Traffic information as provided by CVAG has been utilized with current regional sweeping routes to review and update areas of concern. In addition to the operational data, ambient PM10 monitoring data has been reviewed and both show a positive benefit as a result of the Regional Street Sweeping Program.

The threshold of 10,000 average daily trips (ADT) in and around the blowsand area was utilized to identify areas of concern regarding PM10 emissions within the Coachella valley. Since the original CVAG street sweeping study in 1993 there have been many changes in traffic patterns in the Coachella Valley as shown in multiple figures throughout this report. However, the original 10,000 ADT still appears to capture all of the areas influencing high PM10 emissions. Reductions observed in monitored PM10 data collected since the establishment of the CVAG Regional Street Sweeping Program show that this Program, along with others, is working to keep ambient PM10 at healthy levels throughout the Coachella Valley.

The costing analysis conducted for this study showed that a hybrid approach of city/government and contracted equipment and labor resulted in the best pricing. The monitoring data and sweeping level of service analyses conducted in this report both showed that the current Regional Street Sweeping Program helps maintain healthy levels of PM10 throughout the Coachella Valley region. Increased traffic in certain areas let this study to identify four areas of concern that are currently not covered by the Regional Street Sweeping Program. These areas have been identified in the report and it is recommended that they are added to the regional street sweeping routes.

South Coast Air Quality Management District (SCAQMD) regulation 1186 is used by multiple regulator organizations and regional authorities as the guidelines for PM10-efficient street sweepers. Thus, for the purposes of this report a PM10 efficient sweeper is identified as the type certified under this regulation. Diesel sweepers were identified as being used for sweeping operations by some of the cities and occasionally for the Program. This study recommends that this diesel sweeping equipment be replaced with natural gas sweepers as soon as possible. Regenerative air sweepers with a mechanical brush have been identified as most effective sweeper for control of PM10 and are used for the Regional Street Sweeping Program. There are a few cities that use vacuum and mechanical brush sweepers; it is recommended that these are replaced by regenerative air sweepers if they are not certified under SCAQMD Regulation 1186.

## **2.0 INTRODUCTION**

As previously described, ECORP has been commissioned by CVAG to conduct a study on the effectiveness of the current Regional Street Sweeping Program. The statements in this document are those of the contractor (ECORP) and do not necessarily reflect those of CVAG or SCAQMD. The CVAG Regional Street Sweeping Program has been operating since the early 1990's and has been funded primarily by Assembly Bill (AB) 2766 funds administered by the SCAQMD. The original Strategic Street Sweeping Study (1993) was utilized to identify areas of concern and to create the regional street sweeping routes. This updated study utilizes current routes; traffic data; ambient air quality; street sweeping costing data gathered from the SCAQMD and CVAG Cities; and other sources to evaluate the current Program and make recommendations to regional sweeping operations and routes.

The U.S. Environmental Protection Agency (EPA) approved the Coachella Valley's latest State Implementation Plan (SIP) which addressed the now revoked annual and current 24-hour federal PM<sub>10</sub> standards of 50 and 150  $\mu\text{g}/\text{m}^3$ , respectively. The SIP is an update to the previous SIP required for the Coachella Valley since nonattainment was shown to be attributed primarily to locally generated fugitive dust, and not transport from the South Coast Air Basin. Since the original nonattainment determination, the EPA addressed the uncontrollable natural events in the region leading to high ambient PM<sub>10</sub> concentrations.

In both the original SIP and its update, control methods were proposed to be implemented through a combination of SCAQMD and local government actions, including local ordinances to minimize "man-made" dust emissions. The focus of the SIP is the control of dust emissions caused by the interaction of "man" and the environment, not control of the uninhabited desert. As of 2007, the Coachella Valley have met the revoked federal annual standard. In addition, it has been determined by the EPA and SCAQMD that the 24-hour federal standard of 150  $\mu\text{g}/\text{m}^3$  has only been exceeded during uncontrollable events. However, the EPA has not redesignated the area to attainment as they are currently further investigating PM<sub>10</sub> concentrations in Mecca and surrounding areas (SCAQMD, 2018).

### **3.0 PROFILE OF CITY STREET SWEEPING SERVICES**

This chapter presents a profile of city, county and regional street sweeping services and traffic information in the Coachella Valley by each City and County. The information presented in this section was obtained during a survey conducted by CVAG and completed by each of the cities. For the purposes of this report, a "good" level of service is defined as the sweeping of areas of concern every other week and the sweeping of other streets at least once every month. It should be noted that the consideration of what constitutes a "good" level of service is a current topic in need of further review (Calvilloe, 2015). It is noted that many cities sweep areas with sand accumulation more frequently, and this has been shown to reduce PM10 concentrations. The daily PM10 concentrations presented in this report show that there are not prolonged periods of elevated PM10 in the Coachella Valley, indicating that overall, Cities are doing an acceptable job at removing sand after events.

In the original 1993 report, 10,000 ADT was used to determine an area of concern covered in the Regional Street Sweeping Program. This definition has been reviewed and determined not to need updating per current information from other similar areas, academic studies, and recent emission reduction plans. As shown in the Figures below, the traffic counts are displayed as dots colorized depending on the ADT at the segment. The legend identifying the ADT colors at road segments monitored by CVAG can be found in the upper right of each Figure. Any roadway segments in or around the blowsand zone that had increases in traffic since the 1993 study resulting in the roadway segment becoming an area of concern was identified and proposed to be added to the updated routes. Each of the following Figures presents streets swept in the Regional Program in blue, high impact areas in red and new proposed streets to the Regional Program in yellow.

The data presented in the following sections is also available in Table form as Appendix A of this document.

### 3.1 INDIAN WELLS

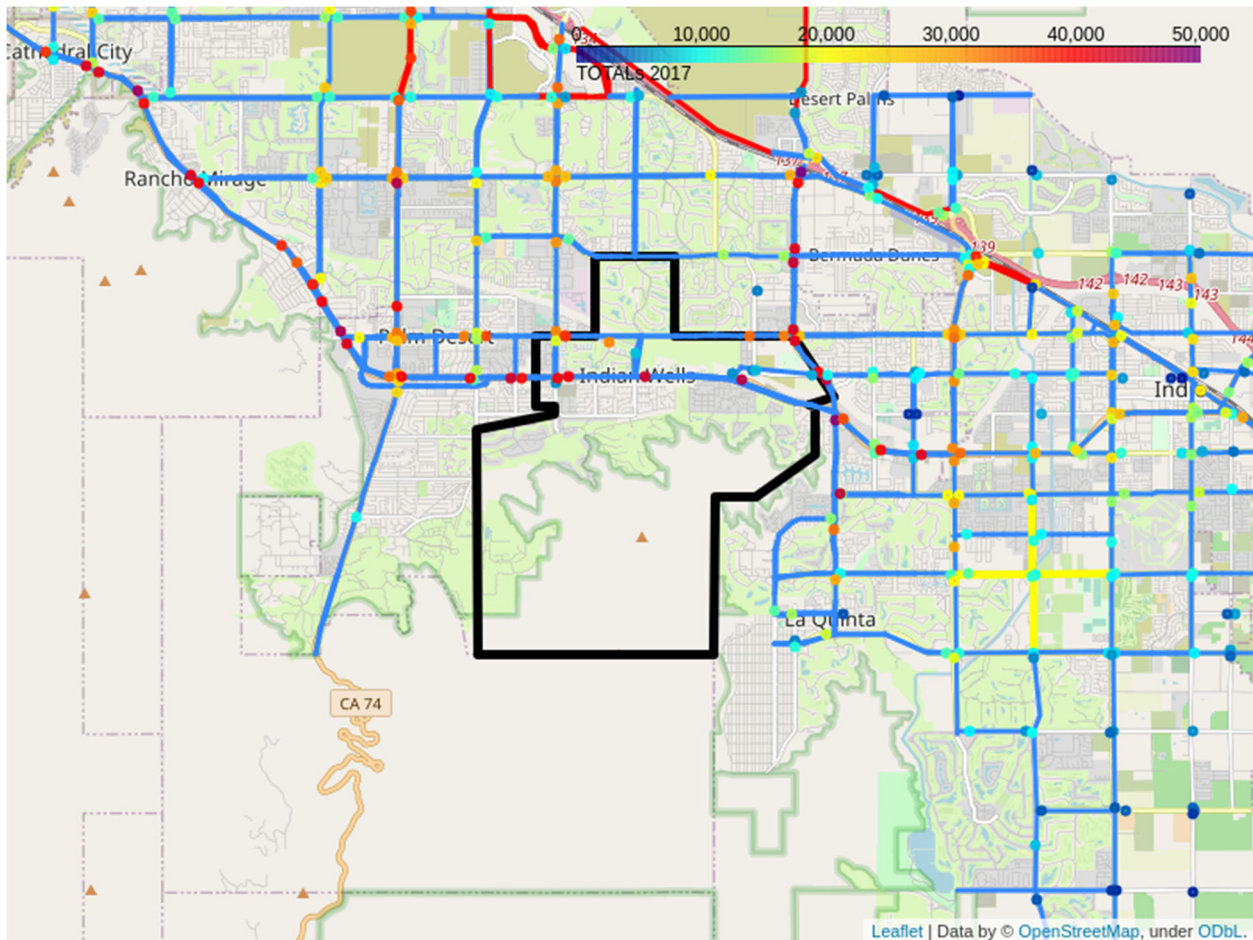


Figure 1. City of Indian Wells Area Map

**Streets Inventory.** The City of Indian Wells reported 31 curb miles of streets, consisting of 15 Arterial and 16 residential curb miles. There are no special impact streets in Indian Wells and there are no proposed additions to the Regional Sweeping route in Indian Wells.

**Street Sweeping Levels of Service.** Indian Wells has a good level of street sweeping service. All streets are swept weekly, including residential and arterial. Highway 111 is swept once a week. All sweeping is conducted by contracted labor and equipment. Sweeping is conducted utilizing natural-gas powered regenerative-air sweepers.

**Cost of Street Sweeping.** The City reported an annual cost of \$44,100 with an additional \$6,449 AB-2766 funds utilized for the Regional Street Sweeping Program.

**Location Where Sweeper Refuse is Dumped/Stored.** Sweeping service takes ownership of and disposes of all material outside city limits in approved landfill.



### 3.2 RANCHO MIRAGE

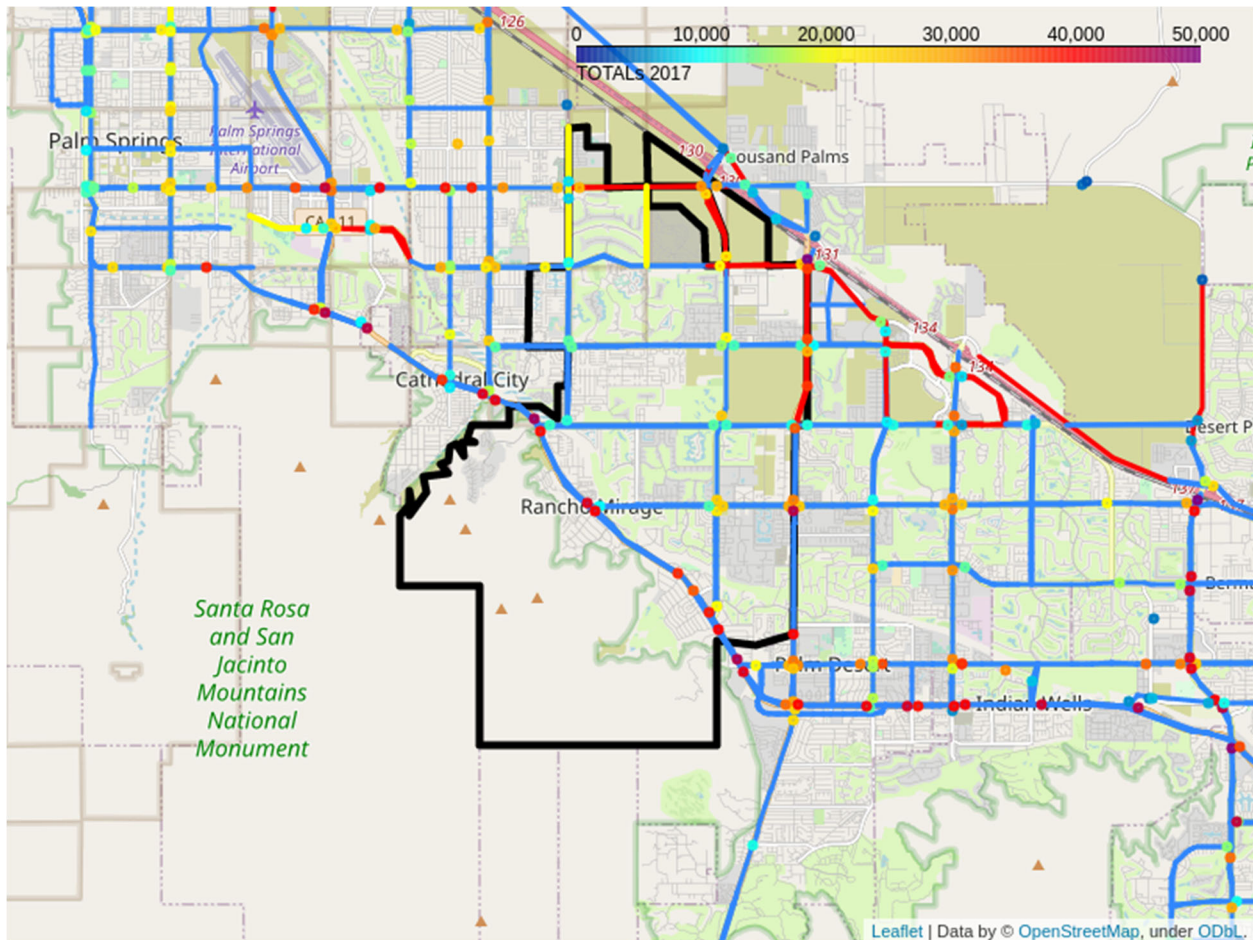


Figure 2. Rancho Mirage Area Map

**Street Inventory.** The City of Rancho Mirage has 163 curb miles of public roads. These streets are broken down into 100 miles of arterial streets, 75 miles of residential streets, and 16 miles of highway. There are large sections of special impact streets in Rancho Mirage and two proposed updates to the regional sweeping route.

**Street Sweeping Levels of Service.** The level of service in Rancho Mirage is good in terms of frequency, but it is recommended that the City phase out the usage of non-1186 certified sweepers as soon as possible. All streets are swept once every two weeks. Rancho Mirage utilizes City equipment and labor and Contractor equipment and labor to conduct sweeping. Rancho Mirage and contracted sweepers utilize regenerative-air with mechanical brush; mechanical brush; mechanical brush with vacuum assist fired by diesel and natural gas.

**Cost of Street Sweeping.** Rancho Mirage reported an annual cost of \$108,355 with an additional cost of \$17,409 for the Regional Street Sweeping Program.

**Location Where Sweeper Refuse is Dumped/Stored** The contractor sweepers dump their refuse at a landfill of their choice.

### 3.3 PALM DESERT

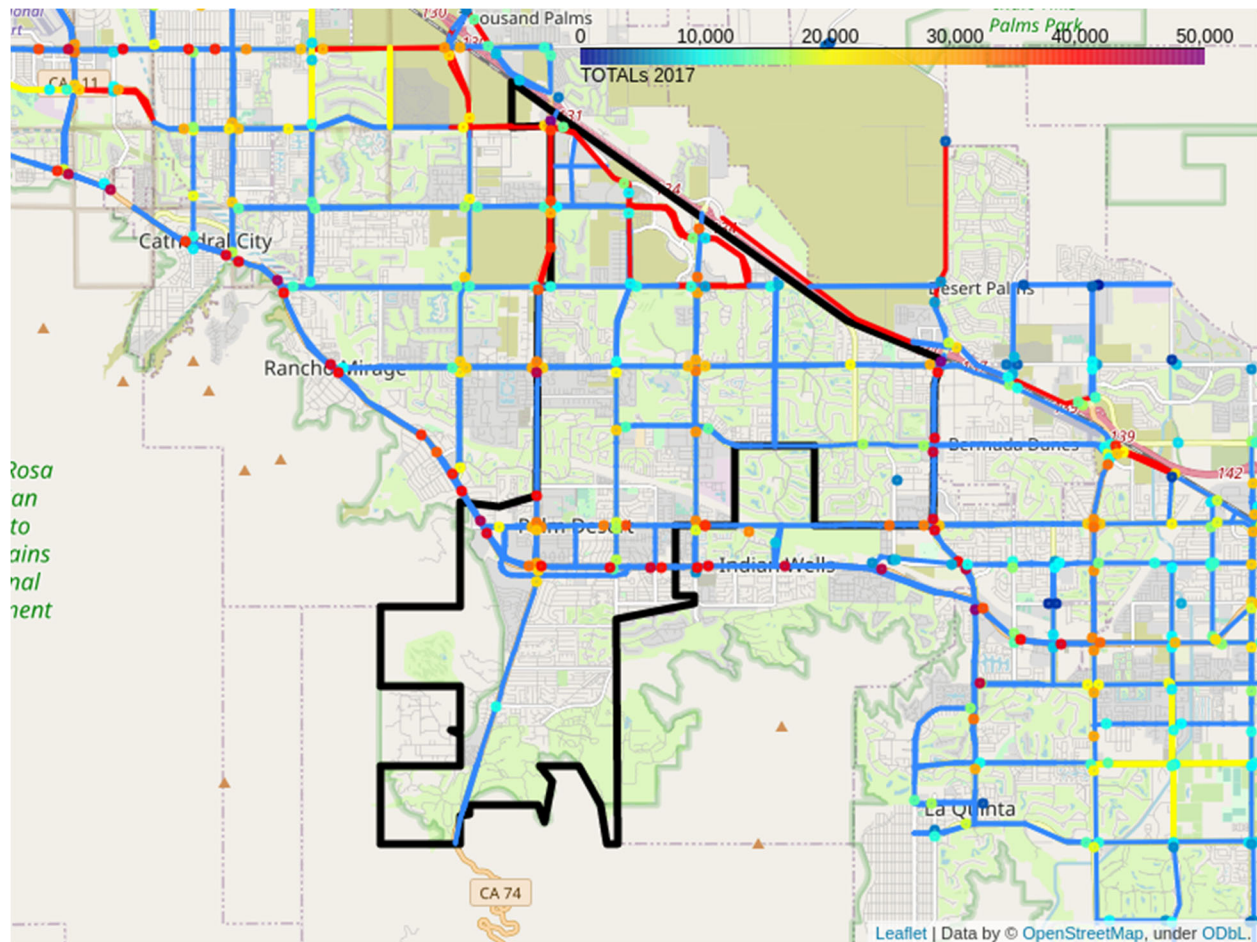


Figure 3. Palm Desert Area Map

**Street Inventory.** The City of Palm Desert has approximately 623 curb miles of public roads. Of these miles, approximately 370 are arterial, 250 are residential and include three miles of highway. Palm Desert has multiple road segments labeled as 'special impact' as identified above.

**Street Sweeping Levels of Service.** Palm Desert has a good level of street sweeping. All public streets are swept every other week utilizing compressed natural gas (CNG) regenerative air with mechanical brush sweeper provided and operated by a contractor.

**Cost of Street Sweeping.** It was estimated that the City of Palm Desert spends between \$150,000 to \$250,000 annually sweeping its streets. An additional \$50,725 are spent through the Regional Street Sweeping Program.

**Location Where Sweeper Refuse is Dumped/Stored.** In 1993 it was reported that sweepers dump their refuse at the yard on Eclectic Street in Palm Desert. A roll off bin is also used as a transfer dump station at Portola Avenue and Haystack Road.

### 3.4 DESERT HOT SPRINGS

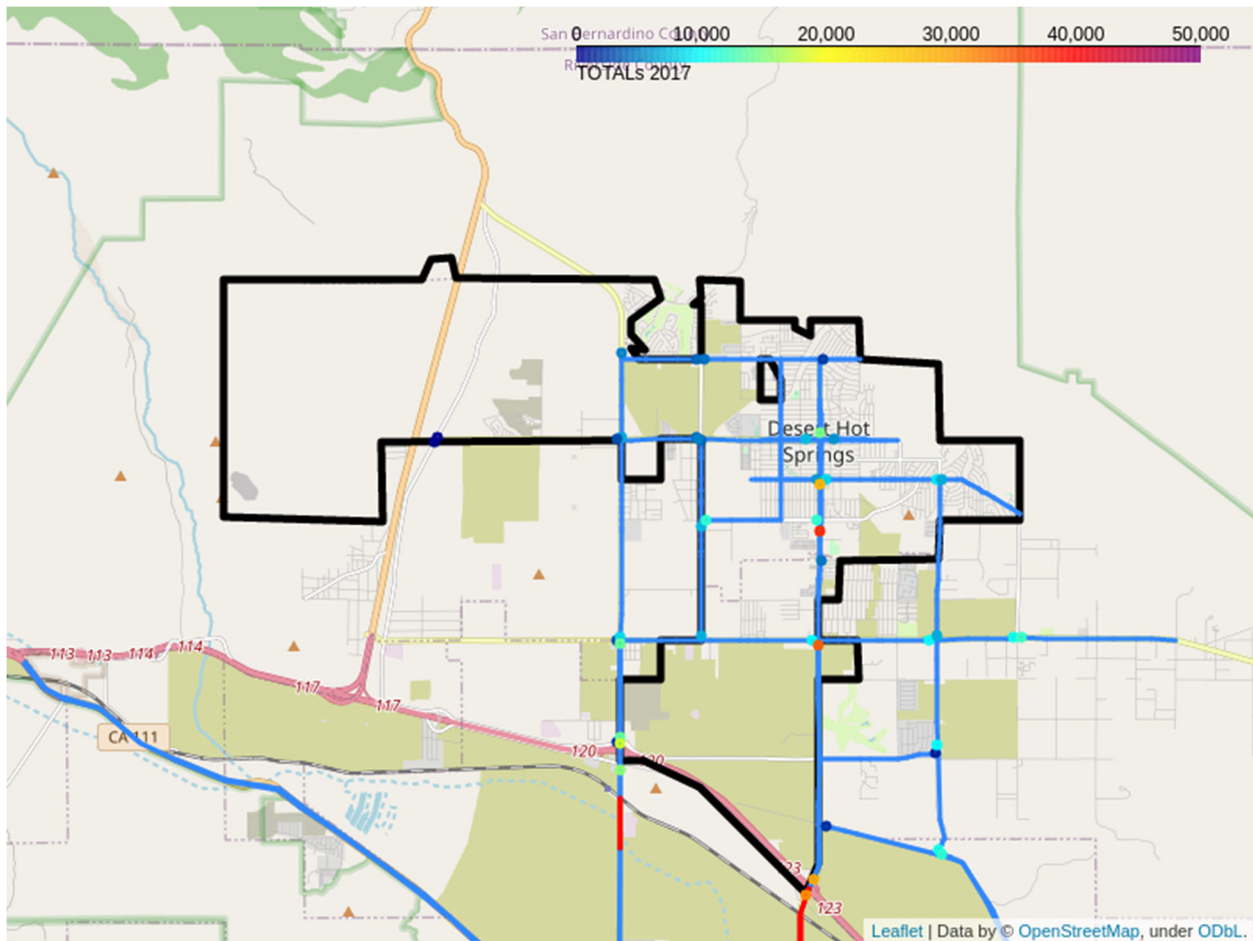


Figure 4. Desert Hot Spring Area Map

**Street Inventory.** The City of Desert Hot Springs has less than 100 curb miles of streets. There are not any State Highways in Desert Hot Springs.

**Street Sweeping Levels of Service.** The City of Desert Hot Springs has a good level of service with the Regional Street Sweeping Program; however, it is recommended that the City utilize Rule 1186 as soon as feasible. The City sweeps the streets once a month utilizing a contractor and the streets are swept twice a month for the Regional Street Sweeping Program. The contractor uses a diesel-powered mechanical brush vacuum assist sweeper.

**Cost of Street Sweeping.** Annual street sweeping cost in the City are estimated to be between are \$75,656 with an additional \$27,611 AB-2766 reported for FY 2019-20.

**Location Where Sweeper Refuse is Dumped/Stored** The sweeper refuse is stored at the corporation yard. This material is used as fill elsewhere.



### 3.5 INDIO

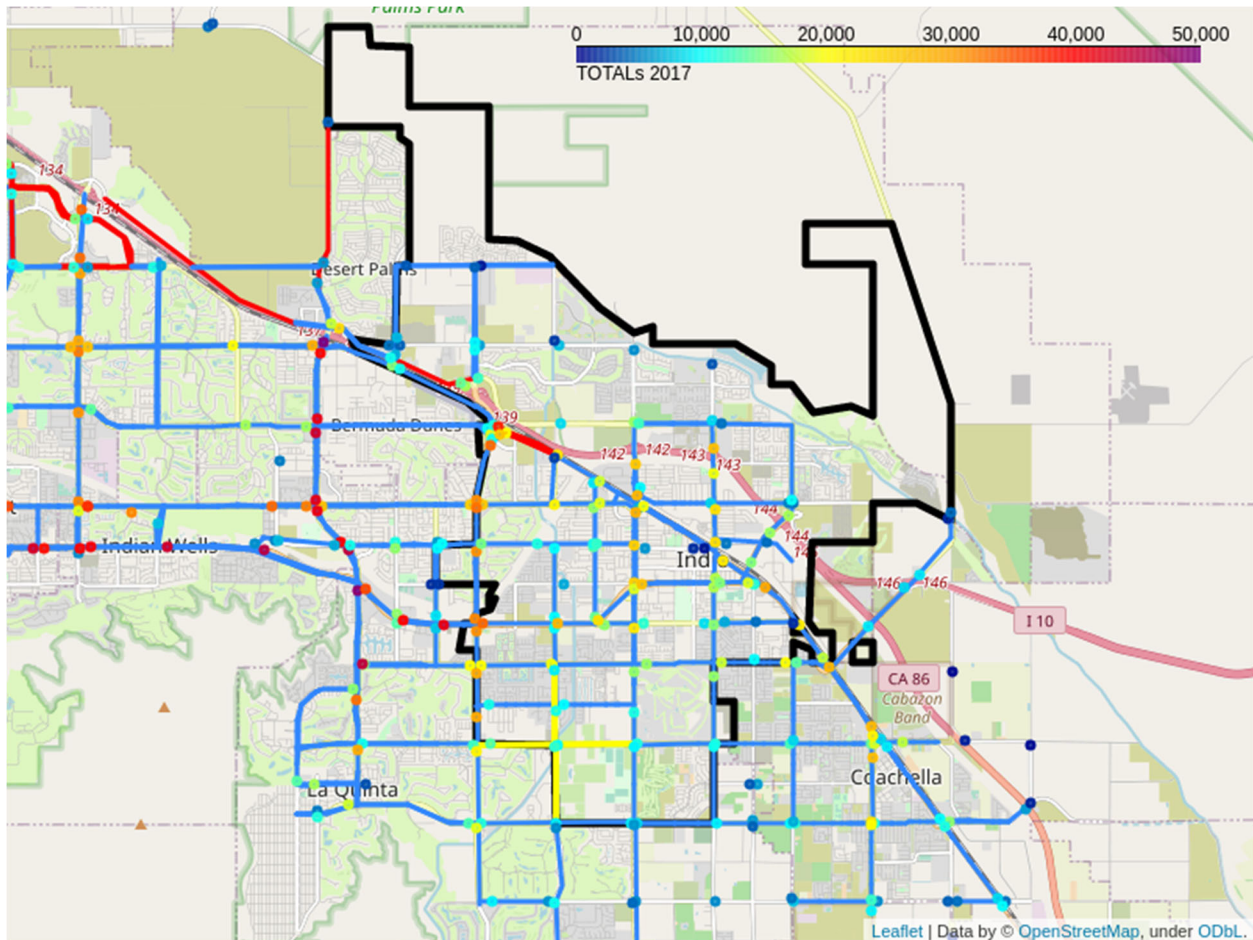


Figure 5. Indio Area Map

**Streets Inventory.** The City of Indio has 400 curb miles of streets, with 300 curb miles of residential streets and 100 miles of arterial streets.

**Street Sweeping Level of Service.** The City of Indio has a good level of street sweeping service. Indio residential streets are swept once every four weeks, while commercial are swept every week. In addition, Indio sweeps areas of sand accumulation more frequently when necessary. The City of Indio uses City equipment and labor and CNG regenerative air with mechanical brush to sweep streets in their service territory.

**Cost of Street Sweeping.** The cost of street sweeping for the City of Indio is approximately \$250,000 per year with an additional \$84,723 spent for the Regional Street Sweeping Program.

**Location Where Sweeper Refuse is Dumped/Stored.** Sweeper refuse is placed in two ten yard roll off bins. On Mondays, Wednesday, and Friday Burtec hauls off full roll off.

### 3.6 CATHEDRAL CITY

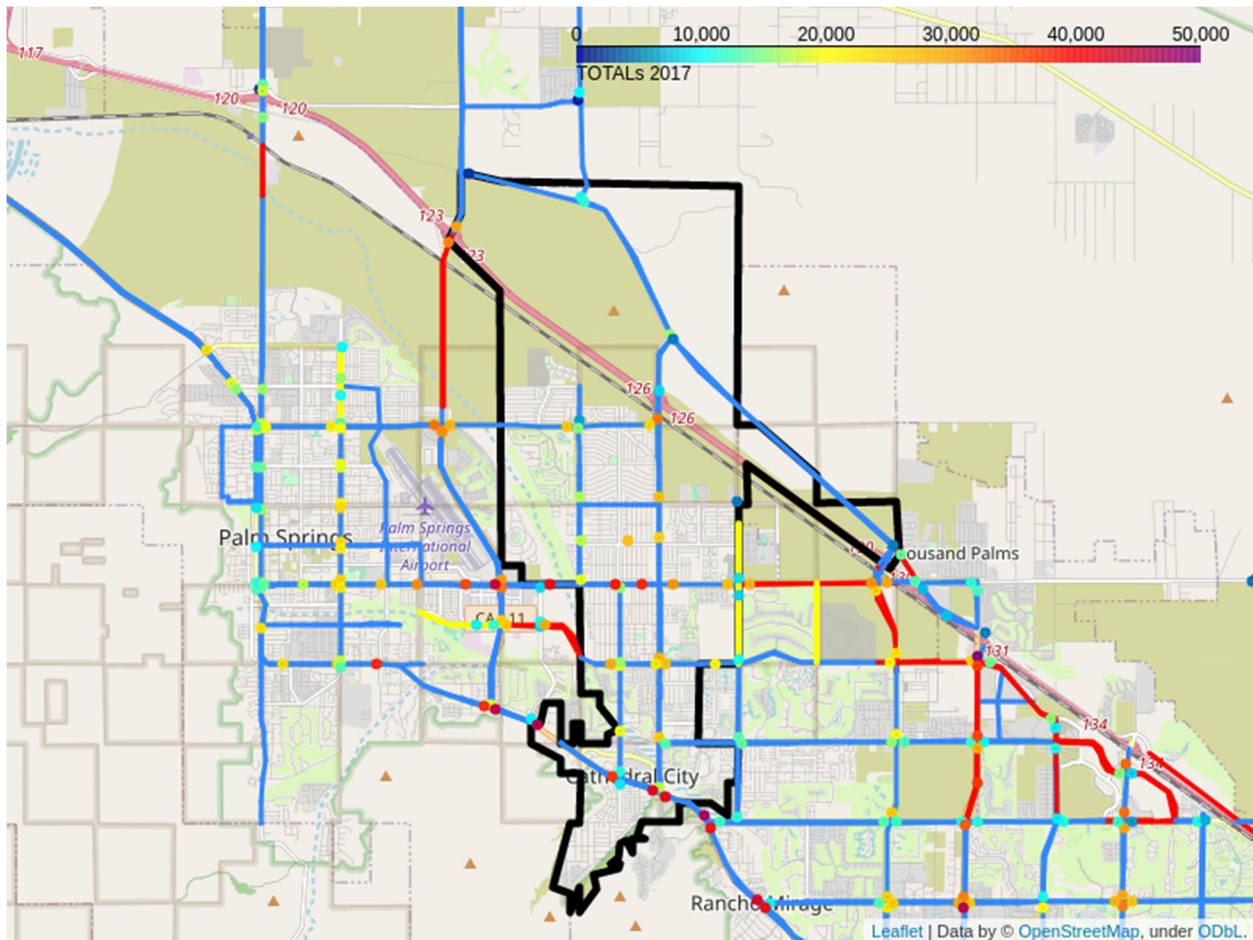


Figure 6. Cathedral City Area Map

**Street Inventory.** Cathedral City has 290 curb miles of roadways. In the previous 1993 study, Cathedral City estimated around 75 percent residential, 23 percent arterial and 2 percent highway, translating to 217 residential miles, 64 arterial miles and 3 highway miles for the updated curb mile total provided for this report.

**Street Sweeping Levels of Service.** The level of service for street sweeping is good in Cathedral City; however, the type(s) and fuel of sweepers used was not reported. Residential streets are swept monthly and arterials in an area of concern are swept every other week.

**Cost of Street Sweeping.** The cost of sweeping to the City is \$113,356 and the AB 2766 funds spent for the Regional Street Sweeping Program are \$51,933.

**Location Where Sweepers Refuse is Dumped/Stored.** The City representative reported that the contractor handles the disposal.

### 3.7 COACHELLA

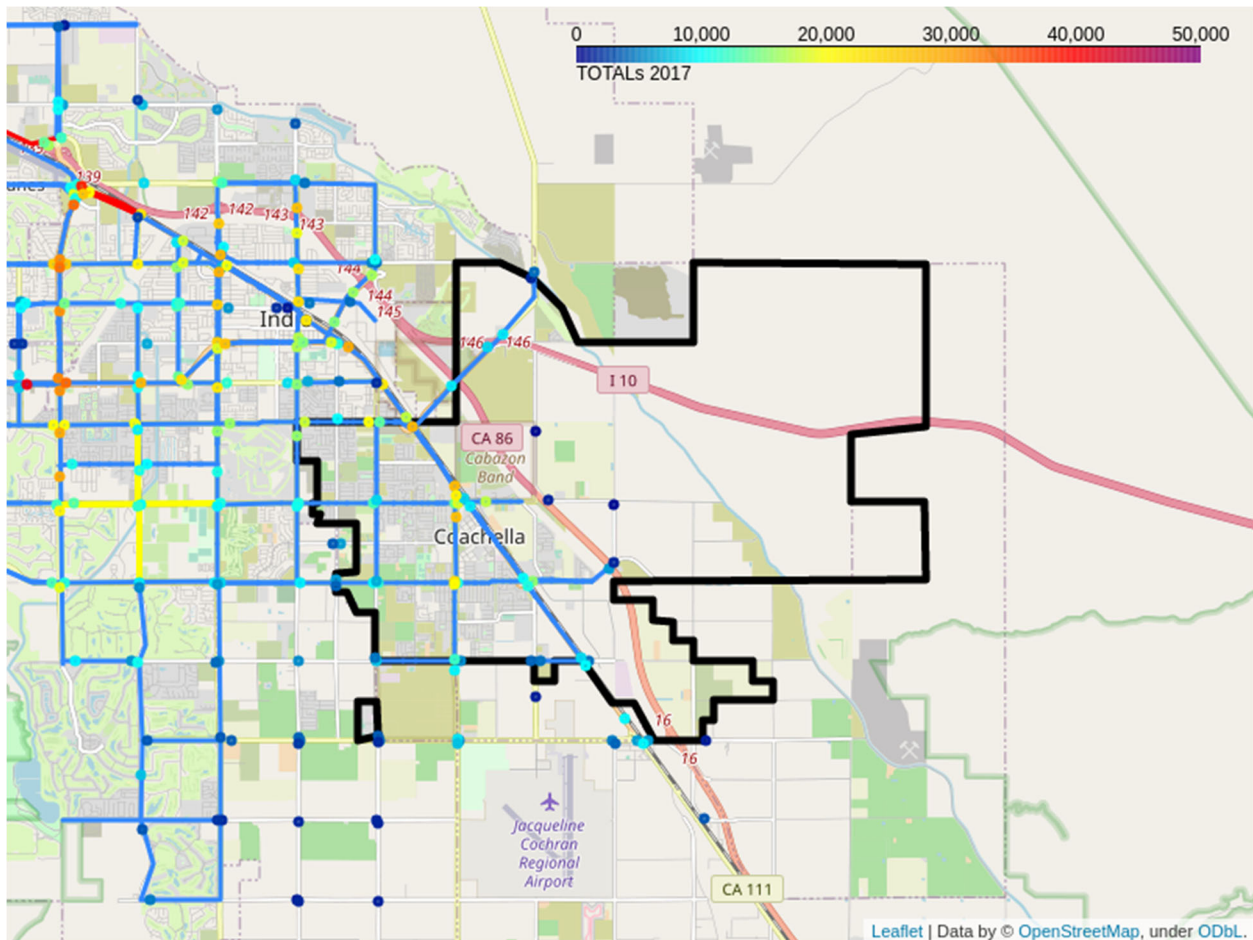


Figure 7. Coachella Area Map

**Street Inventory.** The City of Coachella has an estimated 356 curb miles of street with around 80 percent residential and the rest split between arterial and highway.

**Street Sweeping Levels of Service.** The level of street sweeping service in Coachella is good; however, any equipment that is not certified under SCAQMD Rule 1186 is recommended to be replaced with certified equipment as soon as possible. All streets in Coachella are swept twice a month using contractor equipment and labor.

**Cost of Street Sweeping.** The current annual cost of street sweeping including labor and maintenance is \$147,469 to the City and \$43,824 regional funds.

**Location Where Sweepers Refuse is Dumped/Stored.** Sweepers deposit their refuse at the Coachella landfill on Dillon Road.



### 3.8 PALM SPRINGS

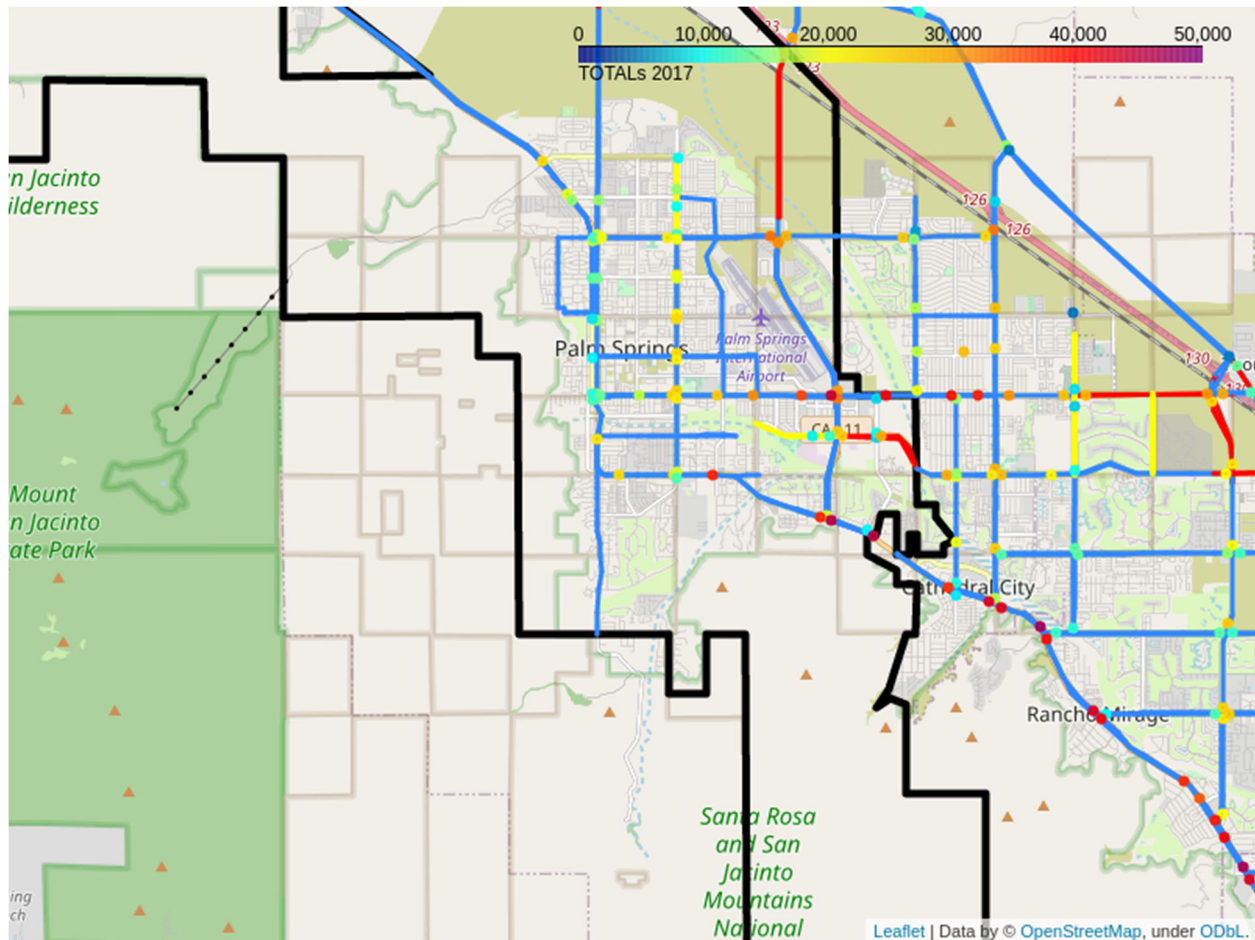


Figure 8. Palm Springs Area Map

**Street Inventory.** Palm Springs has 806 curb miles of roadways. Palm Springs reported 670 residential miles, 112 arterial miles, and 24 highway miles in the Palm Springs region for this report.

**Street Sweeping Levels of Service.** The level of sweeping in Palm Springs is good, however any sweepers not certified under SCAQMD Rule 1186 are recommended to be replaced as soon as possible. Residential streets are swept once a month and arterial streets are swept once a month to every other week. Street sweeping is conducted by a contractor using natural gas equipment in Palm Springs.

**Cost of Street Sweeping.** In the most recent fiscal year, the cost to the City for providing street sweeping services was approximately \$375,000. The latest AB-2766 regional funds reported for Palm Springs are \$46,083.

**Location Where Sweeper Refuse is Dumped/Stored.** Dumping is not tracked by the vendor in Palm Springs.

### 3.9 LA QUINTA

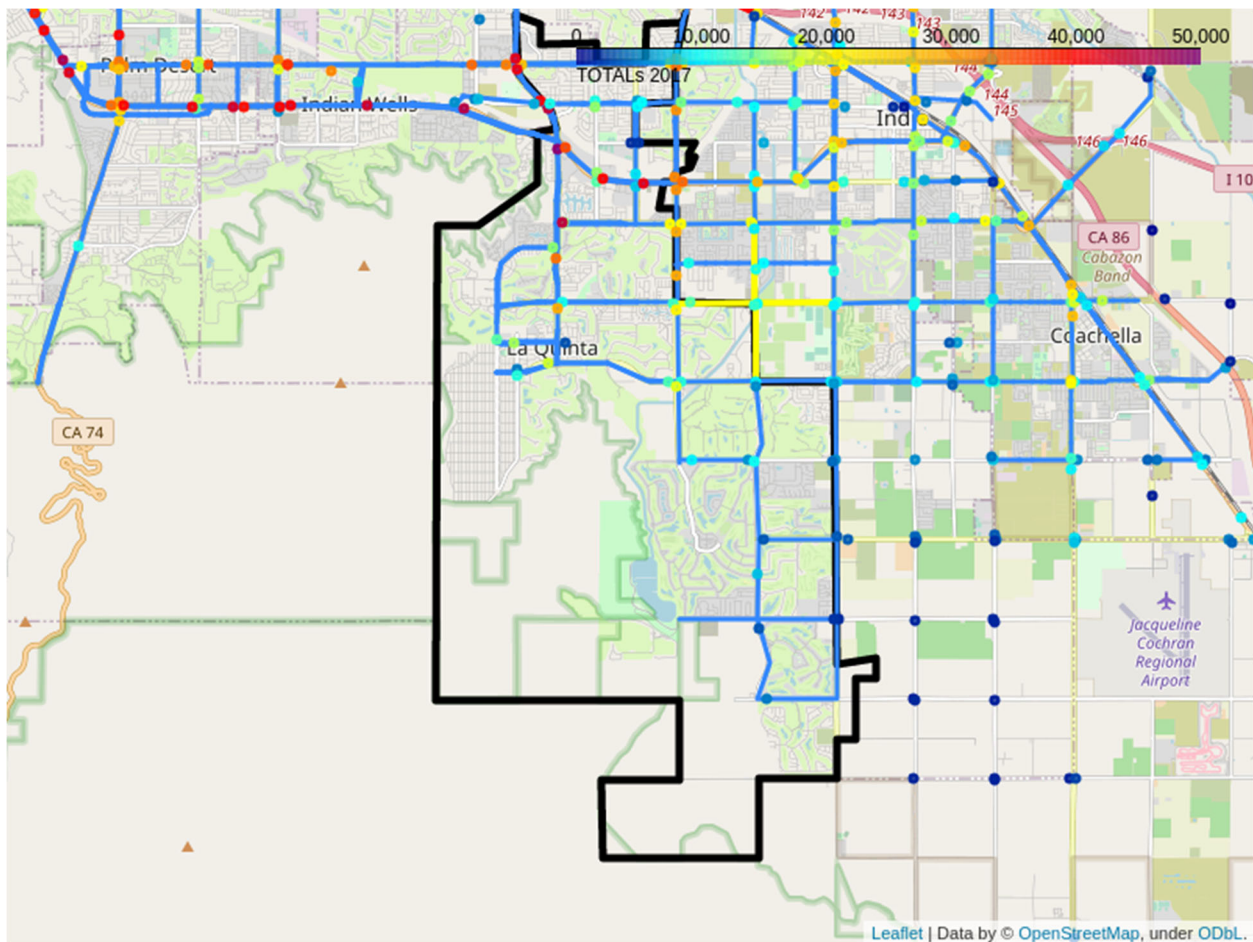


Figure 9. La Quinta Area Map

**Street Inventory.** La Quinta has 490 curb miles of roadways. The City reported 224 residential miles, 256 arterial miles, and 10 highway miles for this report.

**Street Sweeping Levels of Service.** The level of sweeping in La Quinta is good, however any sweepers not certified under SCAQMD Rule 1186 are recommended to be replaced as soon as possible. All streets in La Quinta are swept twice monthly. Street sweeping is conducted by another branch of government and contractor using natural gas equipment in La Quinta.

**Cost of Street Sweeping.** In the most recent fiscal year, the cost to the City of providing street sweeping services was approximately \$151,424. The latest AB-2766 regional funds reported for La Quinta are \$29,913.

**Location Where Sweeper Refuse is Dumped/Stored.** Sweepers utilize a site at the City corporation yard as a temporary dump site/transfer station. The material is ultimately hauled to the landfill.



### 3.10 COUNTY OF RIVERSIDE

A response from the County of Riverside was not available for this report. In the 1993 report it was reported that the County of Riverside does not sweep streets except in case of emergency or in response to rain or a blowsand event. It therefore provides a poor level of service. The following information was taken from the 1993 CVAG Street Sweeping Study.

**Streets Inventory:** The County of Riverside had 548 centerline miles of streets in the Coachella Valley: 213 in the Cathedral City Maintenance District and 335 in the Thermal Maintenance District (these represent the area from Whitewater down to the Desert Center). Of these 548 centerline miles, an estimated 100 have curb and gutter.

**Cost of Street Sweeping:** Since the street sweeping services are performed on a minimal basis, costs are also minimal. These costs are estimated at less than \$10,000 annually, including labor, services and supplies, and fuel/maintenance of the sweeper. The AB 2766 funds for the Riverside County section of the Regional Street Sweeping Program for Fiscal Year 2019 – 20 are \$51,278.

**Location Where Sweeper Refuse is Dumped/Stored:** In response to blowsand events, the material is typically bladed into the downwind shoulder. Sweeper material is rarely hauled to the dump.

#### 4.0 PROFILE OF PRIVATE SWEEPING CONTRACTORS

ECORP and CVAG were able to gather recent equipment information from two street sweeping vendors in the region. The information available on vendor equipment is presented in the tables below. Data was gathered from the street sweeping company, M & M directly during this report. Data from the street sweeping company, Sweeping Corp of America (previously known as Clean Streets), is derived from the 2015-2016 regional sweeping contract cycle. M & M street sweeping currently holds the regional contract and many contracts with Cities throughout the Coachella Valley. Sweeping Corp of America was the last contractor to hold the regional contract prior to M & M and holds contracts with a few Cities in the Coachella Valley. Current sweeper data was not provided by any other vendors.

For annual waste disposed of M & M reported that the amount of tonnage is 1,935.70 for cities utilizing the material dumping vendor, Desert Recycling. Dumping quantities at the City of La Quinta, City of Rancho Mirage, Veolia Palm Springs facilities could not be identified, nor could quantities of sand from unincorporated County sections or sand picked up by each city themselves be identified as no record of such data exists. Discussions with M & M identified the issue of transporting sand long distances after wind events. This subject is discussed further later in this report. Table 4-1 presents the current equipment information provided by M & M.

*Table 4-1. M & M Equipment Information*

Unit	Model	Model Year	Fuel
<b>Primary Sweepers</b>			
# 128	Freightliner M2-112/Model Tymco 600	2016	CNG
# 129	Freightliner M2-112/Model Tymco 600	2017	CNG
<b>As Needed for Arterial Streets</b>			
# 125	Freightliner FC-80/Model Tymco 600	2007	CNG
# 138	Sterling SC8000/Model Elgin crosswind	2007	Not Provided
# 139	Autocar ACMD 42/Model Elgin Crosswind	2017	Not Provided

Table 4-2 presents the assumed current equipment information for Sweeping Corp of America, which was provided for the completion of the 2015-2016 regional sweeping contract. Sweeping Corp of America has not provided updated information at this time.

*Table 4-2. Sweeping Corp of America Equipment Information*

Sweeper	Model	Model Year	Fuel
<b>Primary Sweepers</b>			
T-714	Tymco 600	2009	CNG
T-715	Tymco 600	2009	CNG
T-719	Tymco 600	2009	CNG
T-721	Tymco 600	2009	CNG

## 5.0 REGION-WIDE COST BENEFIT ANALYSIS

The Cost Benefit Analysis was conducted using the collected data on pricing, frequency and estimated curb miles per year and three costing scenarios were calculated for the cost to the Cities. The cost per mile for these scenarios was then combined with costing for the Regional Street Sweeping Program of \$21.60 per curb mile for regular streets and \$26.50 for special impact streets. The Highway miles are swept under different contracts and were not included in this analysis. Table 5-1 presents the input data collected for the costing scenarios.

*Table 5-1. Curb Mile Cost Calculations Input Data*

City	Total Cost To City	Approximate Curb Miles		Frequency (per Month)	
		Arterial	Residential	Arterial	Residential
Palm Springs	\$ 375,000.00	112	670	1	1
Desert Hot Springs	\$ 75,656.63	100	100	1	1
Cathedral City	\$ 113,375.76	70	150	1	1
Rancho Mirage	\$ 108,355.51	100	75	2	2
Palm Desert	\$ 175,000.00	370	250	2	2
Indian Wells	\$ 44,100.00	15	16	4	4
La Quinta	\$ 151,424.00	256	224	2	2
Indio	\$ 250,000.00	100	300	1	1
Coachella	\$ 147,469.44	100	300	2	2

Three scenarios were developed to account for arterial streets swept under the Regional Street Sweeping Program. Scenario assumes that no arterial streets are swept by the subject city, scenario two assumes that 50 percent of the arterial roads are swept by the subject city and scenario 3 assumes that all the arterial roads are swept by the subject city. The formulas for each scenario are listed below.

- **Scenario 1:** Cost/Mile = Total Cost to City / (Residential Miles \* Residential Frequency \* 12 months)
- **Scenario 2:** Cost/Mile = Total Cost to City / ((Residential Miles \* Residential Frequency + Arterial Miles \* Arterial Frequency \* 50%) \* 12 months)
- **Scenario 3:** Cost/Mile = Total Cost to City / ((Residential Miles \* Residential Frequency + Arterial Miles \* Arterial Frequency) \* 12 months)

Table 5-2 presents the results of the calculated curb mile costing scenarios. Using the formula for Scenario 1, the only city that has a better cost per mile rate than the Regional Street Sweeping Program is Coachella. Using Scenario 2 assumptions, Coachella Valley, Palm Desert, and La Quinta (3 out of 9) have a better rate than the Regional Program. Using the least conservative for regional comparison Scenario 3, the same three cities report better rates.

*Table 5-2. Calculated Curb Mile Cost*

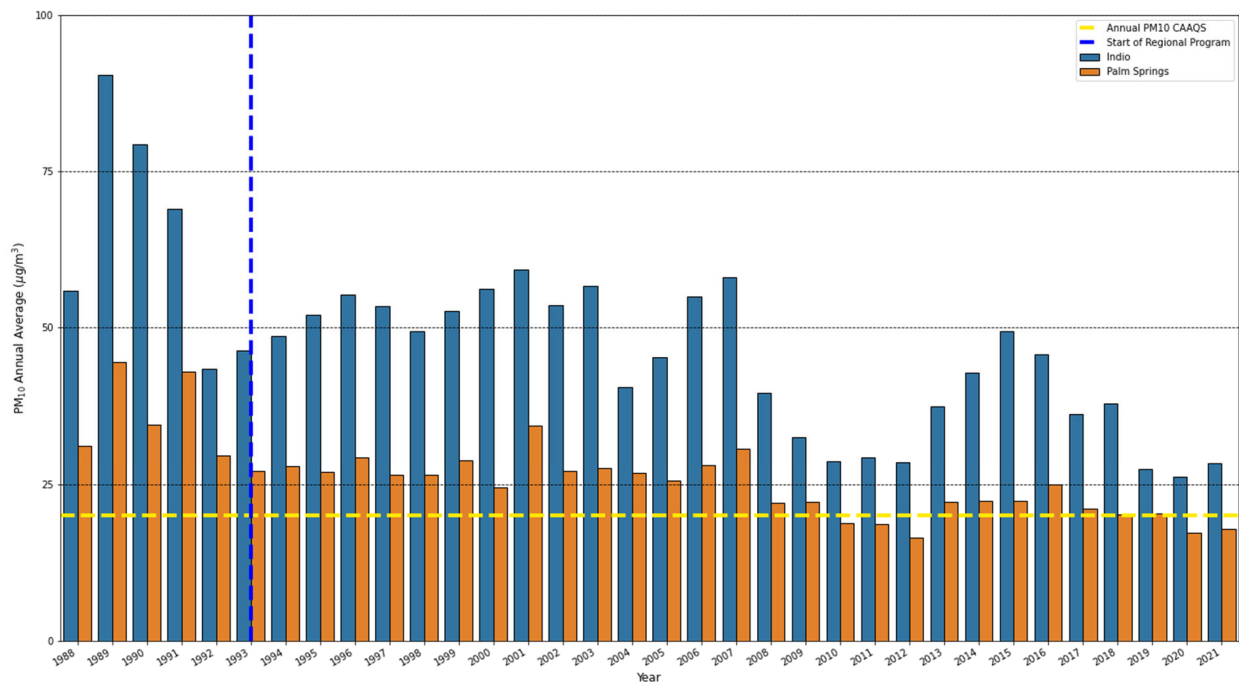
City	Total Cost To City	Calculated Cost per Curb Mile		
		Scenario 1	Scenario 2	Scenario 3
Palm Springs	\$ 375,000.00	\$ 46.64	\$ 43.04	\$ 39.96
Desert Hot Springs	\$ 75,656.63	\$ 63.05	\$ 42.03	\$ 31.52
Cathedral City	\$ 113,375.76	\$ 62.99	\$ 51.07	\$ 42.95
Rancho Mirage	\$ 108,355.51	\$ 60.20	\$ 36.12	\$ 25.80
Palm Desert	\$ 175,000.00	\$ 29.17	\$ 16.76	\$ 11.76
Indian Wells	\$ 44,100.00	\$ 57.42	\$ 39.10	\$ 29.64
La Quinta	\$ 151,424.00	\$ 28.17	\$ 17.92	\$ 13.14
Indio	\$ 250,000.00	\$ 69.44	\$ 59.52	\$ 52.08
Coachella	\$ 147,469.44	\$ 20.48	\$ 17.56	\$ 15.36

It should be noted that this analysis does not take into account the type of equipment being used or the level of service. Indio only uses City equipment, while La Quinta and Rancho Mirage both utilize a combination of government labor and equipment and contractor labor and equipment. All of the other cities utilize contracted labor and equipment for their sweeping. Thus, from the results presented in Table 5-2 a hybrid approach of government and contracted sweeping results in the best cost per mile.

## 6.0 MONITORING DATA REVIEW

A monitoring data review was conducted for this study using the Federally Reference Method (FRM) data from the SCAQMD-operated Indio and Palm Springs monitoring sites. These two sites have the longest record of monitored PM<sub>10</sub> data in the area. This data set includes monitoring data from before the inception of the Regional Street Sweeping Program. This PM<sub>10</sub> data was compared to the Annual and 24-hour California Ambient Air Quality Standards (CAAQS) and the 24-hour National Ambient Air Quality Standards (NAAQS) to assess the PM<sub>10</sub> levels in the area and the effectiveness of the Regional Program.

Figure 10 presents the annual average of daily samples from the two sites. The dashed blue line signifies the start of the Regional Street Sweeping Program in 1993 and the dashed yellow line represents the annual CAAQS. It should be noted that data during exceptional wind events is removed for federal compliance determination. The data in Figure 10 is presented as it is stored in the EPA Air Quality System (AQS) which includes these events when monitored data is available.



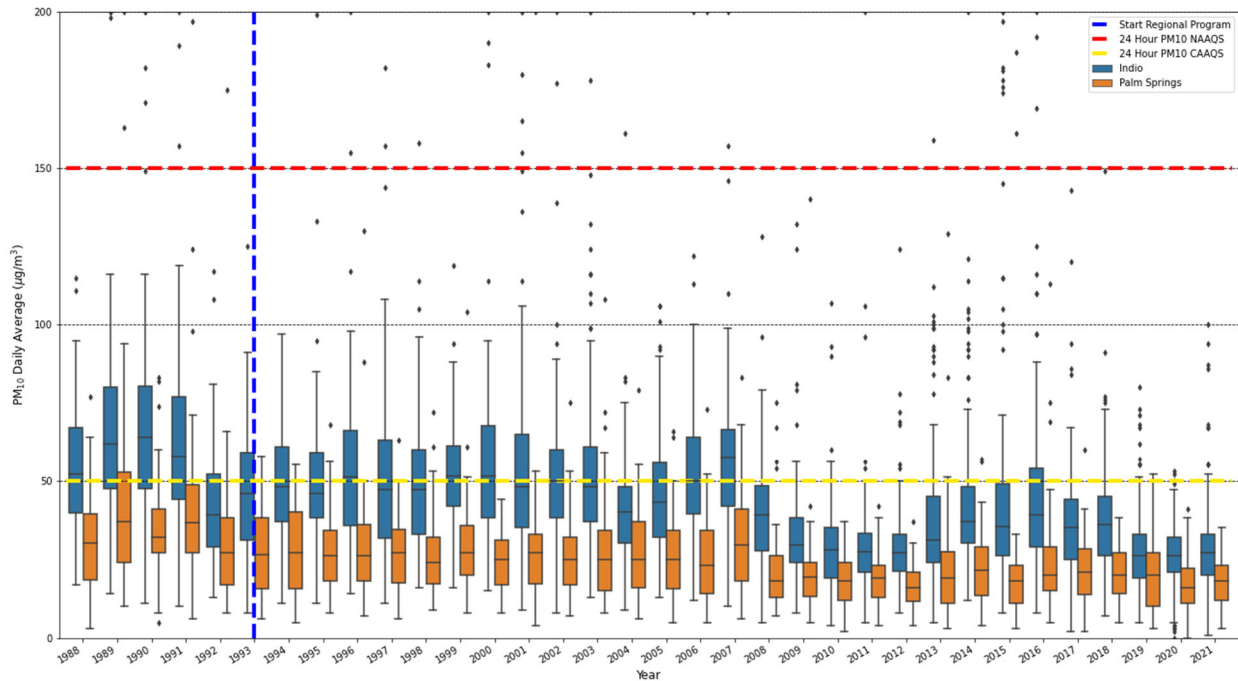
*Figure 10. Annual Average PM<sub>10</sub> Concentrations in Coachella Valley*

A clear downward trend can be viewed in Figure 10 at both stations, with more variation at the Indio station. Since the beginning of the Regional Street Sweeping Program there have not been any years with annual average concentrations over 60 µg/m³ at the Indio Site, and none over 45 µg/m³ at the Palm Springs monitoring site. During the past three years, Palm Springs has been below the more stringent state standard.

Figure 11 presents the annual distribution of the daily PM<sub>10</sub> measurements from FRM sensors included in this review, as discussed above. This data is presented in the form of a box plot. A box plot (or box-and-whisker plot) shows the distribution of quantitative data in a way that facilitates comparisons between

variables or across levels of a categorical variable. The box shows the quartiles of the dataset while the whiskers extend to show the rest of the distribution, except for points that are determined to be “outliers” using a method that is a function of the inter-quartile range (Waskom, 2021).

As with Figure 10, the blue line represents the beginning of the Regional Street Sweeping Program, and the yellow line represents the more stringent state standard. However, in Figure 11 the state standard is a 24-hour standard. There is also a 24-hour federal standard (red line). Maximum 24-hour concentrations over  $200 \mu\text{g}/\text{m}^3$  were labeled as  $200 \mu\text{g}/\text{m}^3$  for the purposes of this visualization. The sample schedules vary.



*Figure 11. Annual Distribution of Daily PM10 Concentrations in the Coachella Valley*

The data presented in Figure 11 show the transition of air in the region, with most days over the state standard and many over the federal standard in the early 1990s, to minimal exceedances of the state standard and none of the federal over the past four years. Most days are in attainment with the more stringent state standard at both sites starting in 2007. As with Figure 10, data during days with exceptional high winds, which are considered natural events, are removed from consideration and are not addressed in the SIP.

Figures 12 and 13 present timeseries graphs to view seasonal variations of the data and spikes caused by wind events. Figure 12 shows the daily measurements during 1991, while Figure 13 shows the daily concentrations during 2021. Data is collected on the EPA 6-day sample schedule, with the exception of Indio during 2021, where it is collected more frequently. Wind events during both years are viewed in the graphs as the spikes with concentrations over the state and sometimes federal standards. In the 1991 graph there are multiple spikes lasting for longer periods of time, thus the effects of the dust events are seen in the ambient PM10 concentrations long up to weeks after the event. In the 2021 graph, the spikes

seen at the Indio site last for at most a three-day period. This shows the City and regional sweeping and other programs are effectively maintaining the air quality in the region.

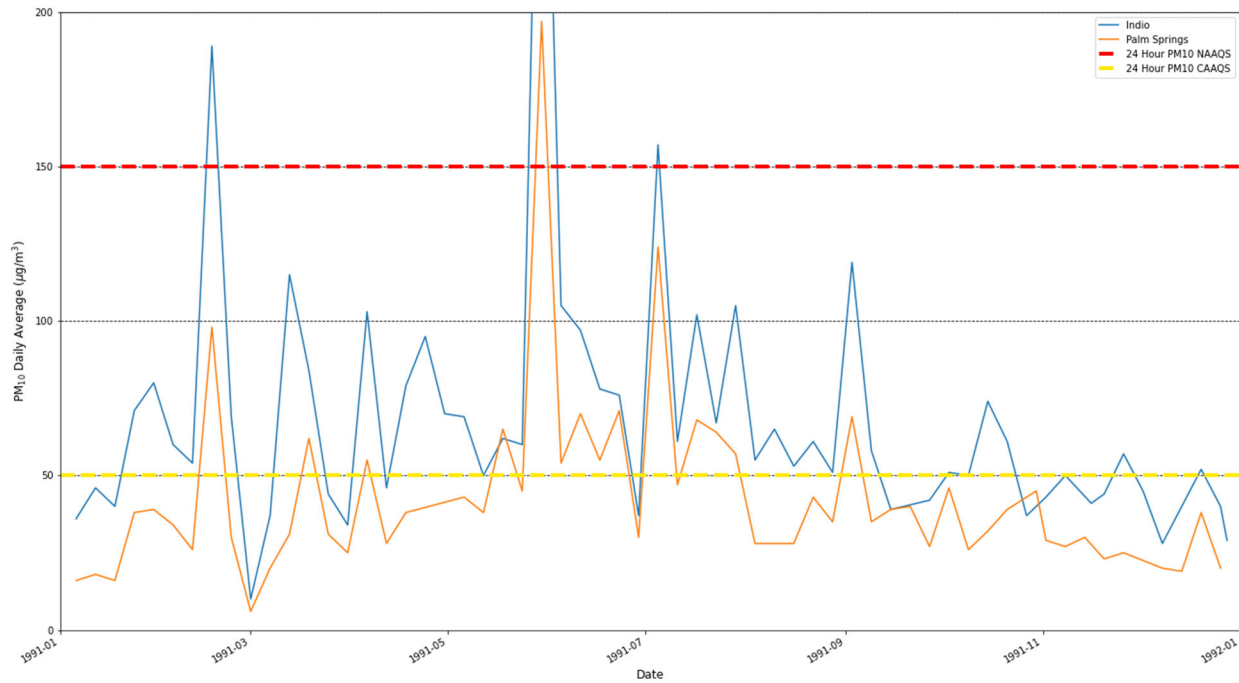


Figure 12. 1991 Daily PM10 Concentrations in the Coachella Valley

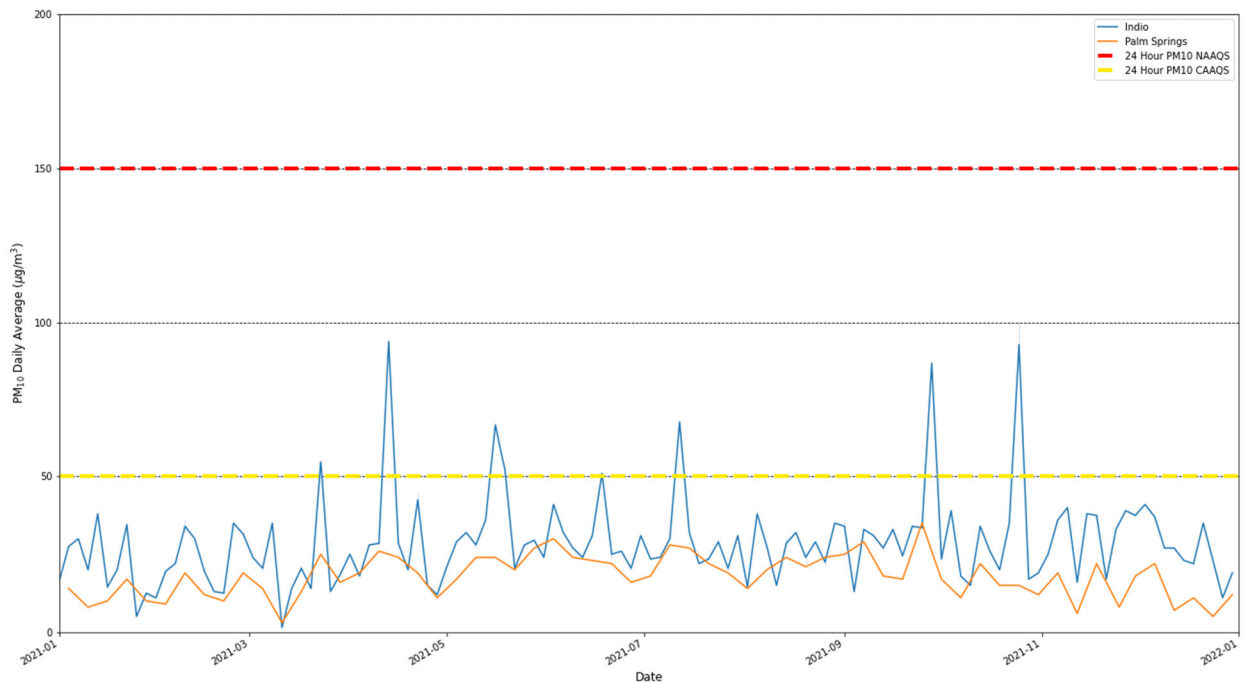
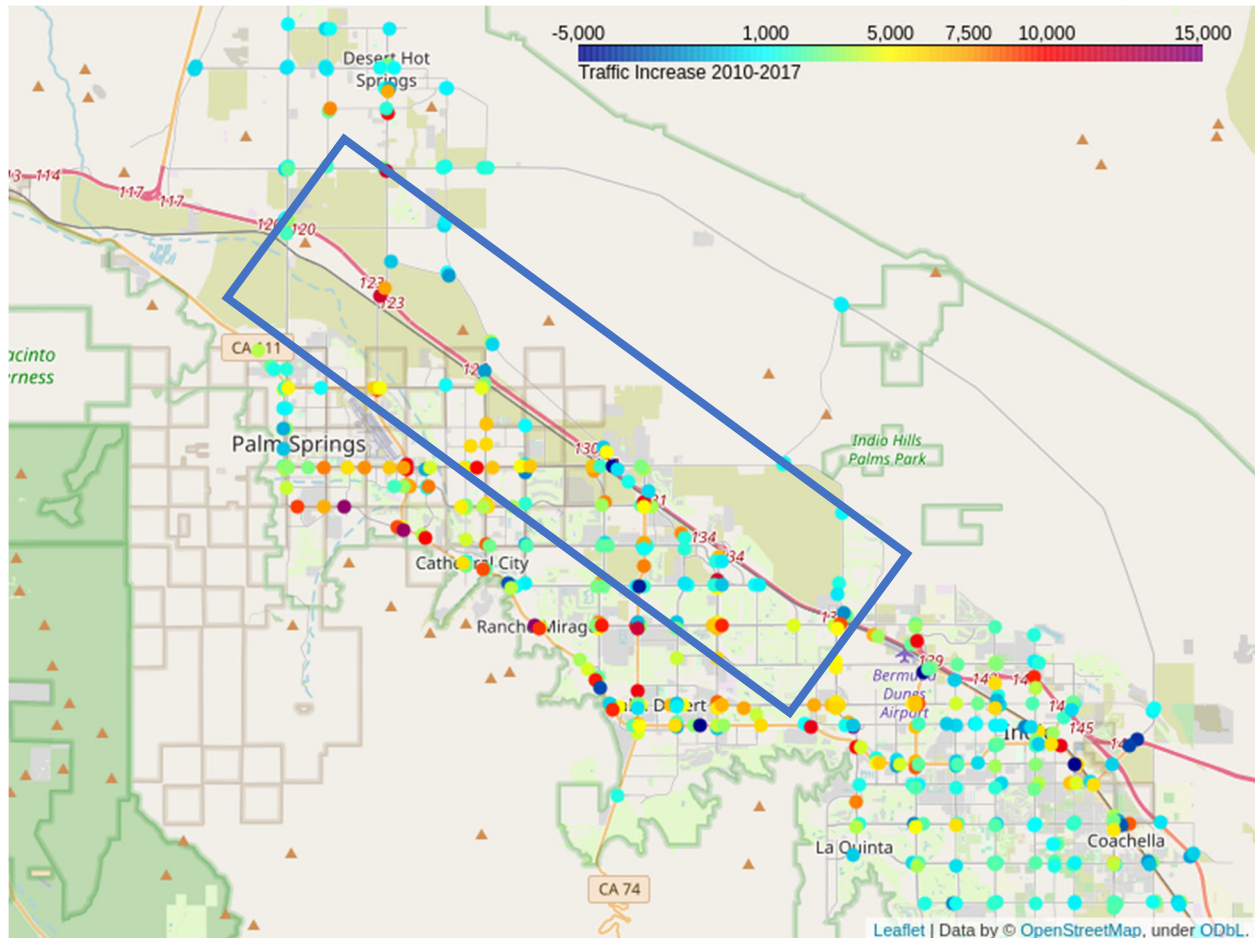


Figure 13. 2021 Daily PM10 Concentrations in the Coachella Valley

Traffic counts have changed since the original 1993 report by increasing in most areas. The increase in traffic has not appeared to negatively affect the PM10 concentrations in the area. The increase in Traffic Data relative to the blowsand area is shown in Figure 14. Figure 14 presents the rate of change in ADT over the past seven years with the blowsand areas displayed in a blue box.



*Figure 14. Traffic Increases Relative to Blowsand Area*

Traffic Counts have seen the largest increases along Highway 111. In addition, traffic has increased significantly in other areas of Palm Springs through Palm Desert. Much of Indio, La Quinta and Coachella has seen steady traffic numbers over the period of review. When combined with the monitoring data, it is clear that the increase in traffic in and around the blowsand area since the original 1993 street sweeping study has not resulted in increased PM10 emissions.



## 7.0 SURVEY OF STREET SWEEPING PROGRAMS

This section provides a review of street sweeping practices in other areas with windblown dust issues which can result in unhealthy PM<sub>10</sub> concentrations. Many of these areas were in federal nonattainment at the time of the original 1993 Street Sweeping Report and have since been moved to attainment and now are Federal PM<sub>10</sub> Maintenance Areas. Figure 14 presents the status of the federal PM<sub>10</sub> attainment throughout the United States. The largest nonattainment areas are in California with the only other area out of attainment in Arizona. The following section provides a review of available information on street sweeping in some of these areas.

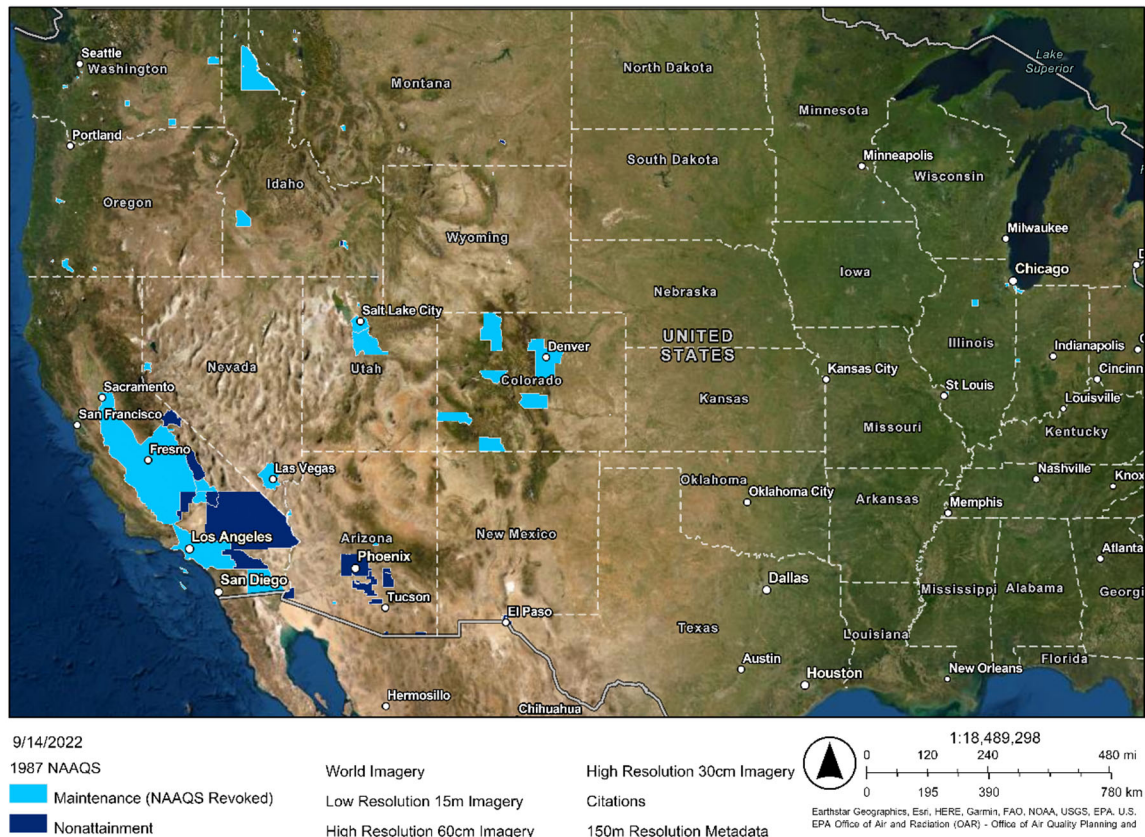


Figure 15. Federal PM<sub>10</sub> Nonattainment and Maintenance Areas

### 7.1 San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) defines a PM<sub>10</sub>-Efficient Street Sweeper as one that complies with SCAQMD Rule 2286 and is operated within the manufacturer's specifications. Effective since June 1, 2005, Rule 8061 – Pave and Unpaved Roads requires that government agencies purchase only PM<sub>10</sub>-efficient street sweepers going forward. As of June 1, 2008, agencies contracting routine street sweeping services must utilize at least one PM<sub>10</sub>-efficient sweeper. In 2004, Rule 8061 was introduced and prohibited the construction of an unpaved road unless that road is to be used less than six months' time over three years.

## **7.2 Great Basin California and Nevada**

The Great Basin has multiple areas with dust control issues. These areas include Owens Valley, Mono Basin, Coso and Mammoth Lakes all with their respective SIPs. The Town of Mammoth Lakes has implemented a street sweeping/vacuuming program which reduces the entrainment of small particles into the air. These measures have been included in GBUAPCD Rule 431 which requires that all purchases of sweeper equipment must be efficient street sweepers that are certified under Rule 1186 of the SCAQMD. Owens Valley has focused more on controlling dust from Owens Lake utilizing Best Available Control Measures including Brine, Gravel, and Shallow Floods (National Academies of Sciences, 2020).

## **7.3 Clark County Nevada**

Sweepers cycle through each respective central valley route approximately once a month. Each sweeper picks up six to eight cubic yards of debris on a regular daily route. That amounts to capturing approximately 20,000 cubic yards of debris a year. As the seasons change from fall to winter, the average volume generally increases four-fold due to foliage droppings into curbs and gutters (Clark County, 2021). The City of Las Vegas sweeps its streets at least every other week with many streets being swept weekly and one area where streets are swept daily (Las Vegas, 2018)

## **7.4 Washoe County Nevada**

Washoe County is in the northwest corner of Nevada and like the Coachella Valley is surrounded by mountain ranges. Approximately 1,555 pounds per day of PM10 emissions were reduced in Truckee Meadows in 2011 because of the Street Sanding and Sweeping Program. Additional benefits are realized in the Truckee Meadows because the Street Sanding and Sweeping Programs are applicable to additional geographic areas of Washoe County. To ensure an effective Street Sanding and Sweeping Program, the local air district holds working group meetings twice a year. As part of the enforcement and compliance component of the program, each jurisdiction is required to submit its sanding and sweeping report on an annual basis (July to June), which includes such information as date of each storm event, amount of sand and salt or brine applied to roadways, as well as the sand pick-up date after each storm event.

## **7.5 Maricopa County Arizona**

In 2019, the Maricopa Association of Governments (MAG) implemented a program to facilitate grants to street sweeping entities so they may obtain a certified sweeper. MAG utilized SCAQMD's 1186 regulation to identify certified sweepers. The Fiscal Year 2018-2022 MAG Transportation Improvement Program identifies \$1,536,506 in MAG funding to purchase PM10 Certified Street Sweepers. Local agencies have multiple options to obtain funding and procure a sweeper through the program. MAG is focusing on cleaner sweepers as many programs in the area have variable frequencies. With increase frequencies the regulators are focusing on cleaner burning equipment. It is especially important to utilize PM10-efficient sweepers in residential areas with a high sweeping frequency.

## **8.0 CONCLUSIONS AND RECOMENDATIONS**

Since the induction of the Regional Street Sweeping Program in the early 1990s, there has been a good level of street sweeping service throughout the Coachella Valley. All streets reviewed in this study are swept at least once per month and all areas of concern, other than the four areas listed below, are swept every other week. Utilizing the monitoring data and attainment discussions provided in SCAQMD documentation, the area reviewed has generally healthy air in terms of the PM10 State and Federal Standards. Issues to the south of CVAG's area of influence, such as Mecca and areas surrounding the Salton Sea, were not reviewed in this study but are a concern (SCAQMD, 2018). The Regional Street Sweeping Program has been one of many effective measures to limit PM10 emissions and keep ambient PM10 concentrations at healthy levels in the Coachella Valley. The cost per mile for the Regional Program is competitive with the costs of city programs, as calculated in the two scenarios detailed in Section 5 of this report.

Four areas of improvement were identified during the study process. These areas are:

- Sunrise Way and East Mesquite Avenue in Palm Springs;
- DaVall Drive and Los Alamos Road in Rancho Mirage;
- Avenue 50 in Indio; and
- Madison Street in Indio.

These streets have been added to the routes in the latest Regional Street Sweeping Program and are presented below as the yellow lines in Figures 16 through 19. It is recommended that all sweeping be performed with SCAQMD 1186 certified equipment. In addition, it is recommended that wherever feasible, alternative sand be used to transport sand gathered from sweepers to the final dumping location. It is further recommended that the sweeping vendors track the quantity of sand dumped for each city and the Regional Program. This will enable regulators to better quantify emissions in the area and classify any pollution events. Coordination between city and regional stakeholders to ensure efficient sand transport during the future programs could also result in reduced PM10 emissions.

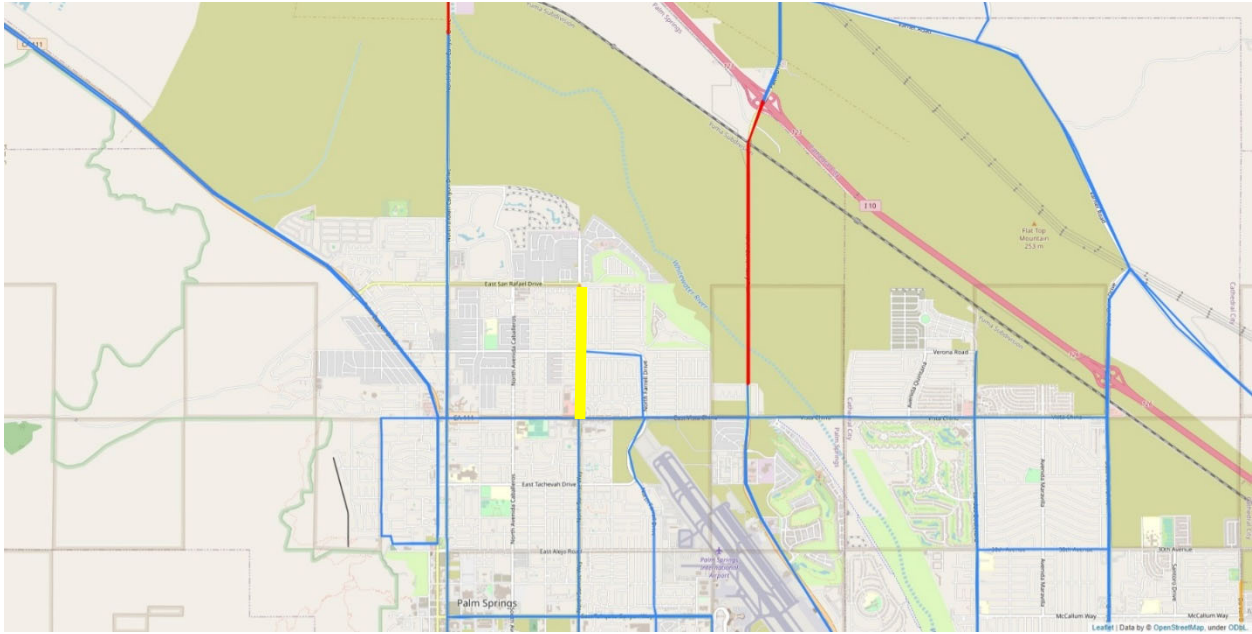


Figure 16. Sunrise Way Route Update

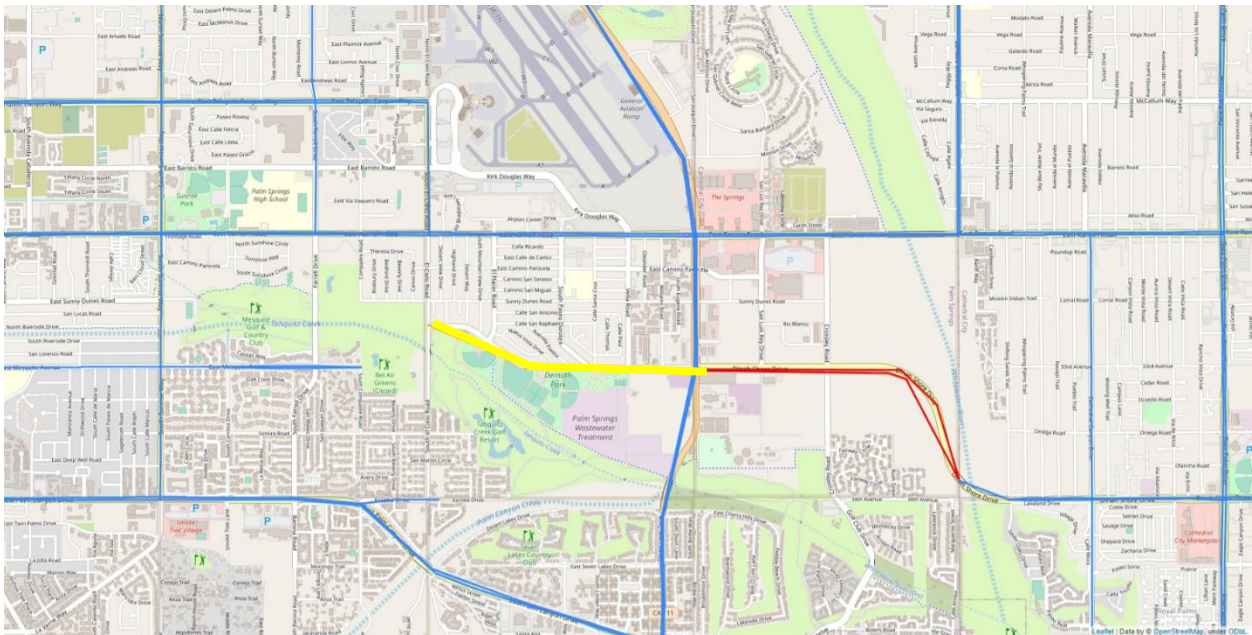


Figure 17. East Mesquite Avenue Route Addition



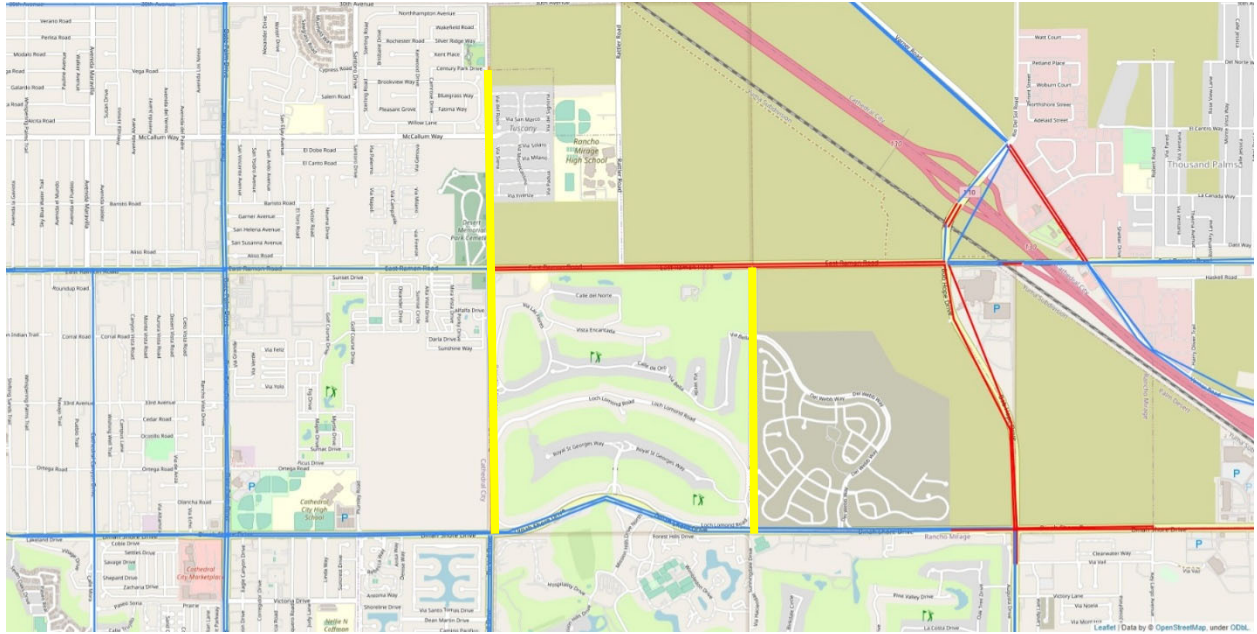


Figure 18. Rancho Mirage Route Addition

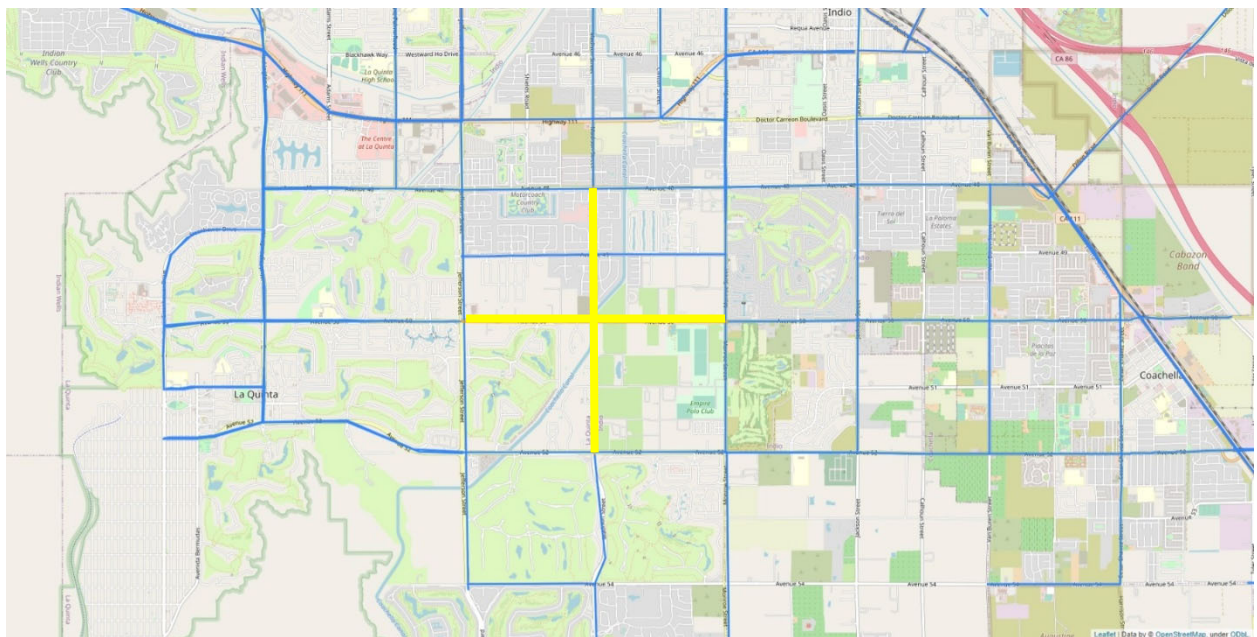


Figure 19. Avenue 50 Route Addition

## **9.0 REFERENCES**

Calvillo, Steven J.; Williams, E. Spencer; and Brooks Bryan W. (2015) Street Dust: Implications for Stormwater and Air Quality, and Environmental Management Through Street Sweeping, Reviews of Environmental Contamination and Toxicology 233.

SCAQMD (2018) High Wind Fugitive Dust Mitigation Plan for the South Coast Air Basin and the Coachella Valley Portions of the Salton Sea Air Basin

National Academies of Sciences, Engineering, and Medicine. 2020. Effectiveness and Impacts of Dust Control Measures for Owens Lake. Washington, DC: The National Academies Press.  
<https://doi.org/10.17226/25658>

Clark County (2022) Street Sweeping Information; Clark County, NV ([clarkcountynv.gov](http://clarkcountynv.gov))  
[https://www.valleyair.org/busind/comply/PM10/Street\\_Sweepers.htm](https://www.valleyair.org/busind/comply/PM10/Street_Sweepers.htm)

Waskom, M. L., (2021). seaborn: statistical data visualization. Journal of Open Source Software, 6(60), 3021,  
<https://doi.org/10.21105/joss.03021>

Las Vegas, NV (2018) <https://files.lasvegasnevada.gov/map/Street-Sweeping-Schedule.pdf>

## SERVICES CONTRACT

between

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)  
and  
CLEANSTREET

THIS AGREEMENT is made and effective as of 5th day of December, 2022 between the Coachella Valley Association of Governments ("CVAG") and CleanStreet ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

### 1. TERM

This Agreement shall commence on **January 1, 2023** and shall remain and continue in effect until tasks described herein are completed, but in no event later than **December 31, 2025** unless sooner terminated or extended pursuant to the provisions of this Agreement. CVAG shall have the unilateral option, at its sole discretion, to renew this Agreement and negotiate a revised price, if any, for no more than two (2) additional one-year terms. If the parties are unable to reach an agreement, CVAG, at its sole discretion, will not move forward with the renewal option and shall re-bid the work.

### 2. SERVICES

Consultant shall perform **Regional PM10 Street Sweeping** services consistent with the provisions of the Request for Bids/Proposals for the proposed **Coachella Valley PM10 Street Sweeping Program**, released on September 2, 2022, (the "IFB/RFP,") and any modification thereto adopted in writing by the parties and identified herein as an exhibit to this Agreement, upon issuance by CVAG of written authority to proceed (a "Notice to Proceed") as to either (a) a portion of the work if separate and independent tasks are contemplated or (b) all work if it constitutes a single project.

Except as amended by the exhibits hereto, Consultant is bound by the contents of the RFP and Consultant's response thereto. In the event of conflict, the requirements of this Agreement, including any exhibits, then the Request for Proposals, shall take precedence over those contained in Consultant's response.

The following exhibit(s) are attached and incorporated herein by reference:

Exhibit A: Scope of Work

Exhibit B: Price Formula (Consultants Proposal/Bid)

### 3. PRICE FORMULA

CVAG agrees to pay Consultant at the rates set forth in Exhibit B, the Price Formula, and by reference incorporated herein. In no event shall the total amount paid for services rendered by Consultant under this Agreement exceed the sum of \$763,573.96 without a written amendment.

#### 4. PERFORMANCE

Consultant shall at all times faithfully, competently and to the best of its ability, experience, and talent, perform all tasks required hereunder. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

Consultant shall submit informal progress reports to CVAG's Project Manager by telephone, e-mail or in person, on a weekly basis, in a form acceptable to CVAG, describing the state of work performed. The purpose of the reports is to allow CVAG to determine if the contract objectives and activities are being completed in accordance with the agreed upon schedule, and to afford occasions for airing difficulties or special problems encountered.

The Consultant's Project Manager shall meet with the CVAG Project Manager as needed.

#### 5. PAYMENT

(a) If independent and separate Work Orders are contemplated, CVAG shall pay Consultant upon satisfactory completion of each Work Order; and, unless Consultant provides a performance bond, progress payments will not be made on individual or a collection of Work Orders. If all the work constitutes a single project, Consultant shall submit invoices for work completed on a periodic basis, no more frequently than monthly.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth in a duly issued Work Order.

(c) Consultant shall submit invoices for services performed in accordance with the payment rates and terms set forth in Exhibit B. The invoice shall be in a form approved by CVAG.

(d) A formal report of tasks performed and tasks in process, in a form acceptable to CVAG, shall be attached to each invoice.

(e) All invoices shall be consistent with current progress reports as well as the budget and work schedule set out in the RFP and, if modified or supplemented thereby, the exhibits to this Agreement.

(f) Upon approval by CVAG's Project Manager, payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If CVAG disputes any of



Consultant's invoiced fees it shall give written notice to Consultant within thirty (30) days of receipt of the invoice.

6. INSPECTION OF WORK

Consultant shall permit CVAG the opportunity to review and inspect the project activities at all reasonable times during the performance period of this Agreement including review and inspection on a daily basis.

7. SCOPE OF WORK CHANGES

The scope of work shall be subject to change by additions, deletions or revisions by CVAG. Consultant shall be advised of any such changes by written notice. Consultant shall promptly perform and strictly comply with each such notice. If Consultant believes that performance of any change would justify modification of the Agreement price or time for performance, Consultant shall comply with the provisions for dispute resolution set out hereinbelow.

8. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) CVAG may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon Consultant seven (7) days prior written notice. Upon tender of said notice, Consultant shall immediately cease all work under this Agreement, unless further work is authorized by CVAG. If CVAG suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, CVAG shall pay Consultant only for work that has been accepted by CVAG. Work in process will not be paid unless CVAG agrees in writing to accept the partial work, in which case, prorated fees may be authorized. Upon termination of the Agreement pursuant to this Section, Consultant will submit a final invoice to CVAG. Payment of the final invoice shall be subject to approval by the CVAG Project Manager as set out above.

9. DEFAULT OF CONSULTANT

(a) Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, CVAG shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to Consultant. Provided, however, if such failure by Consultant to make progress in the performance of work hereunder arises out of causes beyond Consultant's control, and without fault or negligence of Consultant, it shall not be considered a default.

(b) As an alternative to notice of immediate termination, the CVAG Executive Director or his/her delegate may cause to be served upon Consultant a written notice of the default.

Consultant shall then have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that Consultant fails to cure its default within such period of time, CVAG shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

#### 10. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to work performed, costs, expenses, receipts, and other such information that relates to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of CVAG or its designees at reasonable times to such books and records; shall give CVAG the right to examine and audit said books and records; shall permit CVAG to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Unless the RFP or exhibits hereto expressly provide otherwise, upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of CVAG and may be used, reused, or otherwise disposed of by CVAG without the permission of Consultant. With respect to computer files, Consultant shall make available to CVAG, at Consultant's office and upon reasonable written request by CVAG, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

#### 11. INDEMNIFICATION FOR PROFESSIONAL LIABILITY

To the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless CVAG, its members and any and all of their officials, employees and agents from and against any and all losses, liabilities, damages, costs and expenses, including attorney's fees and costs, which arise out of, pertain to, or relate to Consultant's alleged act(s) or failure(s) to act.

#### 12. INSURANCE

(a) Throughout the term of this Agreement, Consultant shall procure and maintain the following: (1) Commercial General Liability insurance in an amount not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate for bodily injury, personal injury and property damage; (2) Professional Liability/Errors and Omissions

insurance in an amount not less than \$1,000,000.00 per claim and in the aggregate; (3) Automobile Liability Insurance for bodily injury and property damage including coverage for owned, non-owned and hired vehicles, in an amount not less than \$1,000,000 per accident combined single limit, at least as broad as Insurance Services Office Form Number CA 00 01 covering automobile liability, Code 1 (any auto); (4) Workers' compensation in compliance with applicable statutory requirements and Employer's Liability Coverage in an amount not less than \$1,000,000 per accident or disease, Consultant shall submit to Agency, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

(b) Consultant shall include CVAG, its member agencies and any other interested and related party designated by CVAG, as additional insureds on the commercial general liability policy and the automobile liability policy for liabilities caused by Consultant in its performance of services under this Agreement and shall provide CVAG with a certificate and endorsement verifying such coverage. In the event said insurance coverage expires at any time or times during the term of this Agreement, Consultant agrees to provide at least five (5) days notice prior to said expiration date and, prior to said expiration date, a new certificate of insurance and endorsements evidencing insurance coverage as required herein for no less than the remainder of the term of the Agreement, or for a total period of not less than one (1) year. New certificates of insurance are subject to the approval of CVAG. In the event Consultant fails to keep in effect at all times insurance coverage as required herein, CVAG may, in addition to any other remedies it may have, terminate this Agreement.

(c) Consultant's insurance coverage shall be primary insurance as respects CVAG, its member agencies, and any other interested and related party designated by CVAG as additional insureds. Any insurance or self-insurance maintained by said additional insureds shall be in excess of Consultant's insurance and shall not contribute with it and, to the extent obtainable, such coverage shall be payable notwithstanding any act of negligence of CVAG, its members, or any other additional insured, that might otherwise result in forfeiture of coverage. Any failure to comply with reporting or other provisions of the policies, including breach of warranties, shall not affect coverage provided to said additional insureds. Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by any party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to CVAG.

(d) Said insurance policy or policies shall be issued by a responsible insurance company with a minimum A. M. Best Rating of "A-" Financial Category "X", and authorized and admitted to do business in, and regulated by, the State of California.

(e) Evidence of all insurance coverage shall be provided to CVAG prior to issuance of the Notice to Proceed. Consultant acknowledges and agrees that such

insurance is in addition to Consultant's obligation to fully indemnify and hold CVAG, its members and any other additional insureds free and harmless from and against any and all claims arising out of an injury or damage to property or persons caused by the acts or omissions of Consultant.

### 13. INDEPENDENT CONTRACTOR

(a) Consultant is and shall at all times remain as to CVAG a wholly independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither CVAG, its members, nor any of their officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of CVAG or its members. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against CVAG or its members, or bind CVAG or its members in any manner except as expressly authorized by CVAG.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, CVAG shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder. CVAG shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

### 14. LEGAL RESPONSIBILITIES

Consultant shall keep itself informed of State, Federal and local laws and regulations which in any manner affect those employed by it or in any way affect the performance of its services pursuant to this Agreement. Consultant shall at all times observe and comply with all such laws and regulations. CVAG, its members, and their officers and employees, shall not be liable at law or in equity for any liability occasioned by failure of Consultant to comply with this Section.

Consultant shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, national origin, or any other unlawful basis.

### 15. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was or will be used against or in concert with any officer or employee of CVAG in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of CVAG will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling CVAG to any and all remedies at law or in equity.

16. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of CVAG, nor its designees or agents, and no public official who exercises authority over or responsibilities with respect to the subject of this Agreement during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the services performed under this Agreement.

17. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without CVAG's prior written authorization. Consultant, its officers, employees, agents, or sub-consultants, shall not without written authorization from the CVAG Task Manager or unless requested by the CVAG Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property of CVAG. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives CVAG notice of such court order or subpoena.

(b) Consultant shall promptly notify CVAG should Consultant, its officers, employees, agents, or sub-consultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder or with respect to any project or property of CVAG or its members. CVAG retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with CVAG and to provide the opportunity to review any response to discovery requests provided by Consultant. However, CVAG's right to review any such response does not imply or mean the right by CVAG to control, direct, or rewrite said response.

(c) Consultant covenants that neither it nor any officer or principal of Consultant's firm has any interest in, or shall acquire any interest, directly or indirectly, which will conflict in any manner or degree with the performance of services hereunder. Consultant further covenants that in the performance of this Agreement, no person having such interest shall be employed by Consultant as an officer, employee, agent, or subcontractor.

18. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To CVAG:

Tom Kirk, Executive Director  
Coachella Valley Association of Governments  
73-710 Fred Waring Drive, Suite 200  
Palm Desert, CA 92260

To Consultant:

Rick Anderson, Director of Bus. Development  
CleanStreet  
1937 West 169th Street  
Gardena, CA 90247

19. ASSIGNMENT/PERSONNEL

Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of CVAG.

Because of the personal nature of the services to be rendered pursuant to this Agreement, there shall be no change in Consultant's Project Manager or members of the project team without prior written approval by CVAG.

20. MANAGEMENT

CVAG's Executive Director shall represent CVAG in all matters pertaining to the administration of this Agreement, review and approval of all services submitted by Consultant.

During the term of this Agreement, Consultant shall provide sufficient executive and administrative personnel as shall be necessary and required to perform its duties and obligations under the terms hereof.

21. SUBCONTRACTS

Unless expressly permitted in the RFP or the exhibits hereto, Consultant shall obtain the prior written approval of CVAG before subcontracting any services related to this Agreement. CVAG reserves the right to contract directly with any necessary subcontractors in the unlikely event it becomes necessary.

22. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect all licenses required of it by law for the performance of the services described in this Agreement.

23. GOVERNING LAW

CVAG and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the Riverside County Superior Court, Desert Branch.



Any dispute arising under this Agreement shall first be decided by the CVAG Executive Director or designee. Consultant shall give CVAG written notice within seven (7) days after any event which Consultant believes may give rise to a claim for an increase in compensation or a change in the performance schedule. Within fourteen (14) days thereafter, Consultant shall supply CVAG with a statement supporting the claim. CVAG shall not be liable for and Consultant hereby waives any claim or potential claim which Consultant knew or should have known about and which was not reported in accordance with the provisions of this paragraph. Consultant agrees to continue performance of the services during the time any claim is pending. No claim shall be allowed if asserted after final payment.

24. FINAL PAYMENT CERTIFICATION AND RELEASE

CVAG shall not be obligated to make final payment to Consultant until Consultant has fully performed under this Agreement and has provided CVAG written assurances that Consultant has paid in full all outstanding obligations incurred as a result of Consultant's performance hereunder. All obligations owing by CVAG to Consultant shall be deemed satisfied upon Consultant's acceptance of the final payment. Thereafter, no property of CVAG shall be subject to any unsatisfied lien or claim arising out of this Agreement.

25. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

26. FORCE MAJEURE

Neither party hereto shall be liable to the other for its failure to perform under this Agreement when such failure is caused by strikes, accidents, acts of God, fire, war, flood, governmental restrictions, or any other cause beyond the control of the party charged with performance; provided that the party so unable to perform shall promptly advise the other party of the extent of its inability to perform. Any suspension of performance by reason of this paragraph shall be limited to the period during which such cause of failure exists.

27. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: \_\_\_\_\_  
Tom Kirk, Executive Director

CLEANSTREET

By: \_\_\_\_\_  
Rick Anderson, Director of Business Development



**EXHIBIT "A"**

**SCOPE OF WORK**

See following pages for CleanStreet's proposed Project Understanding and Approach and Sweeper Route and Frequency Schedule.

DRAFT



# PROJECT UNDERSTANDING AND APPROACH



CleanStreet is the premiere street sweeping contractor in California. With over 50 years of experience in routing and street sweeping, CleanStreet has demonstrated that it can deliver the highest quality of street sweeping available.

With over 25 years of experience in the Coachella Valley, CleanStreet has demonstrated its knowledge of the dynamics in the Valley. We currently provide sweeping services to the Cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Springs, Indian Wells, Coachella, Desert Hot Springs, and La Quinta.

Our strong and long term relationship with the member jurisdictions to resolve street sweeping issues and post event clean-up minimizes CVAG's involvement in the day to day operation of the program. This cuts down on the supervision and time spent by CVAG to administer the program and minimize the cost to CVAG to perform quality checks.

Removal of sand, dirt, and gravel accumulations along curbs is intended to remove these larger materials before they can be blown into traveled lanes by wind or passing vehicles. Sweeping of traveled lanes is intended to remove these materials so that they do not become degraded to PM10 or smaller, and subsequently sent airborne, by the impact of passing vehicles' tires.

This program is part of a Federally-approved PM10 reduction plan, and constitutes a commitment to South Coast Air Quality Management District (SCAQMD) and grant-issuing agencies. Its successful implementation is therefore of critical public health and safety, environmental, funding, and legal consequence.

Our Approach to the project will be as follows:

## **Facilities**

We currently lease a facility in Thousand Palms. This location serves as our maintenance yard and storage of equipment.

## **Staff**

The project will be staffed as follows:

- Four (4) street sweeper operators
- Project coordinator

## **Maintenance**

The operators will fill out an equipment report daily, noting any problems or concerns with their equipment.



(800) 225-7316 x108  
1937 W. 169<sup>th</sup> Street  
Gardena, CA 90247

# PROJECT UNDERSTANDING AND APPROACH



All necessary repairs will be completed before the next shift or a backup machine will be utilized.

Major repairs such as transmissions or engine replacement will be performed at our main facilities in Gardena. Preventative maintenance, which includes changing of all oils and filters, brake checks, and a complete inspection of equipment, will be performed at our Thousand Palms facility.

All machines being used will be cleaned daily to promote an excellent image. Our location in Thousand Palms will be used as a staging area for the sweeping operation.

The work involved shall include mechanical and/or manual sweeping of all curbed flowlines, including all cross-gutters, bus bays, turn lanes, street pavement, and center median island curbs. The streets to be swept consist of designated regional arterial roads located within the Coachella Valley as identified in the Routing and "Regular Sweeping" Schedule.

Since we sweep residential areas for almost the entire jurisdiction in the Coachella Valley, we have excellent working relations and have made some arrangements to store some equipment closer to the actual work sites.

## **Dump Sites**

We will utilize dump sites that are located in the areas that we are working. Our PB loader operator will collect from those sites and transport the debris to Z-Best Recycling. We have made arrangements with Z-Best Recycling and have secured pricing that is superior to their other clients. Since all of the debris is recycled, all of the member jurisdictions can require AB 939 recycling credits.

## **Complaints**

Any complaints or deficiency will be re-swept the same day at no charge, for whatever reason. Any complaints can be forwarded to our main office on a toll free number where it will be dispatched and taken care of.

Over the past few years, CleanStreet has developed excellent personal relationships with all of the member jurisdictions and receive few, if any, complaints.

## **Routing**

CleanStreet has over 45 years of expertise in routing and has over the past few years refined CVAG routing and schedule to its current level. We have examined each route to ensure that it is the most practical and efficient not only for CleanStreet, but the member jurisdictions. CleanStreet is always open to proposed changes by CVAG or any jurisdiction member. The current street sweeping schedule will be adhered to.



(800) 225-7316 x108  
1937 W. 169<sup>th</sup> Street  
Gardena, CA 90247

# PROJECT UNDERSTANDING AND APPROACH



## Equipment

Our method of operation emphasizes the use of new, late model sweeping equipment. We own and operate over 100 street sweepers.

CleanStreet equips its trucks with a Global Positioning Satellite (GPS) system. All of the real-time data is monitored by CleanStreet's dispatchers. This permits CleanStreet to monitor the driver's speed, time and location. This information can be monitored in real time by CVAG or a member jurisdiction.

All equipment used in the performance of this contract will be compliant with SCAQMD Rules 1186 and 1186.1.

CleanStreet operates the largest private fleet of alternative fueled street sweepers in California. All of our mechanics are "Tymco" factory trained.

In addition to Tymco 600's, CleanStreet is the only company that operates and maintains a fleet of mechanical broom sweepers. It currently uses broom machines to clean blow sand, which does not meet criteria of post event, but is beyond the capability of the Tymco 600. These conditions have become frequent since the program sweeps every other week sweeping.

## Wind Impact Street Cleaning Approach

The following is our approach to sweeping streets in the Wind Impact Zone of the Coachella Valley.

There are two major variables that make taking on this responsibility very difficult:

1. Wind frequency and speed.
2. Sand fencing installation and maintenance.

CleanStreet shall remove sand, gravel, and dirt accumulations, and subsequently sweep, curbed flow lines, cross-gutters, bus bays, turn lanes, street pavement, and median island curbs on streets designated as "Special Impact Streets" as shown on the Special Impact Streets Routing and Cleaning Schedule (Attachment 2).

We will utilize a back hoe to scrape the heavy sand the day before our scheduled day of sweeping. The sand will be loaded into a dump truck.

Then the streets will be swept with an Elgin Broom Bear street sweeper the following night.

# PROJECT UNDERSTANDING AND APPROACH



The cost of this service would be as stated on the cost sheet.

CleanStreet will work with the U.S. Fish and Wildlife Service and the Center for Natural Lands Management on a procedure to drop off clean (filtered) sand at the Coachella Valley Fringe-Toed Lizard Preserve.

With our knowledge of post event clean-up, each impacted street was assigned a curb mile rate. We were able to assign the rate due to our experience with the extent of sand accumulation during a wind event and the subsequent accumulation over a 2 week period. We then averaged those curb mile rates to arrive at our curb mile rate for the entire impacted area.

We would also be willing to work on an hourly basis. The following rates would apply.

- Elgin Broom Bear - \$120.00 per hour
- Back Hoe - \$90.00 per hour
- Dump Truck - \$90.00 per hour

# **PROPOSED SWEEPER ROUTE AND FREQUENCY SCHEDULE**



CleanStreet has been perfecting the routes and frequency schedules for over twelve (12) years. We feel we have a logical and efficient route system in place which works for all of the member jurisdictions. We will continue with the current routes and schedules while always being open to any suggestions to improve the current operation. They have been designed to give the street sweeper operators ample time in varying conditions to complete their routes timely and with the quality of work CleanStreet expects of their drivers. We have back-up equipment and drivers available to complete routes under any conditions.



# PROPOSED SWEEPER ROUTE AND FREQUENCY SCHEDULE



## **CV Link- Alternate Bid:**

CVAG is also including an alternate bid for street sweeping on CV Link, which is a 40 plus-mile bicycle, pedestrian, and low-speed (up to 25 mph) electric vehicle pathway that is being built largely along the Whitewater River, and it extends from Palm Springs to Coachella. CVAG is requesting a separate bid for sweeping service on a completed segments of CV link, which is 2.3 miles from Ramon Road to Vista Chino. Additionally, CVAG requests bids to include segments which will be completed in the next three to five years. By 2024, CVAG anticipates having an additional 13.2 miles completed, and in 2025 an additional 3.7 miles completed.

This work will be performed with a smaller street sweeping unit, a CNG powered Tymco 435. The smaller unit will sweep a path in both directions., covering the entire surface of the C.V Link. Areas with heavy will be either cleaned by hand or with a CNG mechanical broom machine. This service will be performed 1 x per week.

The contractor shall remove sand, gravel and dirt accumulations on the CV Link as shown on CV Link map (Attachment 3) on a weekly basis.

The Contractor shall also attend four (4) quarterly meetings with CVAG staff and its Street Sweeping Task Force. At these meetings the contractor will present an update on the program and provide any findings or recommendations based on their work to date, or to answer questions from CVAG or its members agencies regarding implementation of the program. The Street Sweeping Task Force is comprised of street sweeping lead staffs from CVAG's member agencies, which may include public works directors or their designated appointees.



(800) 225-7316 x108  
1937 W. 169<sup>th</sup> Street  
Gardena, CA 90247



**REQUEST FOR PROPOSALS  
FOR PROFESSIONAL SERVICES  
FOR THE  
REGIONAL PM10 ARTERIAL STREET SWEEPING PROGRAM**

**ADDENDUM NO. ONE**

**Addendum Date:** September 20, 2022

**Purpose:** This addendum supplements, amends, and takes precedence over the original Request for Proposals (RFP) and shall be considered when preparing bid proposals and shall become part of the Contract documents. Offerors shall review the Addendum work and requirements in detail and incorporate any effects the Addendum may have in their scope of services and cost proposal.

**Note:** All requirements of the RFP documents remain unchanged except as cited herein.

**Questions & Requests:**

The following are responses to the requests and questions received by the Coachella Valley Association of Governments (CVAG) as of 4:00 p.m., September 20, 2022.

1. **Question:** Do all the medians get swept?

**Response:** *Yes, all the medians must be swept.*

2. **Question:** Are the medians included in the curb mile totals?

**Response:** *Yes, the medians are included in the approximate curb miles in the costing sheet.*

3. **Question:** Does prevailing wage apply to this contract?

**Response:** *No. Prevailing wage does not apply to this program.*

4. **Question:** Are the curb miles listed on the cost proposal the annual amounts?

**Response:** *No. However, there are approximately 10,788 curb miles per year. For a three-year contract, that equals 32,364 curb miles total.*

**Acknowledgement:** Offerors must acknowledge receipt of this Addendum by signing in the space provided below. All addenda shall be included in the appendices section of the Proposal. Failure to do so will result in rejection and disqualification of the Proposal.

Authorized  
Signature:



Date: 9/29/2022

Company: CleanStreet, LLC

**Exhibit "B"**

**PRICE FORMULA**

See following page for CleanStreet's cost proposal.

DRAFT

CVAG Regional PM10 Street Sweeping Program

**COST PROPOSAL SHEET**

The following is a summary of costs to provide the services outlined in the Request for Proposals (RFP) for mechanical Street Sweeping Services for a one-year period and will be used as the basis for negotiating a Street Sweeping Service Agreement:

Item Description	Unit	Estimated Quantity	Unit Cost	Extended Cost
Regular Street Sweeping	Linear Curb Miles	21,576	\$ <u>32.06</u>	\$ <u>691,726.56</u>
Special Impact Streets	Linear Curb Miles	1,564	\$ <u>42.00</u>	\$ <u>65,688.00</u>
CV Link	Linear miles	2.3 (in 2023)	\$ <u>51.50</u>	\$ <u>6,159.40</u>
		15.5 (in 2024)		
		19.2 (in 2025)		

Attached herein is a detailed cost breakdown / methodology which supports the proposed unit cost per linear curb mile swept.



\_\_\_\_\_  
Prime Contractor

9/29/2022

\_\_\_\_\_  
Date Signed

## **ITEM 6C**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Opportunities for Sustainable Urban Greening and Heat Mitigation Initiatives

**Contact:** Kenyon Potter, Director of Energy & Sustainability ([kpotter@cvag.org](mailto:kpotter@cvag.org))

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### **Recommendation: Information**

**Background:** Cities and communities in the Coachella Valley and throughout Southern California are experiencing more frequent, prolonged heat waves. The Desert Sun recently reported that climate change is expected to push average high temperatures in the Coachella Valley up by 8 to 14°F degrees by the end of this century based on forecasts from Cal-Adapt.<sup>1</sup> The upward trend is observed in both record high temperatures and more days of extreme heat. For example, Palm Springs averaged 135 extremely hot days (defined as >95°F) between the years of 1981 and 2000. By the end of the 21<sup>st</sup> century, the number of extremely hot days is projected to increase to 179 – nearly half the year.<sup>2</sup>

In the face of longer, hotter summers, there is an opportunity for coordination to enhance climate resilience, promote urban greening, and identify heat mitigation strategies. Based on previous comments from the Energy and Environmental Resources Committee and interest from member jurisdictions, CVAG staff in coming months will be coming forward with proposals to expand on existing urban greening initiatives, which includes a tree planting program and develop a suite of other priority heat mitigation strategies to be put into practice in the region.

CVAG staff have been participating in meetings, workshops, and conducting research on potential responses to extreme heat in order to identify how best to build community resilience across the Coachella Valley. Two examples are a recent symposium titled *Protecting Californians from Extreme Heat* and the *Lead with Trees* conference in Rancho Mirage.

One proven approach is the strategic use of shading to block direct sunlight, diminishing heat gain to buildings, sidewalks, parked vehicles, and people. Shading improves the energy efficiency of buildings and reduces heat exposure. CVAG staff will focus their efforts on those circumstances where trees and shade structures are effective for heat mitigation.

CVAG has already started assisting Coachella Valley communities develop climate action plans that include trees as a component of climate resilience. One example is the Eastern Coachella Valley's Action Plan for Climate Resilience. Funded by a Transformative Climate Communities (TCC) planning grant, this project was developed by CVAG in partnership with the City of Coachella. The Energy and Environmental Resources Committee has also been engaged in exploring opportunities

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<sup>1</sup> Rode, E. (2022, September 28). This summer was the Coachella Valley's second hottest on record. *The Desert Sun*. <https://www.desertsun.com/story/news/2022/09/28/coachella-valley-temperatures-made-summer-second-hottest-record/10451853002/> (referencing the Cal-Adapt research results available at [www.caladapt.org](http://www.caladapt.org))

<sup>2</sup> Hopkins, F. et al. (2018). Inland Deserts Region Report. California's 4<sup>th</sup> Climate Change Assessment. [https://www.energy.ca.gov/sites/default/files/2019-11/Reg\\_Report-SUM-CCCA4-2018-008\\_InlandDeserts\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Reg_Report-SUM-CCCA4-2018-008_InlandDeserts_ADA.pdf)

to promote urban greening and tree planting initiatives. In November 2021, a draft Urban Greening Guide, prepared by CVAG alongside CivicSpark fellow Tory Brewster, was presented to the Committee. The guide includes input from local experts on tree planting and maintenance and highlights the benefits of trees for cooling, reducing energy consumption, enhancing climate resilience, and promoting wellness. Support for urban greening initiatives is also included in CVAG's legislative platform.

Within the Coachella Valley, urban greening initiatives are already underway by CVAG member agencies. In March 2022, the Cities of La Quinta, Coachella, and Palm Springs held tree planting events in partnership with the AMPlify Urban Forest grant through CalFire. Other recent examples are Coachella's completion of an urban greening project along Grapefruit Boulevard, which included the planting of approximately 250 trees, as well as Cathedral City's 1,000 Tree Initiative.

American Forests, a non-profit conservation organization, recommends a shade canopy goal of 15% for desert areas, a target adjusted for population density to estimate a neighborhood goal. In the desert southwest, several organizations including nonprofits and municipalities are pursuing urban forest initiatives. The region can also learn from other communities that share the Coachella Valley's desert climate. For example, the City of Phoenix established a target of 25% canopy growth and is planting close to 5,000 trees per year in a concerted effort to meet this goal. Another example is the El Centro Community Services Foundation in partnership with the City of El Centro, who are leading the Imperial Valley Urban Forest (IVUF) program, with a stated goal to plant 3,000 trees in urban settings by 2023. This effort is funded by CalFire's Urban Forestry grant program. Staff is actively tracking funding opportunities through these programs.

Traditionally, urban tree counts have been based on tree inventories maintained by cities. However, such tree inventories generally undercount trees not in public spaces. To overcome this limitation, researchers at CalPoly San Luis Obispo recently employed a novel tree detection tool that uses artificial intelligence (AI) techniques to scan aerial images with the goal to improving tree inventories. Below is the count of urban trees detected by using this tool for Coachella and Palo Verde Valleys:

City or Community	Number of Detected Trees	City Area (sq. miles)	Trees (per sq mile)
Blythe	13,794	27.37	504
Cathedral City	58,727	22.75	2,851
Coachella	24,724	30.08	822
Desert Hot Springs	21,917	30.66	715
Indian Wells	44,577	14.59	3,055
Indio	101,665	33.23	3,059
La Quinta	122,742	35.68	3,440
Mecca	4,008	6.96	576
Palm Desert	127,083	27.02	4,703
Palm Springs	117,301	94.68	1,239
Rancho Mirage	85,265	25.74	3,312
Thermal	582	9.50	61
Thousand Palms	14,240	23.60	603

Staff has also identified a resource available online called California Urban Forestry Inventory created by CalPoly and funded in large part by CalFire which aggregates tree inventory information and shows the mix of trees in the Coachella Valley (see attachments).

One may wonder why there is such a focus on trees. In short, trees provide numerous community benefits. They provide shade from direct sunlight, lower surface temperatures of shaded asphalt and concrete by as much as 60 °F and air temperatures by as much as 10 degrees in their immediate



vicinity. They also help reduce the risk of heat-related illnesses and improve livability and mental wellness. Trees clean the air by capturing particulate matter on their leaves and bark, and by absorbing pollutants such as nitrogen oxides, ammonia, sulfur dioxide, and ozone. Trees also add beauty to their surroundings by injecting color and softening the harsh lines of city buildings. Finally, planting and maintaining trees requires workers, which is good for the economy.

However, not all trees are equal, with varying water requirements and potential to provide shade due to differing canopy size. The benefits of trees are enhanced when they are carefully selected to be drought tolerant, water efficient, and are properly maintained. As local and regional governments look for ways to cool urban heat islands and reduce carbon emissions, greater emphasis is being placed on trees that provide the most shade. While palms are the most prevalent tree in the Coachella Valley, they offer little shade or relief to an urban heat island and captures a very small amount of carbon. To further emphasize this point, Figures 1 and 2 show a comparison of the shading offered by a shade tree compared to a palm tree.

*Fig. 1: Shaded Area (top view):*

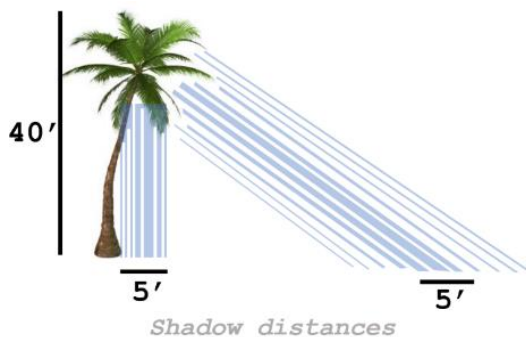


**Palm Tree**  
up to 100 square feet

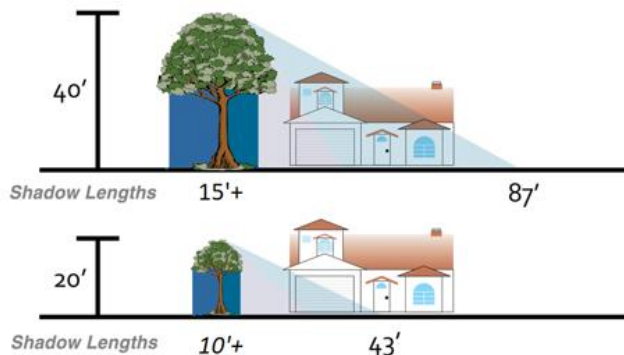


**Shade Tree**  
300+ square feet

*Fig. 2: Shaded Area (side view):*



**Palm tree**



**Shade Tree**

One opportunity CVAG staff is exploring is to engage with local water agencies to expand on existing turf replacement programs to incentivize the planting of more trees. Because trees bestow additional benefits, these programs could encourage planting shade trees. Staff has initiated discussions with local water agencies on potential collaborative partnerships to provide free or low-cost shade trees.

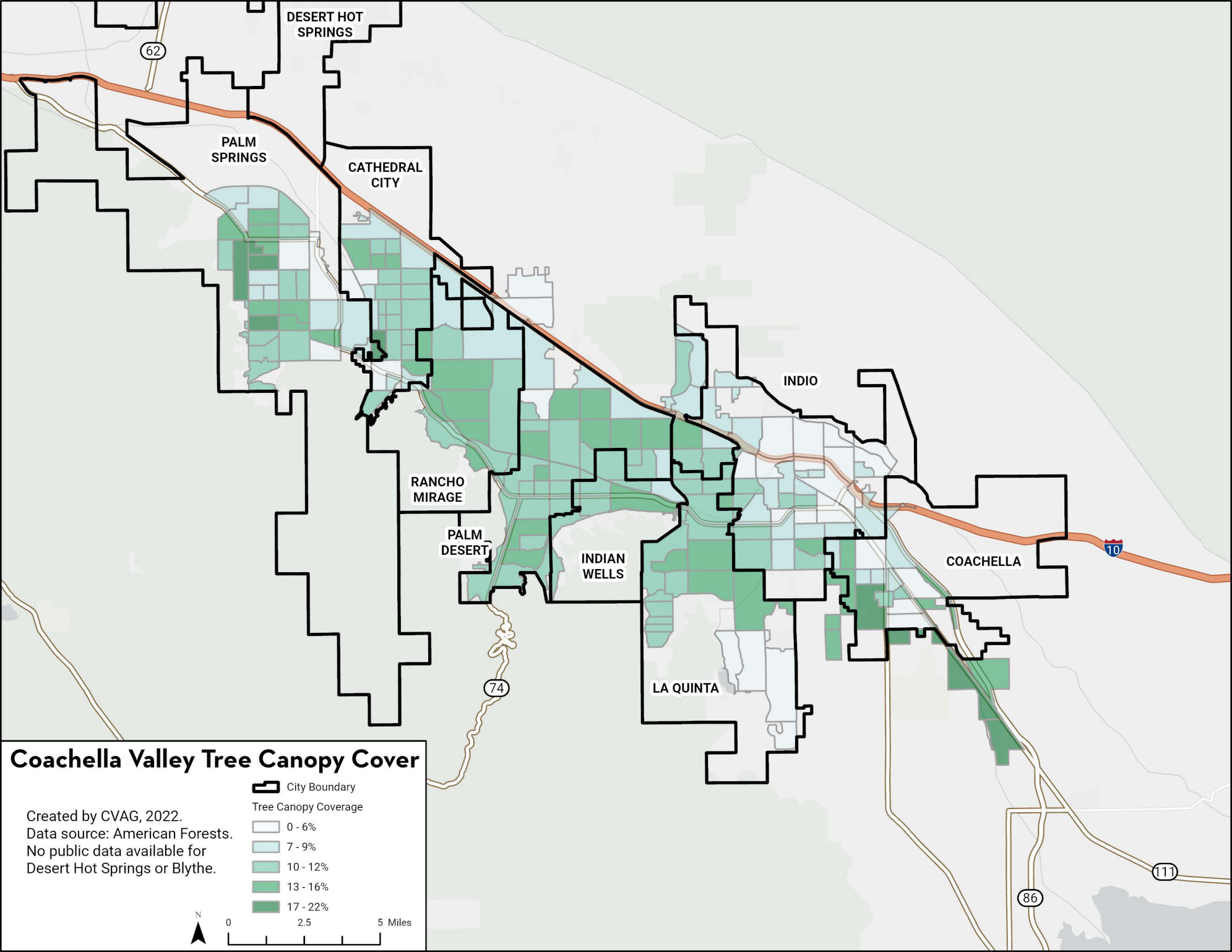
Staff will continue tracking funding opportunities, as well as coordinate planning efforts for such initiatives in the Coachella and Palo Verde Valleys. This will include working with member agencies

and other partners to determine their urban greening needs and establishing a realistic goal for a tree planting initiative to increase tree canopy coverage.

**Fiscal Analysis:** There is no cost to CVAG for this update. CVAG staff will pursue grant funding opportunities to cover costs of any such initiative not already covered by existing programs.


**Attachments:**

1. American Forests: Coachella Valley Tree Canopy Coverage
2. Comparison of Trees by Shade, Water Use and other Key Parameters








# Coachella Valley Tree Canopy Cover








Created by CVAG, 2022.  
Data source: American Forests.  
No public data available for  
Desert Hot Springs or Blythe.

 City Boundary

Tree Canopy Coverage

-  0 - 6%
-  7 - 9%
-  10 - 12%
-  13 - 16%
-  17 - 22%

N  
0 2.5 5 Miles

	Tree Species						
Parameter	Queen Palm ( <i>Syagrus romanzoffiana</i> )	Mexican Fan Palm ( <i>Washingtonia robusta</i> )	California Fan Palm ( <i>Washingtonia filifera</i> )	Blue Palo Verde ( <i>Parkinsonia florida</i> )	Jacaranda ( <i>Jacaranda mimosifolia</i> )	Honey Mesquite ( <i>Prosopis glandulosa</i> v. <i>torreyana</i> )	Desert Ironwood ( <i>Olneya tesota</i> )
							
Water Consumption Per Tree (Avg GPD)	20	20	20	10 - 15	5-10	15-20	10 - 12
Shade from Tree Canopy (sq ft)	10- 25	20 - 60	40 - 100	160 - 280	150- 250	282 - 636	150 - 400
Average Shade from Tree Canopy (sq ft)	9	28	49	220	200	398	275
Ratio of Shade to Water Consumption	0.4	1.4	2.5	14.6	20.0	19.9	22.9
Plant Crown Cover	Open	Partially open	Partially open	Denser canopy with irrigation	Medium canopy	Medium canopy	Light to medium canopy
Lifespan (Yrs)	70-100	~100	80 - 250	<150	50-200	50 - 100	50 - 150
Lifetime Carbon Sequestration (Lbs CO2)		489	480	20000	7500	10000	7500
Maintenance	Difficult due to climbing	Yes	Yes	Low (once established)	Medium	Low	Low

## **ITEM 6D**

**Coachella Valley Association of Governments  
Energy & Environmental Resources Committee  
November 10, 2022**



### **STAFF REPORT**

**Subject:** Federal and State Legislative Advocacy in 2023

**Contact:** Emmanuel Martinez, Senior Programs Manager ([emartinez@cvag.org](mailto:emartinez@cvag.org))

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**Recommendation:** Review the energy and environment section of the draft 2023 Federal and State Legislative Platform and provide feedback regarding priorities and positions outlined in the document

**Background:** In February 2022, CVAG's Executive Committee adopted its first Federal and State Legislative Platform to help guide CVAG's legislative advocacy work in Washington and Sacramento. As part of a legislative strategy, the legislative platform is integral to engaging and advocating on key issues as it provides direction on key issue areas of importance to CVAG. Because this document outlines key positions on issue areas both at the state and federal level, staff and advocacy teams are able to monitor and track priority issues for CVAG and expedite engagement. As such, this allows staff and lobbyist to advance work on issues with adopted positions without having to wait for the next committee meeting to seek approval or guidance. This is an important benefit of adopting a legislative platform, as it allows CVAG to efficiently and effectively engage even when priority issues move rapidly through the legislative process.

The legislative platform is divided into various issues areas, including transportation, energy and environment, homeless and affordable housing and public safety. For the Energy and Environmental Resources Committee, staff is seeking comments and feedback pertaining to the energy and environment section. The platform will be presented to all of CVAG's committees so that each may provide input on the section pertinent to their jurisdiction. Ultimately, this process will help ensure the platform is comprehensive and well vetted before it is considered by the Executive Committee for adoption.

Although there are some changes to the platform, such as tracking emerging programs, there is not significant variability over a one-year period. The key updates include stronger and clearer language related to protecting local control and decision-making regarding use of local funds and project prioritization; opposition efforts that aim to decrease funding opportunities for energy and environmental related projects; new language related to the Inflation Reduction Act programs; and monitoring implementation of the California's climate portfolio, including heat mitigation. In addition, the platform includes language in support of regional agencies having flexibility to implement subregional funding mechanisms as in other counties and also to continue to be allowed to conduct meetings electronically via Zoom videoconference or other virtual platforms, similar to what has existed under AB 361. As a regional agency that requires participation from various local jurisdictions and the county, public meetings held electronically help to increase access and participation by its members. From an environmental standpoint, electronic meetings help to also reduce vehicle miles travelled, reducing the carbon footprint

in comparison to in-person meetings. This flexibility has demonstrated support as a result of the survey conducted by CVAG on the topic and has generally received broad support.

CVAG staff and lobbyists have vetted the draft platform and anticipate the majority of issues in 2022 to carryover to 2023, especially during a biennial state legislative session. To ensure adequate coverage and informed engagement, CVAG's advocacy strategy will be to continue to coordinate with all of CVAG's member jurisdictions, Riverside County Transportation Commission, Southern California Association of Governments and the County of Riverside.

With adoption, CVAG staff anticipates continuing the momentum that was started during the 2022 legislative cycle. This included CVAG opposing legislation that would have usurped local decision-making and project prioritization for local funds; continue advocacy and support for CV Rail, and earmarks at the federal level for the Monroe Street Interchange in Indio and the Bridges of Water project in Desert Hot Springs, which are both in the Transportation, Housing and Urban Development spending bill.

CVAG staff and state lobbying team, the Politico Group, also closely monitored the Active Transportation Program and the potential for augmentation of the program for Cycle 5. This program has an environmental and transportation nexus as it aims to get more cars off the roads, helping to reduce air emissions and improve air quality. Specifically, the program aims to increase walking, biking and use low-speed electric vehicles. As detailed to the Transportation Committee, the Arts and Music Line – which extends largely along Avenue 48 in the Cities of La Quinta, Indio and Coachella – is being recommended for nearly \$36.5 million. In announcing its recommendations, the California Transportation Commission staff noted that Cycle 6 funded more projects than previous cycles thanks to a one-time, \$1.049 billion augmentation. Without the augmentation, state officials said only 23 projects would have been recommended for funding in the statewide component instead of the 67 that have been recommended. CVAG staff will continue to track the Active Transportation Program, which continues to be one of the most competitive programs in the state and advocate for additional funds to help address the backlog of competitive projects.

Additionally, regarding improving air quality, the state's adopted budget has significant funding for AB 617 community air programs, totaling \$600 million FY 2022-23. The goal of the program is to reduce exposure in communities most impacted by air pollution. In 2019, the California Air Resources Board selected the eastern Coachella Valley, which includes parts of Indio, Coachella, and unincorporated areas of eastern Riverside County as a monitoring community and a community air monitoring plan was adopted in November 2020. To further advance air quality, the state budget also includes \$3.9 billion for its Zero Emission Vehicles Package which includes funding for plans and projects to advance the state's climate and transportation goals. Out of these funds, \$383 million one-time federal funds are allocated to implement ZEV charging infrastructure programs pursuant to the federal Infrastructure Investments and Jobs Act.

Building on the more than \$15 billion in multi-year climate resilience investments in the 2021 budget, the budget advances programs to protect communities from the imminent climate threats of wildfire and drought, while implementing budget priorities on extreme heat, nature-based solutions, sea-level rise, and community resilience. CVAG staff will also be closely following opportunities to fund sustainable urban greening and heat mitigation initiatives, which is further detailed in a separate agenda item to the Energy and Environmental Resources Committee.

Lastly, staff would note having a presence in Sacramento is important amid a changing of the guard. In the state legislature, 26 Assemblymembers and Senators have opted to not seek re-election this year. Another seven senators are termed out. In effect, the 2023 legislative cycle will include a significant number of new members. This is an important dynamic to monitor as it can impact the type of bills that



are introduced in the upcoming session. It will also may require increased educational efforts to new members on priority committees for CVAG, such as transportation. CVAG staff and lobbying team will monitor the final results, which will help to determine approaches to elevate CVAG's projects and legislative priorities.

At the federal level, the \$737 billion recently enacted Inflation Reduction Act (IRA) provides a number of programs of interest to CVAG. These programs collectively comprise a significant investment in clean energy and climate adaptation programs, which total \$369 billion in addition to the \$4 billion for Western Drought Resiliency. Specifically, the IRA invests \$10 billion in home energy efficiency with a strong focus on low-income households. It also invests, among other related items, \$3 billion in the Environmental and Climate Just Block Grants Program, to address environmental and public health concerns related to pollution and climate change. Related to the Department of Transportation, the IRA invests \$3.2 billion to support safe, affordable transportation projects that increase connectivity, including improving access to pedestrians and bicyclists. CVAG's federal lobbyist, The Ferguson Group, is working with CVAG staff to closely monitor the development and implementation of IRA related programs to identify competitive funding opportunities for CVAG's programs.

In addition, it is anticipated that congressionally directed spending requests will continue to be a mechanism to secure funds for priority projects. In 2022, CVAG submitted a request to Congressman Ruiz and Senator Padilla and Senator Feinstein for pre-construction dollars related to the flooding and blowsand project. However, the request did not move forward given that shovel ready projects were prioritized over those in the planning phases. Nonetheless, the City of Desert Hot Springs' request for \$2.5 million to construct two new bridges over low-water crossings has been included in the Transportation, Housing and Urban Development spending bill for Fiscal Year 2023. These bridges are proposed along Indian Canyon Drive and will help mitigate the impacts of flooding and blowsand. As such, continued advocacy will be important to ensure the earmark remains in the bill until final passage.

Also, related to flooding and blowsand, CVAG staff and the City of Palm Springs are partnering on a Hazard Mitigation Grant application to address flooding and blowsand along Indian Canyon. CVAG staff applied to the Notice of Interest solicited by the California Office of Emergency Services for the Indian Canyon flooding and blowsand project and was selected to move forward to a full sub-application to the state. The state will then review project submittals and select projects to include in their application to FEMA. As the process unfolds, it may be necessary for both CVAG's federal and state lobbyists to engage and assist in advocating for the Indian Canyon flooding and blowsand project.

**Fiscal Analysis:** There are no additional costs to CVAG for updating the 2023 Federal and State Legislative Platform. Advocacy efforts are covered under existing contracts with the Ferguson Group in Washington and the Politico Group in Sacramento, California

**Attachment:** Draft Federal and State Legislative Platform for 2023

# COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

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## 2023 Federal and State Legislative Platform

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Adopted:



# Coachella Valley Association of Governments

**The Coachella Valley Association of Governments (CVAG)** is a council of governments in the Coachella Valley and eastern Riverside County that funds and delivers transportation projects, operates regional programs and coordinates government services in order to improve and address issues of regional significance. CVAG's activities include, but are not limited to, improving the regional transportation system, providing services to the chronically homeless and promoting the use of green energy and sustainability. CVAG's membership includes 10 cities, the County of Riverside and four Indian tribes. As an organization committed to addressing issues of common interest and concern of its member agencies, CVAG strives to implement regional programs and policies that advance a better quality of life and balanced growth for residents, businesses and tourists of Central and Eastern Riverside County.

The legislative platform will guide the tracking and analysis of priority legislative, budget, regulatory, and administrative issues at the federal and state levels. It will assist in providing staff and lobbyists guidance on policy-related matters that may impact the operation and implementation of the various programs and services offered by CVAG. This document will facilitate the development of a federal and state strategy and focused action plan to address the needs and priorities of CVAG and its member jurisdictions.

**Agua Caliente Band of Cahuilla  
Indians**

**City of Blythe**

**Cabazon Band of Mission Indians**

**City of Cathedral City**

**City of Coachella**

**City of Desert Hot Springs**

**City of Indian Wells**

**City of Indio**

**City of La Quinta**

**City of Palm Desert**

**City of Palm Springs**

**City of Rancho Mirage**

**County of Riverside**

**Torres Martinez Desert Cahuilla  
Indians**

**Twenty-Nine Palms Band of  
Mission Indians**

**CVAG**

**73-710 Fred Waring Drive  
Suite 200**

**Palm Desert, CA 92260**

**Tel: 760-346-1127**

**[www.cvag.org](http://www.cvag.org)**



# Key Categories



## TRANSPORTATION

Reliable, sustainable and safe multimodal transportation infrastructure is a top priority for the Coachella Valley Association of Governments as it strives to support the transportation needs of current and future residents and visitors.



## ENERGY

Supporting and securing funding for clean energy and energy efficiency initiatives that reduce our carbon footprint, improve air quality, and increase climate resiliency for our member agencies and our residents.



## ENVIRONMENTAL

Conservation of the Coachella Valley's natural resources and maintaining and growing our rich and abundant wildlife is a focus of CVAG and our members.



## BROADBAND

Deployment of middle-mile infrastructure that can facilitate a high-speed last-mile broadband network for beneficial use among CVAG's residents, businesses, and members is key to the success and vitality of CVAG and the communities it serves.



## HOMELESS AND AFFORDABLE HOUSING

Addressing the dual challenges of homelessness and development of affordable housing through regional solutions is critical to ensuring a high quality of life in the Coachella Valley.



## PUBLIC SAFETY

Maintaining a safe and secure community, free of crime, while ensuring clean and engaging public spaces, is essential to maintaining vibrant and growing business and residential communities.

# FEDERAL

## Transportation

### *Bridges, Regional Arterials and Improved Access*

- Support regional efforts for the Coachella Valley-San Geronio Pass Rail Corridor Service (CV Rail), including funding opportunities to advance the preferred alternative, to support alternate transportation modes and better connect desert communities and attractions with Los Angeles, Orange County and the Inland Empire.
- Support actions by the Riverside County Transportation Commission, the Federal Railroad Administration and the California Department of Transportation that advance CV Rail.
- Support advocacy efforts by the Facilitate Equitable Deals Task Force to improve coordination and collaboration with Union Pacific Railroad (FED-UP).
- Support outside funding for CVAG's priority projects as outlined in the Transportation Project Prioritization Study (TPPS), including interchanges along the Interstate 10 corridor and State Highway Route 86, in order to reduce the burden on regional and local funds.
- Support legislative and regulatory efforts that increase funding for the expansion and improvement of regional arterial projects that improve public safety, encourage economic development, ease traffic congestion, and reduce air quality and environmental impacts.
- Support efforts by Riverside County Transportation Commission, San Diego Association of Governments and the San Bernardino Association of Governments, to reduce congestion and increase mobility to and from the CVAG region, including increased funding for bypass roads, bridges and transportation improvements in the pass area.
- Support Congressionally directed spending requests for transportation projects in the Coachella Valley and in eastern Riverside County.
- Support increased funding for Tribal nations in the Coachella Valley for implementation of regional transportation projects.
- Support efforts that expand public transportation opportunities in the City of Blythe, including increased transit.
- Support National Environmental Policy Act (NEPA) reform to expedite and streamline environmental review and project delivery for transportation projects.
- Support efforts that dedicate funding for goods movements projects, including grade separation projects, in eastern Riverside County.
- Oppose efforts that decrease local control and decision-making regarding local revenue sources, including, but not limited to, Measure A sales tax revenue and the Transportation Uniform Mitigation Fee (TUMF).
- Oppose efforts that would divert revenue derived from transportation sources to non-transportation related projects or activities.
- Oppose efforts to eliminate or decrease use of state and local transportation funds for capacity enhancement projects and monitor one-size-fits-all approaches regarding their use.

- Monitor implementation of programs in the federal Infrastructure Investment and Jobs Act (2021 Infrastructure Bill) and the Inflation Reduction Act of 2022 (IRA 2022), such as the Bridge Investment Program, and support funding for existing programs such as the Highway Bridge Program and the Transportation Infrastructure Financing Innovation Act (TIFIA) Program.
- Monitor regulatory and legislative changes to the Federal Highway Administration's Congestion Mitigation and Air Quality (CMAQ) Improvement Program and oppose efforts that impose additional requirements on, or decrease funding for, CVAG or its member agencies.
- Monitor efforts that would make changes to the Clean Air Act and associated transportation programs to meet nonattainment or maintenance requirements.
- Monitor potential replacement mechanisms for the federal gasoline excise tax.

#### *Active Transportation*

- Support policies and programs that provide funds for regional projects identified in CVAG's Active Transportation Plan.
- Advocate for increased federal funding to the state's Active Transportation Program, including opportunities to augment the program through the Reconnecting Communities and the Neighborhood Access and Equity grant programs.
- Monitor legislative and regulatory activity related to new mobility devices, such as scooters and automated vehicles, to ensure adequate safety compatibility with active transportation systems.

#### *Intelligent Transportation Systems*

- Identify and pursue funding opportunities that support, expand or leverage intelligent transportation systems, including CVAG's synchronization (CV Sync) traffic signal program.
- Monitor legislative and regulatory changes to funding sources for intelligent transportation systems, including the Congestion Mitigation and Air Quality program, and oppose efforts to decrease funding for non-attainment areas.

#### **Energy and Environment**

- Support legislation and programs that invest in projects that achieve environmental benefits, including improved air and water quality, water and energy conservation, and urban greening and heat mitigation initiatives in the region.
- Support programs that fund implementation of the Coachella Valley Multiple Species Habitat Conservation Plan and that support habitat restoration in the Coachella Valley.
- Support Salton Sea Authority efforts related to Salton Sea projects and legislation that provides funding for the restoration and revitalization of the Salton Sea, including the Phase One: 10 Year Plan.
- Support legislation that facilitates environmentally sensitive renewable energy development at the Salton Sea Known Geothermal Resource Area, including lithium extraction.



- Support legislation that provides funding for electric vehicle infrastructure and incentives for early adoption of electric vehicles.
- Monitor federal legislative, regulatory, and administrative activities that may impact the Coachella Valley Multiple Species Habitat Conservation Plan and the Desert Renewable Energy Conservation Plan.
- Monitor legislative and regulatory actions that may impact Property Assessed Clean Energy programs.
- Identify programs and support legislation that provides funding for clean energy, energy efficiency, decarbonization and green building programs.
- Monitor and support funding opportunities for wildlife crossing structures to increase habitat connectivity and decrease wildlife-vehicle collisions in areas where populations are fragmented by highways and interstates.
- Support policies and funding that expand access for rooftop solar to households of all incomes. Monitor issues related to Net Energy Metering and initiatives that impact availability and affordability of rooftop solar.

### **Broadband**

- Support and advocate for funding for open access middle-mile infrastructure to facilitate last-mile connections and leverage existing networks and construction projects to build networks, when possible.
- Support efforts and funding that prioritize connectivity to unserved and underserved communities and community anchor institutions.
- Support and identify programs that support middle-mile and last-mile broadband infrastructure and that leverage dig-once opportunities such as CVAG's CV Sync project.
- Monitor actions by the Federal Communications Commission related to broadband and implementation of the broadband investments as authorized in the 2021 infrastructure Bill.

### **Homeless and Affordable Housing**

- Identify and advocate for opportunities for CVAG's member agencies to secure funding that assists in building affordable housing and increasing housing opportunities for low-, moderate-, and workforce housing.
- Monitor and support programs and funding for CVAG's CV Housing First program and regional solutions to addressing homelessness.

### **Public Safety**

- Identify, monitor and support legislation that provides funding for operations, maintenance, and updates to early earthquake warning systems.
- Identify funding opportunities for member jurisdictions to mitigate and reduce the incidents of green waste fires.

- Monitor legislation and administrative actions related to race, diversity and inclusion policies as it pertains to law enforcement.
- Monitor and support funding opportunities that will assist in the reduction of the spread of COVID-19 and other public health and safety concerns, to assist public entities in their response.

# STATE

## Fighting for Fairness and Funding

- Support legislative efforts that improve funding opportunities for the Coachella Valley in the state's Cap-and-Trade program and oppose policies that disproportionately disadvantage the CVAG region to compete for funding.
- Support policies that allow for a diverse set of social equity metric measuring tools to qualify and compete for Cap-and-Trade funded programs including, but not limited to, household income and the AB 1550 low-income definition and oppose efforts that would limit use to, or increase reliance on, the CalEnviroScreen in grant programs.
- Support legislative efforts, regulation and guidance that allows for virtual public meetings to continue for regional agencies, such as AB 361, to facilitate access to meetings and allow for increased efficiencies and effectiveness in conducting public meetings while also reducing vehicle miles traveled.
- Support legislative and regulatory changes to the Transformative Climate Communities program to allow eligible and qualifying planning grant recipients to also be eligible and qualify to apply for implementation grants.
- Support policy changes to funding programs that use the CalEnviroScreen tool that would broaden eligible competitive areas and that better reflect the diversity in the Coachella Valley.
- Oppose legislative and regulatory actions that utilize CalEnviroScreen and high-housing density criteria, which favor large urban centers, to determine allocation of state grant funds and would decrease funding competitiveness for areas such as the Coachella Valley.
- Oppose program guidelines that use transit-oriented development standards, such as the Affordable Housing and Sustainable Communities program, that disproportionately favor large urban centers and do not reflect the reality of growth and development in the Coachella Valley, therefore decreasing funding opportunities for the CVAG region.
- Advocate for policy changes that allow for regional variances related to transit quality, transit frequency and density related to housing-oriented development, to allow the CVAG region better compete for funding in the state's Cap-and-Trade program.

## Transportation

### *Bridges, Regional Arterials and Improved Access*

- Support regional efforts to increase passenger rail service between Los Angeles and the Coachella Valley, including funding opportunities and actions by the Facilitate Equitable Deals task force to improve coordination and collaboration with Union Pacific Railroad (FED-UP).
- Support legislation that increases funding opportunities for bridges, interchanges and regional arterials in the Coachella Valley.
- Support efforts by the California Department of Transportation, Riverside County Transportation Commission, San Diego Association of Governments and the San Bernardino Association of Governments, to implement congestion projects identified in the Inland Empire Multimodal Corridor

Plan that increase mobility to and from the CVAG region, including increased funding for bypass roads, bridges and transportation improvements in the pass area.

- Support California Environmental Quality Act (CEQA) reform to expedite and streamline project delivery for transportation projects.
- Support and advocate for actions that increase transportation resources in the City of Blythe and local Tribal Nations, to address historic underinvestment and improve mobility, economic development opportunities and quality of life.
- Monitor the state's road charge pilot program and other potential replacement mechanisms for the state gasoline excise tax.
- Monitor legislative changes to Senate Bill 1 (Statutes 2017); oppose efforts to divert funding to non-transportation related uses, such as housing, or otherwise qualifying eligibility of SB 1 funds on non-transportation related goals and objectives.
- Monitor implementation of the California Action Plan for Transportation Infrastructure (CAPTI) and opposed policies that decrease funding opportunities for the Coachella Valley.
- Oppose legislative changes that create or strengthen a nexus between the availability of transportation funding and local jurisdictions' ability to meet their requirements under the Regional Housing Needs Assessment (RHNA) numbers.
- Oppose legislative or regulatory policies that decrease local decision-making authority regarding use of local funds for priority transportation projects.
- Monitor legislation that would increase voter approval thresholds for the creation, extension, or increase of local transportation tax measures and support regional efforts by RCTC to clarify their authorities and establish diversified and flexible funding sources such as those created in other counties via AB 1413 that allow sub-regional funding mechanisms to advance local priority projects.

### *Active Transportation*

- Support increased funding for the Active Transportation Program (ATP) to address the backlog of applications and increase the program's funding capacity.
- Support increased investment in active transportation infrastructure as a component of other state-funded transportation programs that increase access and opportunities for walking, biking, and complete streets that connect the multimodal transportation system.
- Support policies and programs that promote increased use of active transportation infrastructure and systems.
- Support efforts that streamline project delivery, build local capacity such as additional technical assistance, and provide increased flexibility to innovate and strategically invest funds to meet local needs.
- Oppose legislative, regulatory, and administrative efforts to score ATP applications on non-transportation related criteria, such as housing-related policies, CalEnviroScreen and policies which would hinder low density areas like the Coachella Valley and the City of Blythe.
- Oppose changes to the ATP that would decrease CVAG's competitiveness, such as the elimination of leveraged funding and other categories that are advantageous to CVAG and its members jurisdictions.

### *Intelligent Transportation Systems*

- Support programs that leverage technology to improve mobility, increase goods movement efficiency, reduce emissions and help to mitigate environmental impacts.
- Identify state programs and funding that supplement CVAG's CV Sync project.
- Monitor legislation that incorporates innovative technologies into the state transportation system, such as zero or near-zero emission vehicles, autonomous vehicles, and small electric mobility devices that improve transportation accessibility, efficiency and reduce environmental impacts.

### **Energy and Environment**

- Support legislative and regulatory efforts to increase the flexibility of funding programs from the California Air Resources Board's Cap-and-Trade Program to ensure the Coachella and Palo Verde Valleys get their fair share, including taking into account regional variances related to growth, housing, and greenhouse gas (GHG) reduction strategies.
- Support increased investments of the state GHG reduction funds toward transportation projects to reduce transportation related GHG emissions.
- Support investments in Cap-and-Trade funded programs, such as the Clean Vehicle Rebate Program, Single-Family Energy Efficiency, and Low-income Weatherization programs.
- Advocate for changes in the CalEnviroscreen mapping tool that reflect the socio-economic realities of the diverse communities in the Coachella Valley and Palo Verde Valleys, or the use of alternative tools such as household income per the AB 1550 designation.
- Support policies that ensure criteria for defining disadvantaged communities and environmental justice areas accurately represent eastern Riverside County, including those that mirror AB 1550 community mapping, in order to ensure the region can compete for funding opportunities.
- Support policies, programs, and funding for electric vehicle charging infrastructure and increased use of electric vehicles in the region.
- Support efforts that provide necessary resources for implementation of the Coachella Valley Multiple Species Habitat Conservation Plan as well as resources for desert communities to prepare and adapt to changing climate and natural disasters, such as the Climate Resiliency programs.
- Support funding for programs that support local planning and response measures to extreme heat events, including nature-based solutions, to protect critical infrastructure, habitat and public health and safety.
- Support legislation that provides funding for the restoration and revitalization of the Salton Sea to limit regional impacts to air quality, wildlife habitat, and health of communities, including the Phase One: 10 Year Plan.
- Support efforts at the Salton Sea that facilitate economic development, such as lithium extraction.

- Monitor actions related to the 1934 Agreement of Compromise between Imperial Irrigation District and the Coachella Valley Water District and support Coachella Valley Energy Commission efforts to achieve a permanent service option and governance structure between Coachella Valley stakeholders and IID post-2033.
- Identify programs and support legislation that provides funding for clean energy, energy efficiency, decarbonization, and green building programs.
- Monitor legislative and regulatory efforts related to vehicle electrification and building decarbonization that would add new requirements to local governments, including Title 24 building standards.
- Monitor implementation of the state's climate resiliency efforts and efforts related to environmental justice communities and AB 617 (Statutes of 2017) emission reduction funding programs.
- Support policies and funding that expand access for rooftop solar to households of all incomes. Monitor issues related to Net Energy Metering and initiatives that impact availability and affordability of rooftop solar.

### **Broadband**

- Support funding and implementation of the Coachella Valley's middle-mile broadband project and the programs to assist with last-mile connections that bridge the digital divide in the Coachella Valley.
- Monitor legislative and regulatory actions related to SB 156 (Statutes of 2021) and related actions by the California Department of Technology and the Office of Broadband and Digital Literacy.
- Monitor the California Middle-Mile Advisory Committee and its recommendations regarding implementation of middle-mile infrastructure.
- Monitor the California Public Utilities Commissions proceedings related to broadband infrastructure implementation, such as Rulemaking (R.) 20-09-001 and Rulemaking proceeding, R.20-08-021.

### **Homelessness and Affordable Housing**

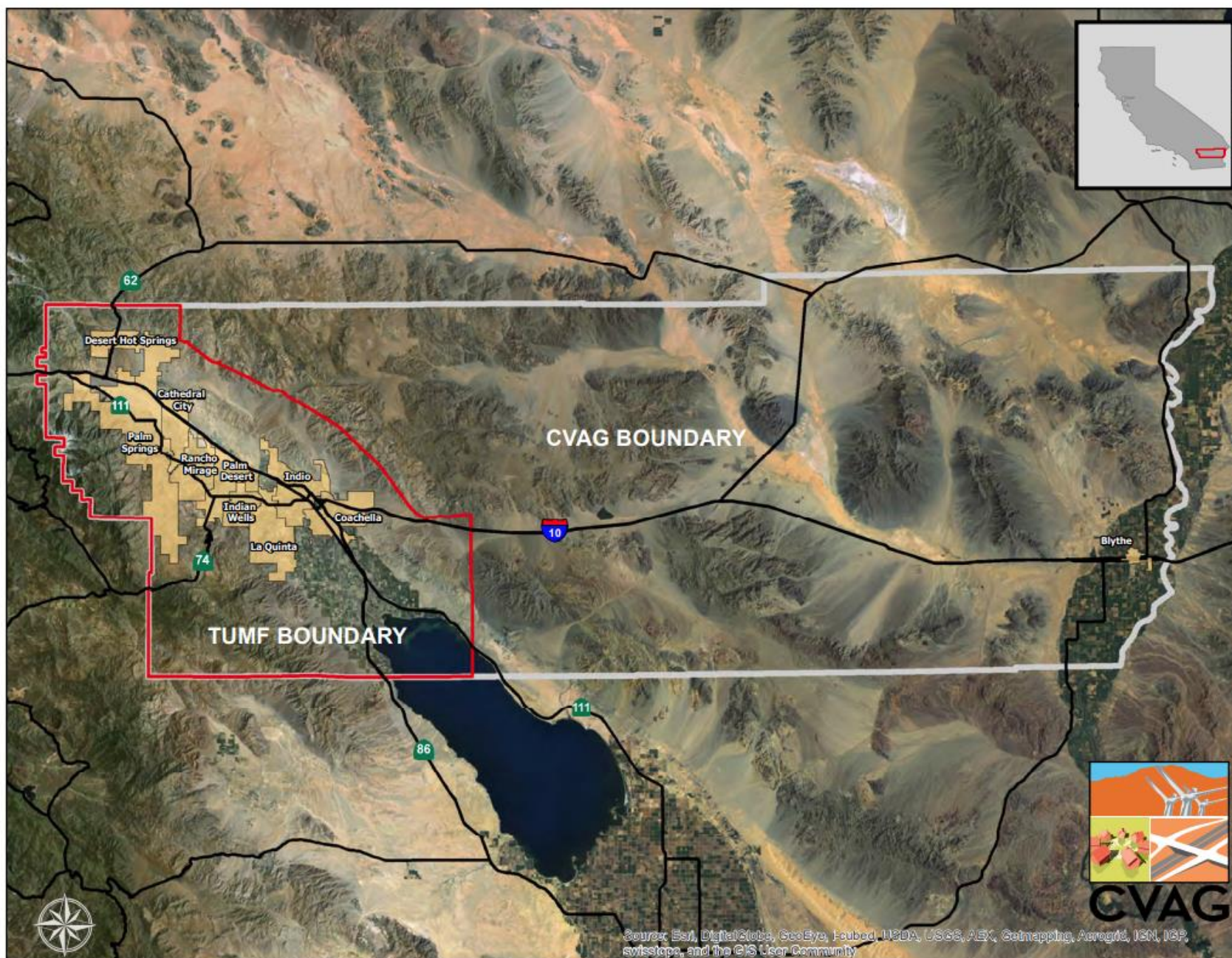
- Support increased investment in, and creation of, programs that assist local governments, counties and regional collaborations to address the challenges associated with homelessness.
- Support legislative efforts that allow for sustainable financing options, as outlined in CVAG's Regional Early Action Plan (REAP) and member jurisdictions' Local Early Action Plans (LEAP), in order to address housing shortages and provide affordable housing options.
- Support efforts by Lift to Rise to establish the Coachella Valley Housing Catalyst Fund to increase housing production in the Coachella Valley and create homeownership opportunities for low- and very low-income families, permanent supportive housing for the homeless and address unpermitted mobilehome park issues.
- Support CEQA reform to streamline the delivery of housing projects.
- Monitor the Affordable Housing and Sustainable Communities Program and advocate for increased flexibility and changes that ensure a greater share of funding is available to areas that don't have Transit Oriented Developments (TOD) and thereby more accurately account for unique community characteristics and growth patterns in the Coachella Valley.

- Support the extension of state-funded solutions, including Project RoomKey and Project HomeKey, with an emphasis on ensuring those investments are used in the Coachella Valley.
- Support legislative efforts that would allow local jurisdictions to implement, if they choose, programs and ordinances that require unsheltered individuals to accept housing solutions and treatment solutions.
- Support efforts to establish homeless courts that can help local jurisdictions provide additional solutions and services for homeless individuals.
- Support legislative efforts that would allow local jurisdictions to implement, if they choose, programs and ordinances that increase the available housing units and/or require unsheltered individuals to accept housing solutions and treatment solutions so long as there are adequate housing units available.

### **Public Safety**

- Support programs and policies that provide funding for the CVAG region to obtain, enhance, operate, maintain and update early earthquake warning systems.
- Monitor legislation and executive orders related to the COVID-19 pandemic and other public health and safety emergencies and support programs that provide assistance to negatively impacted communities in the Coachella Valley.
- Monitor legislation impacting race, diversity, and inclusion policies as it pertains to local law enforcement.





**ITEM 7A**

**ENERGY AND ENVIRONMENTAL RESOURCES COMMITTEE  
ATTENDANCE RECORD  
FY 2022-2023**

<b><i>VOTING MEMBERS</i></b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUNE</b>
Agua Caliente Band of Cahuilla Indians	-	-		-		-	-		-			
City of Blythe	-	-		-		-	-		-			
City of Cathedral City	-	-	✓	-		-	-		-			
City of Coachella	-	-	✓	-		-	-		-			
Coachella Valley Water District	-	-		-		-	-		-			
City of Desert Hot Springs	-	-	✓	-		-	-		-			
Imperial Irrigation District	-	-	✓	-		-	-		-			
City of Indian Wells	-	-		-		-	-		-			
City of Indio	-	-	✓	-		-	-		-			
City of La Quinta	-	-	✓	-		-	-		-			
Mission Springs Water District	-	-	✓	-		-	-		-			
City of Palm Desert	-	-	✓	-		-	-		-			
City of Palm Springs	-	-	✓	-		-	-		-			
City of Rancho Mirage	-	-		-		-	-		-			
Riverside County - District 4	-	-	✓	-		-	-		-			

***EX-OFFICIO / NON-VOTING MEMBERS***

Desert Water Agency	-	-		-		-	-		-			
Riverside County - District 5	-	-	✓	-	✓	-	-	✓	-	✓		✓

Absent  
Vacancy



No Meeting  
Present

-  
✓

## **ITEM 7B**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Update on Property Assessed Clean Energy (PACE) Program

**Contact:** Elizabeth Barnwell, Management Analyst ([ebarnwell@cvag.org](mailto:ebarnwell@cvag.org))

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### **Recommendation: Information**

**Background:** Property Assessed Clean Energy (PACE) programs provide financing to property owners to implement energy saving, renewable energy, water conservation, and seismic strengthening improvements to their homes and businesses, with little or no money out of pocket. Financing for these improvements is paid back through a lien placed on the property and collected through the annual tax bill.

CVAG staff provides a periodic update on the PACE program to the Energy & Environmental Resources Committee. The attached report details the PACE activity through October 2022.

The Energy & Environmental Resources Committee was informed in September that CVAG staff was notified that Ygrene Energy Fund (Ygrene) stopped accepting new residential PACE originations as of August 15, 2022. Ygrene also notified CVAG that it will continue to accept new commercial applications as well as service existing residential and commercial accounts. At that meeting, a Committee member asked about the potential ramifications of this decision. CVAG staff has recently learned from Ygrene that a different provider is stepping in to fill the gap. CVAG has since started coordinating with the provider, Home Run Financing (Home Run), which is an existing PACE provider doing business in Coachella Valley and is now replacing Ygrene for new residential accounts.

CVAG will continue to monitor and report on the status of the PACE residential and commercial PACE providers that operate in CVAG's member jurisdictions.

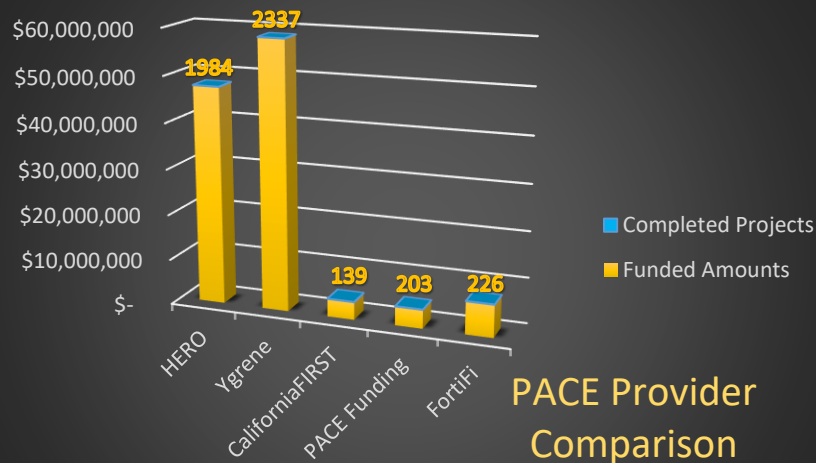
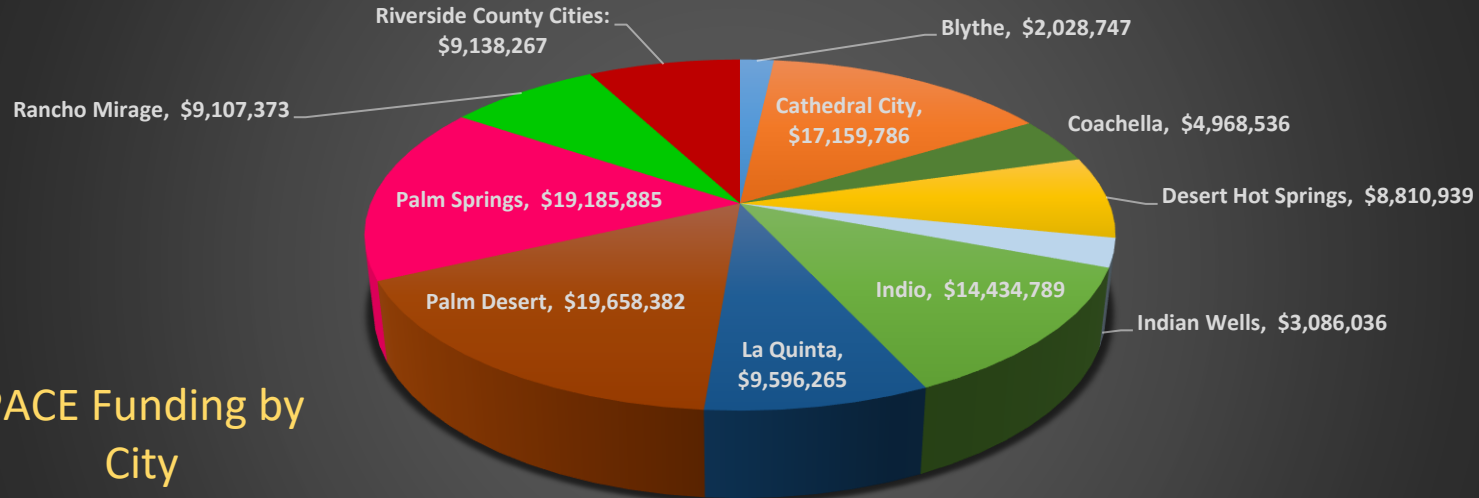
**Fiscal Analysis:** There is no cost associated with this update. CVAG's staff time spent on these programs is recovered by a participation fee collected from each provider.

### **Attachment:**

PACE Report for Activities through October 2022

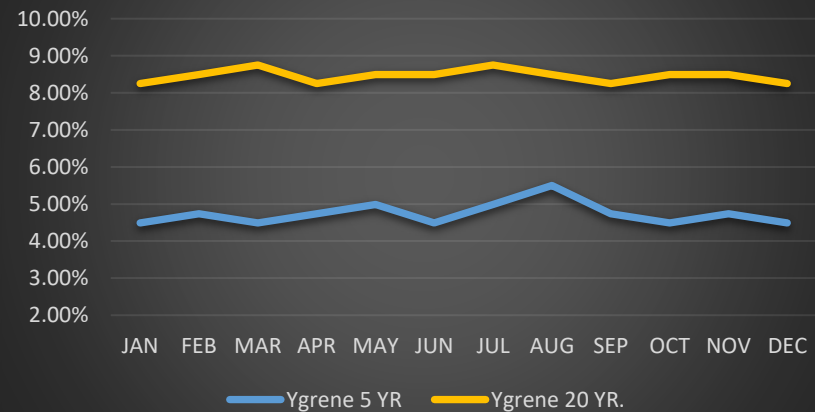
# CVAG PACE REPORT

PACE Funding by City



PACE Provider Comparison

PACE Interest Rates



**CARS REMOVED FROM ROAD: 41848**

Other PACE providers have interest rate ranges from 5.99%-10.98%

**JOBS CREATED: 1065**

Updated for October 31, 2022



## **ITEM 7C**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Used Oil Recycling Program Event Schedule for 2023

**Contact:** Elizabeth Barnwell, Management Analyst ([ebarnwell@cvag.org](mailto:ebarnwell@cvag.org))

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### **Recommendation: Information**

**Background:** CVAG annually applies for funding from the California Department of Resources Recycling and Recovery (CalRecycle) for the Used Oil Recycling Program. The program is run in partnership with local auto parts stores and participating cities, allowing people to safely dispose of used oil and used oil filters. Motor oil poured onto the ground, into storm drains, or tossed into trash cans (even in a sealed container) can contaminate and pollute the soil, groundwater, streams, and rivers. It's also illegal. In exchange for recycling, the participants get a new filter for free. In June 2022, the CVAG Executive Committee adopted Resolution 2022-04, authorizing CVAG to act as lead applicant for funding from CalRecycle for the Used Oil Recycling Program; and authorized a contract with HF&H Consulting to continue the program through June 2023.

The recycling events are held at Auto Zone locations across the Coachella Valley and in the City of Blythe. Radio media spots and social media posts are used to promote these events. A drawing contest on the theme of oil recycling is held for kindergarten through fifth grade students, with the winning artist receiving a bicycle donated for the contest.

The following are the 2023 used oil recycling events, which were coordinated with member jurisdictions:

- February 25, 2023 – 73605 Highway 111 in Palm Desert
- March 25, 2023 – 812 E. Hobson Way in Blythe
- May 6, 2023 – 1717 E. Vista Chino Drive in Palm Springs
- May 13, 2023– 78792 Highway 111 in La Quinta
- May 20, 2023 – 50-700 Harrison Street in Coachella
- June 3, 2023 – 12660 Palm Drive in Desert Hot Springs
- June 10, 2023 – 32375 Date Palm Drive in Cathedral City

These events are also coordinated with the Southern California Mountains Foundation, with whom CVAG has a contract for its tire recycling program.

**Fiscal Analysis:** There is no cost associated with this update. Consulting costs for hosting events and CVAG's staff time spent on this program is covered through an annual grant awarded by CalRecycle.

**Attachments:** Poster Contest Flyer



# CALLING ALL LITTLE ARTISTS!

Help the Coachella Valley Association of Governments GET THE WORD OUT on Used Oil Recycling!

## CONTEST RULES

**All entries are due no later than December 2, 2022.**

For all questions, please contact Liz Barnwell by email at [ebarnwell@cvag.org](mailto:ebarnwell@cvag.org) or call (760) 346-1127.

**Note:** Student submissions shall be treated as being free of restrictions and limitations on their use, reproduction, and publication.

### Eligibility

- Artists in grades K-5.

### Judging

- Drawings should relate to Used Oil Recycling and will be judged on originality, content, and creativity.
- Don't forget to fill in the Artist Information box below.**
- Drawings containing explicit, inappropriate, or violent subjects will automatically be disqualified.

### Requirements

- Art must be submitted on template provided.
- Computer generated art will not be accepted.

### Awards and Exhibits

The top three will be selected for prizes and displayed in local newspapers; one of the three will be featured as the design for the Coachella Valley Association of Governments' 2023 Used Oil & Filter Exchange Event promotion campaign.



### DID YOU KNOW?

- Plants and flowers can't grow when there's oil in the dirt.
- Fish can't swim when there's oil in the water.
- Used motor oil can be cleaned, recycled, and used again and again!
- You can recycle your used oil and oil filters at a Certified Collection Center.



## REGLAS DEL CONCURSO

**La fecha límite para inscribirse al concurso es el 2de diciembre, 2022.**

Si tiene preguntas, favor de comunicarse con Liz Barnwell al correo electrónico [ebarnwell@cvag.org](mailto:ebarnwell@cvag.org) o llame al (760) 346-1127.

**Aviso:** La presentación del estudiante deberá estar libre de restricciones y limitaciones sobre su uso, reproducción y publicación.

### Elegibilidad

- Artistas en grados K-5.

### Selección del Ganador

- Los dibujos deberán relacionarse al reciclaje de aceite usado y serán juzgados por su originalidad, contenido y creatividad.
- No se le olvide llenar la información del artista en la caja indicada más abajo.
- Dibujos con contenido explícito, inapropiado o violento serán automáticamente descalificados.

### Requisitos

- El arte deberá entregarse en el patrón (o plantilla) proveído.
- Arte generado por computadora no será aceptado.

### Premios y Exposiciones

Tres serán seleccionados para recibir premios y serán mostrados en los periódicos locales; uno de los tres se presentará como el diseño para la campaña de promoción en el Evento de Intercambio de Aceite y Filtro Usado 2023 del Coachella Valley Association of Governments.

Return completed form by December 2, 2022. Please submit all drawings via mail to:  
Liz Barnwell, 73710 Fred Waring Dr #200, Palm Desert, CA 92260 or scan and send via email to [ebarnwell@cvag.org](mailto:ebarnwell@cvag.org).

Por favor devuelva el formulario completado en 2 de diciembre. Por favor envíe todos los dibujos a través de un correo a:

Liz Barnwell, 73710 Fred Waring Dr #200, Palm Desert, CA 92260 o escanee y envíe por correo electrónico a [ebarnwell@cvag.org](mailto:ebarnwell@cvag.org).

### Artist Information (La información sobre el artista)

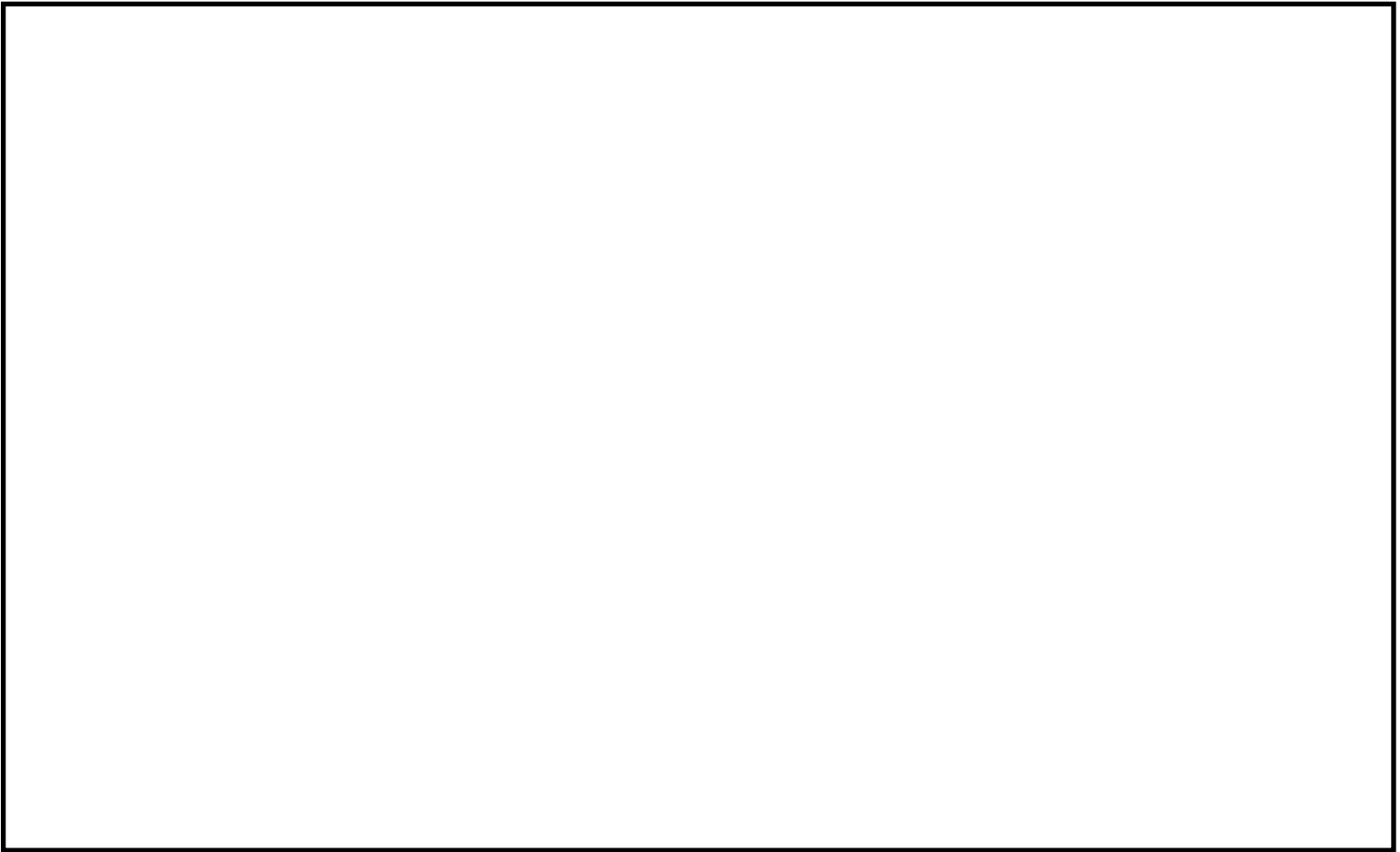
Name (Nombre): \_\_\_\_\_ Birthday (Fecha de Nacimiento): \_\_\_\_\_

Address (Dirección): \_\_\_\_\_

Zip Code (Código postal): \_\_\_\_\_ Phone Number (Número de Teléfono): \_\_\_\_\_

School (Escuela): \_\_\_\_\_ Teacher (Tu profesor): \_\_\_\_\_

# USED OIL & OIL FILTER RECYCLING EVENT



Draw a picture **above** showing how recycling used oil and oil filters helps Planet Earth!

*¡Dibuje una imagen que muestra cómo el reciclaje de aceite usado y filtros de aceite ayuda al planeta tierra!*

## **2023 Upcoming Used Oil and Oil Filter Recycling Events (*Eventos Para Reciclar Filtros y Aceite*)**

Bring in a used oil filter and used oil and receive a new one for free! Limit (2) filters per household.

*¡Traiga un filtro de aceite usado y use aceite y reciba uno nuevo para libre! Límite (2) filtros por hogar.*

## **2023 Event Dates and Locations (*Fechas y lugares de eventos*):**

- ◆ Sat., February 25 AutoZone, 73605 Highway 111, Palm Desert, 9am to 12pm
- ◆ Sat., March 25: AutoZone, 812 East Hobson Way, Blythe, 9am to 12pm
- ◆ Sat., May 6: AutoZone, 1717 E Vista Chino Drive, Palm Springs, 9am to 12pm
- ◆ Sat., May 13: AutoZone, 78792 Highway 111, La Quinta, 9am to 12pm
- ◆ Sat., May 20: AutoZone, 50-700 Harrison Street, Coachella, 9am to 12pm
- ◆ Sat., June 3: AutoZone, 12660 Palm Drive, Desert Hot Springs, 9am to 12pm
- ◆ Sun., June 10: AutoZone, 32375 Date Palm Drive, Cathedral City, 9am to 12pm



Visit [www.CVAG.org](http://www.CVAG.org) for full 2023 schedule and additional recycling events. (Visite [www.CVAG.org](http://www.CVAG.org) para ver el calendario completo de 2023 y eventos de reciclaje adicionales.)



## **ITEM 7D**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Waste Tire Amnesty Cycle 5 (TA5) Final Report

**Contact:** Elizabeth Barnwell, Management Analyst ([ebarnwell@cvag.org](mailto:ebarnwell@cvag.org))

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### **Recommendation: Information**

**Background:** The Coachella Valley has a long history of cooperation and regional collaboration to address solid waste recycling and source reduction. Unfortunately, desert areas are extremely susceptible to illegal dumping. Illegal disposal of waste tires is a significant problem in some of our communities, with dump sites ranging from piles of tires to tires scattered on vacant lots in neighborhoods and in community open space areas. CVAG collaborates with member jurisdictions to mitigate illegal dumping, which includes reducing dumping by implementing a waste tire amnesty program.

Through a contract with the Southern California Mountains Foundation (SCMF), a series of Waste Tire Amnesty events are hosted in the City of Blythe and in cities across the Coachella Valley to collect waste tires and to promote education and outreach to the public about the proper disposal and recycling of waste tires. The Waste Tire Amnesty program has the following goals:

- To reduce the illegal dumping of waste tires by providing a safe, convenient, and legal means of disposal;
- To emphasize the benefits of collection and recycling of waste tires to clean up and beautify the community and promote an ethic of environmental responsibility;
- To encourage recycling and reuse of waste tires and promote sustainable use of resources;
- To reduce the volume of tires ending up in landfills; and
- To provide education and improve quality of life for residents of the Coachella Valley and City of Blythe.

The TA5 Progress Reports attached describe how the region was instrumental in preventing the illegal dumping of 648 waste tires, equating to 6.48 tons, through a total of 12 events held throughout the valley between March 2021 and December 2021.

Waste Tire Amnesty Cycle 6 (TA6) runs September 30, 2022 through October 31, 2023, which is covered through a \$50,000 grant to conduct TA6 events. The event schedule is still being finalized.

**Fiscal Analysis:** There is no cost associated with this update. CVAG's staff time spent on this program is recovered by a grant awarded through CalRecycle.

**Attachments:** Final Report for Waste Tire Amnesty Cycle 5 (TA5)

## Local Government Waste Tire Amnesty Grant Program Payment Request Checklist and Final Report

This is a "dual-purpose" form:

- Checklist (page 1) – providing payment request guidance
- Final Report (page 2) – required for final payment request

Instructions: Upload completed form to the GMS "Reports Tab".

---

### Final Payment Request Checklist

**Date:** 9/29/2022

**Grantee Name:** Coachella Valley Association of Governments

**Grant Number TA:** 5

**Notice to Proceed date:** 10/29/2019 (costs incurred prior to this date are ineligible)

**Grant Payment Request** (General Grant Forms - [CalRecycle 87](#))

- ☒ Box 6 check "Final."
- ☒ Box 7 is the total amount of expenditures being claimed.
- ☒ Box 14 contains e-signature (digital) of person authorized in Resolution or Letter of Designation.

**Expenditure Itemization Summary** (Tire Amnesty Grant Forms - [CalRecycle 755](#))

itemize all expenses since the last payment request.

- ☒ Contains sufficient detail to match each entry to an invoice.
- ☒ The form should reflect the same line-items on the 'Budget' form.

**Supporting Documentation** Use highlighting and/or notes to indicate applicable information on each document for clarity.

- ☐ Personnel Expenditure Summary, (General Grant Forms - [CalRecycle 165](#) or similar) if personnel hours claimed.
- ☒ Cost and Payment Documentation is needed for all expenditures; reference the "Procedures and Requirements resource document for details. Each line-item listed on the [CalRecycle 755](#) will require documentation showing the cost and "proof" that the item has been paid. (Invoices, Receipts or Copies of paid checks are common examples)
- ☐ Copies of all public education/advertising artwork (not previously submitted for approval) funded by the Grant.
- ☐ Waste Tire manifests, if applicable.

**Reliable Contractor Form** (General Grant Forms - [CalRecycle 168](#))

- ☐ Reliable Contractor Declaration – Ensure this form has been completed for all contractors and submitted in GMS – Reports tab.

## Final Report

☒ Grantee agrees with the following disclaimer:

*"The statements and conclusions of this report are those of the Grantee and not necessarily those of the Department of Resources Recycling and Recovery, its employees, or the State of California. The State makes no warranty, express or implied, and assumes no liability for the information contained in the succeeding text."*

This form should reflect work since receipt of the Notice to Proceed to the end of the grant term.

Total number of tires or passenger tire equivalent" (PTE) collected during the grant term:

648

Provide information regarding the success of the grant program in reducing the number of illegally disposed waste tires.

6.48 tons of waste tires were collected as the result of 10 events held during the reporting period, meaning 648 waste tires were prevented from being illegally dumped in Coachella Valley.

Describe any findings or recommendations that you feel could improve the Tire Amnesty Program.

  
Signature (does not have to be signatory)

10-3-22  
Date



**Southern California Mountains Foundation (SCMF)**

**Waste Tire Recycling Program**

**In Partnership with the Coachella Valley Association of Governments**

**Progress Report Performance Period**

**1/15/2020 - 4/26/2021**

**Project Summary:**

The Southern California Mountains Foundation (SCMF) in collaboration with the Coachella Valley Association of Governments (CVAG) will coordinate and execute Waste Tire Recycling Amnesty Events, market events throughout the Coachella Valley, provide program monitoring and tracking for all waste tire recycling events and provide meeting support as requested.

**Accomplishment:**

- Created and completed 2 Tire Amnesty Events where we invited the public to bring their tires for proper disposal (See flyers)
- Obtained commitment from 37 local tire shops to advertise our amnesty event
- Created 4 flyers both in english and spanish to distribute, 2 flyers per event .
- Visited 37 local tire shops to educate them about tire disposal and to educate them on how to encourage their customers to properly dispose of tires and attend our amnesty events
- Held 2 amnesty events in which we collected 61 tires in the first event and 43 in our second for a total of 104 tires recycled.
- Had a total of 15 participants in the amnesty events
- Prior to events contacted tire shops to remind them about our amnesty tire event
- Provided Spanish Speaking staff during the educational portion of the program and also during both tire pick up events.



*Tire Event April 17th 2021*



*Tire Event March 27th, 2021*

*Promotional materials created & distributed:*



COACHELLA VALLEY TIRE PROGRAM

# TIRE AMNESTY EVENT

COME AND DROP OFF YOUR  
USED TIRES FOR FREE!

*Saturday,  
April 17th, 2021*

8:00am to 12:00pm

*Urban Conservation Corps  
45630 Citrus Ave, Suite B  
Indio, CA 92201*

For more information call: (760) 346-1127 or (760) 342-1502



A program of Coachella Valley Association of Governments. Funded by a grant from the California Department of Resources and Recovery (CalRecycle).

COACHELLA VALLEY TIRE PROGRAM  
**EVENTO DE RECOLECCIÓN  
DE LLANTAS**

**VENGAN Y DEJEN SUS  
LLANTAS USADAS GRATIS!**

***Sábado  
27 de Marzo, 2021***

**8:00am - 12:00pm**

***La Asamblea de Dios de  
Indio  
46923 Calhoun St  
Indio, CA 92201***

Para más información llame: (760) 346-1127 o (760) 342-1502



Un programa de La Asociación de Gobiernos del Valle de Coachella. Fundado por Departamento de Reciclaje y Recuperación de Recursos de California.



# JOIN US FOR OUR TIRE AMNESTY DAY EVENTS

CVAG, CalRecycle, and the Southern California Mountains Foundation will be bringing you 6-7 tire recycling events

## Limitations:

- Tires must be removed from the rim.
- No semi-truck or semi-trailer tires accepted.
- No agricultural tractor or construction equipment tires accepted.
- No tires accepted from businesses or non-profit organizations.

COVID-19 Protocols will be in effect.

Masks will be required.

## FOR MORE INFORMATION



Visit us at

<https://mountainsfoundation.org/programs/urban-conservation-corps/>

Call us at

CVAG (760) 346-1127 or SCMF (760) 342-1502



A program of Coachella Valley Association of Governments.  
Funded by a grant from the California Department of Resources  
and Recovery (CalRecycle).

# COACHELLA VALLEY TIRE PROGRAM

"MAKING A DIFFERENCE  
ONE TIRE AT A TIME"

URBAN CONSERVATION CORPS OF  
THE INLAND EMPIRE  
45630 CITRUS AVE, SUITE B  
INDIO, CA 92201

## DID YOU KNOW?

1. Around 11% of old tires are thrown away in landfills
2. An estimated 250,000 used tires have been illegally dumped in California
3. Only 40% of tires were recycled in 2018.

## ENVIRONMENTAL EFFECTS

What happens to the environment if you improperly dispose of used tires?

### Leaching

Used tires contain heavy metals and chemicals that can leak into the environment as they disintegrate. The chemicals released tend to be cancerous

### Water Pollution

The leaching of these chemicals can also contaminate our water sources

### Fire Risk

When tires are discarded in areas with warmer temperatures, they become a fire risk. If they catch on fire, they will be difficult to deal with and extinguish

### Pest Threat

Tires can become breeding grounds for mosquitos and other pests if water accumulates in them

These are public health and environmental concerns that should be taken seriously.

## HELP COACHELLA VALLEY STAY CLEAN AND HEALTHY

If you properly dispose of and recycle your used tires, it can have many benefits

### Proper Disposal of Tires

Make sure used tires are properly disposed of.

1. Use a waste tire hauler
2. Call your local solid waste transfer station and ask if they accept tires
3. Take your used tires to a tire collection event near you

### What do recycled tires look like?

Once these tires are received, they will be recycled into

- Rubber mulch for gardens
- Flooring for playgrounds
- Rubberized pavements
- Barriers for collision reduction
- Retreaded to be used again





**Southern California Mountains Foundation**

**In Partnership with the Coachella Valley Association of Governments**

**Waste Tire Recycling Program**

**Progress Performance Period  
04/27/21 – 12/26/21**

**Project Summary:**

The Southern California Mountains Foundation (SCMF) Urban Conservation Corps of the Inland Empire (UCCIE) in collaboration with the Coachella Valley Association of Governments (CVAG) will coordinate and execute Waste Tire Recycling Amnesty Events, market events throughout the Coachella Valley, provide program monitoring and tracking for all waste tire recycling events and provide meeting support as requested.

**Waste Tire Recycling Program Accomplishments:**

The UCCIE completed 10 Tire Amnesty Events during the reporting period. The events were held on: 6/5/21, 8/21/21, 8/28/21, 9/18/21, 10/16/21, 10/20/21, 11/13/21, 11/20/21, 12/11/21, and 12/18/22. Event flyers in English and Spanish were created and distributed to advertise the events, where we invited the public to bring their waste tires for proper disposal. We also contacted 26 local tire shops to educate staff on proper disposal of waste tires and how to encourage their customers to properly dispose of tires. These shops also agreed to advertise our tire amnesty events. During the reporting period UCCIE was able to collect and properly recycle 6.48 tons of tires.









COACHELLA VALLEY TIRE PROGRAM

## TIRE AMNESTY EVENT

COME AND DROP OFF YOUR  
USED TIRES FOR FREE!

**Saturday,  
September 18th,  
2021**

**8:00am to 12:00pm**

**Urban Conservation Corps  
45630 Citrus Ave, Suite B  
Indio, CA 92201**

For more information call: (760) 342-1502






A program of Coachella Valley Association of Governments. Funded by a grant from the California Department of Resources and Recovery (CalRecycle).

COACHELLA VALLEY TIRE PROGRAM

## EVENTO DE RECOLECCIÓN DE LLANTAS

VENGAN Y DEJEN SUS  
LLANTAS USADAS GRATIS!

**Sábado  
18 de Septiembre,  
2021**

**8:00am - 12:00pm**

**Urban Conservation Corps  
45630 Citrus Ave, Suite B  
Indio, CA 92201**

Para más información llame: (760) 342-1502






Un programa de La Asociación de Gobiernos del Valle de Coachella. Fundado por Departamento de Reciclaje y Recuperación de Recursos de California.

**ITEM 7E**

Coachella Valley Association of Governments  
Energy & Environmental Resources Committee  
November 10, 2022

**STAFF REPORT**

**Subject:** Recent News Coverage of the Salton Sea

**Contact:** Erica Felci, Assistant Executive Director ([efelci@cvaq.org](mailto:efelci@cvaq.org))

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**Recommendation: Information**

**Background:** The Energy & Environmental Resources Committee regularly receives updates on the reduced water inflows to the Salton Sea and the associated public health and environmental impacts that have been a concern and priority for the Coachella Valley. As noted in previous reports, a major contributor to declining water levels at the sea is due to the Quantification Settlement Agreement (QSA), a water transfer agreement signed in 2003 between the United States, the State of California, Imperial Irrigation District, Coachella Valley Water District, Metropolitan Water District of Southern California and San Diego County Water Authority. The agreement was designed to secure reliable water supply for future generations of Californians.

Although the QSA has allowed for more efficient use of Colorado River water and has helped ensure the availability of this water supply, the environmental and public health issues have been challenging.

In recent months, significant news coverage has been devoted to providing updates on the Salton Sea. Attached are some of the news stories published by The Desert Sun to provide in-depth analysis and updates, including importation challenges, a pilot desalination project and discussion of "Lithium Valley."

**Fiscal Analysis:** There is no cost to CVAG for this update.

**Attachments:**

1. "Salton Sea Independent Review Panel recommends against importing water to shrinking lake," published September 29
2. "One company is eyeing the Salton Sea as the future 'water capital of the Western world,'" published October 2
3. "State panel debates 'Lithium Valley' boundaries, possible health risks of industry," published October 3



## NEWS

# Salton Sea Independent Review Panel recommends against importing water to shrinking lake



**Erin Rode**

Palm Springs Desert Sun

Published 10:04 p.m. PT Sept. 29, 2022 | Updated 6:22 a.m. PT Oct. 1, 2022

An independent review panel convened to evaluate water importation concepts for the shrinking Salton Sea is advising against water importation plans, instead recommending a combination of desalination and water from the Imperial Irrigation District.

The state-appointed Salton Sea Independent Review Panel was established in October 2021 to evaluate 18 water importation concepts submitted in response to two Requests for Information issued in 2018 and 2021. The panel was specifically tasked with taking a “long-term” perspective for resolving longstanding public health issues caused by receding shorelines at California’s largest lake.

Thirteen water importation concepts passed an initial screening, and three passed a “fatal flaw” review in July — all of which involved importing water from the Sea of Cortez, which lies between Baja California and mainland Mexico.

But in its fourth and final report issued Thursday, the panel ultimately did not recommend importing water from the Sea of Cortez to address long-term problems at the Salton Sea.

“The Sea of Cortez Import Concept was rejected by the Panel based on its high cost, environmental damage, minimal benefits to Mexico beyond construction and operations jobs, and potential that benefits would not be realized,” states the summary report, released late Thursday.

Instead, the panel recommends building a large desalination plant near the Salton Sea, then removing 200,000 acre-feet of salty water from the sea each year for desalination. After desalination, 100,000 acre-feet of pure water would be returned to the sea each year. The other 100,000 acre-feet would be the salty waste product that results from the desalination process.

To replace that lost 100,000 acre-feet, the panel recommends a program that would compensate Imperial Irrigation District farmers for fallowing their land, with the saved water flowing into the Salton Sea.

Several people criticized this recommendation during a public Zoom meeting held Friday night for the panel to discuss its findings. Critics questioned whether such a fallowing program was feasible, given the ongoing drought and the fact that federal officials say the seven states that rely on the Colorado River need to reduce their Colorado River water use by 2 million to 4 million acre-feet next year.

One acre-foot equals about 326,000 gallons, or enough water to serve one to two households per year.

“We will review the report, and discuss it with our board of directors and our general manager,” said Imperial Irrigation District spokesperson Antonio Ortega, who declined to provide further comment to The Desert Sun on Friday.

Imperial Irrigation District holds among the oldest and largest Colorado River water rights, and as of earlier this month was considering the idea of cutting back by 250,000 acre-feet per year through 2026, although negotiations are ongoing.

The seven-member independent Salton Sea panel is coordinated by UC Santa Cruz and chaired by Rominder Suri, a Temple University civil and environmental engineering professor who specializes in water, environment and technology.

The final summary report was released alongside a feasibility report that evaluated the technical, economic, and social and political challenges of importing water from the Sea of Cortez and of two additional approaches.

The summary report states that the panel “identified two additional approaches to importation” during its process, and subjected them to the same feasibility analysis. One of these two new approaches is the concept of desalination in conjunction with water from

the Imperial Irrigation District.

The panel ultimately arrived at three conclusions:

First, that there are "workable approaches" to minimizing the dust stemming from the exposed playa, or shoreline, beyond just flooding the basin with additional water.

Second, that managing salt through desalination will be a central component of long-term management of the sea, and that the region's existing rail system can be used to dispose of salt removed from the sea.

And third, that "it is not necessary to refill the Salton Sea to its mid/late 20th-century volume. A lower-volume sea can also achieve today's environmental, air quality, and economic goals for the region. This conclusion led the Panel to reframe the role of imported water."

The "Colorado River Voluntary Transfer Concept" now being recommended by the panel was one of the two late-stage submittals the panel analyzed. The concept is based on a voluntary fallowing program operated by IID from 2003 to 2017, and would involve offering Imperial County farmers the opportunity to forgo planting their fields in exchange for cash payments, producing "net additional imports" of 100,000 acre-feet per year, enough to offset the water lost from brine production at the desalination facility.

The panel also recommends "kick-starting" the Salton Sea's recovery with one-time flows of between 100,000 and 200,000 acre-feet of water per year to slow the sea's growing salinity levels.

## **Panel doesn't recommend Sea of Cortez water**

The Sea of Cortez concept would also involve desalination. The primary components of that plan involve desalinating water at the Sea of Cortez, installing pipelines to transport that water to the Salton Sea, and also desalinating water at the Salton Sea to further reduce salinity.

After starting with 18 potential water importation concepts, the panel is ultimately recommending none of them. This drew criticism on Friday, with Kerry Morrison, founder and executive director of EcoMedia Compass, asking the panel, "Why did you make your own proposals instead of moving forward with recommendations on the three that passed your feasibility analysis?"

In response, Brent Haddad, the panel's principal investigator, emphasized that the panel came to the conclusion that "the focus should be on removing salt from the Salton Sea, and you don't have to refill the Salton Sea to its late 20th-century level to get the benefits that a lower-salt Salton Sea will give."

Lower salinity would make the sea more habitable for wildlife including fish and birds, potentially improving the tourist economy near the lake and reducing negative health effects from massive fish die-offs and other issues.

The Salton Sea sits below sea level, and its elevation is currently around -232 feet, according to the Salton Sea Authority. The panel estimates that the sea would have an elevation of -258 feet by 2078 under its recommended plan, compared with an elevation of -233 or -239 with water imported from the Sea of Cortez.

The panel says its recommended option would be cheaper and could be implemented much sooner than water importation from the Sea of Cortez. The panel estimates that the Colorado River Voluntary Transfer Concept would have an initial cost of \$17 million, compared to \$65 billion to \$78 billion for a Sea of Cortez import project. After these initial costs, the two Sea of Cortez importation scenarios the panel considered would cost anywhere between \$305 million to \$3.8 billion per year for operation and maintenance, while the Colorado River Voluntary Transfer Concept would have annual costs between \$22.7 million and \$2.5 billion.

"Achieving the benefits of Salton Sea restoration without refilling the sea to its 20th-century volume will avoid environmental damage and save California billions of dollars," Haddad said.

## **'A smaller sea and a larger playa'**

The Salton Sea, which is roughly twice as salty as the ocean, covers about 325 square miles, almost twice the surface area of Lake Tahoe, but it is rapidly shrinking. Since 2003, the sea's elevation has dropped by about 10 feet and its surface area has shrunk by about 38 square miles, according to the Water Education Foundation, an education and outreach organization.

For more than a century, the Salton Sea was sustained by irrigation runoff from the Imperial and Coachella Valleys and local rivers. Over time, farm-to-city water transfers meant more water headed to San Diego County and the Coachella Valley — and less flowed into the Salton Sea.

The panel envisions a future Salton Sea not with more water, but with the same amount of water but less salt, in addition to dust suppression efforts along the playa.

“The Panel is optimistic that the future of the Salton Sea is bright. That future entails a smaller sea and a larger playa,” states the summary report.

It continues, “A smaller, restored Sea will reduce noxious odors, improve the look of the Sea, and provide recreation opportunities, allowing it to return to being a jewel in the Californian desert, and a place others will want to visit and live next to again.”

## **Next steps**

"The panel has no authority over what will be done with its recommendations, that's up to the state," said Haddad, noting that with the conclusion of Friday's meeting, the panel was officially disbanded.

James Newcomb, who is leading the development of the state's long-range plan for the Salton Sea, said the panel's reports will be used as "one point of information" in developing the long-range plan, which is due at the end of this year.

Newcomb added that in developing the long-range plan, the state will consider the three concepts evaluated in the panel's feasibility report, which includes the Sea of Cortez water importation concept.

"Our evaluation is going to focus on a project's abilities to deliver better air quality, water quality, and habitat against their relative costs and risks, particularly as it relates to hydrology," said Newcomb.

*Erin Rode covers the environment for the Desert Sun. Reach her at [erin.rode@desertsun.com](mailto:erin.rode@desertsun.com) or on Twitter at @RodeErin.*

## NEWS

# One company is eyeing the Salton Sea as the future 'water capital of the Western world'



**Erin Rode**

Palm Springs Desert Sun

Published 7:00 a.m. PT Oct. 2, 2022

Turn off Highway 111 just past Bombay Beach onto Hot Mineral Spa Road, pass Bashford's Hot Mineral Spa and turn left on a dirt road that runs parallel with the Coachella Canal, and you'll reach a large desert parcel. That swath of land represents the beginnings of Jon Becker's plans to turn the Salton Sea region into "the water capital of the Western world."

Becker is the CEO of Global Water Farms, a La Quinta-based company that purchased the 641-acre site with views of the Chocolate Mountains and the Salton Sea in 2020. Global Water Farms envisions building a pilot desalination project, using the company's proprietary thermal desalination technology to remove salt from the briny groundwater.

Global Water Farms says its modular desalination facilities would each require a 1.25- acre footprint, and would each produce at least 1 acre-foot of distilled water per day. One acre-foot of water, or 326,000 gallons, is enough to supply one to two California households for a year.

To reach Becker's goal of eventually producing 2 million acre-feet of water per year from the Salton Sea region — the minimum amount that the Bureau of Land Management has asked Western states to cut from their Colorado River water use — Global Water Farms ultimately says it wants to build up to 5,400 of its modular desalination units between the Riverside-Imperial County line and Niland.

Becker envisions desalinating the salty water that underlies the Imperial Valley after "100 years" of agricultural irrigation seeping down into the soil.

He also refers to the Salton Sea as the future "Salton Reservoir," aka a source of water to desalinate and sell to water districts. But that key part of the plan might be getting further out of reach — the Salton Sea Independent Review Panel on Thursday recommended against increasing the amount of water in the Salton Sea through Sea of Cortez importation.

Eighteen proposals on water importation were submitted as part of that panel's process — many of which included some form of desalination. Global Water Farms did not participate in that process.

And even if water importation from the Sea of Cortez or elsewhere boosted the water volume at the Salton Sea, Global Water Farms would require buy-in from the myriad stakeholders involved with managing the Salton Sea in order to take that water out — something Becker currently does not have.

**ICYMI:** Salton Sea Independent Review Panel recommends against importing water to shrinking lake

The pilot is still in the early stages — and needs a full staff review and approval from the Riverside County Planning Commission before commencing construction — and proposes using a more obscure method of desalination that is considered less commercially viable than the technology used at existing desalination plants in California.

Still, desalination generally is poised to play a larger role in the state's water resources in coming years. With climate change causing hotter and drier conditions that could reduce the state's water supply by up to 10% by the year 2040, officials are looking beyond water conservation and toward creating new sources of water with more urgency.

## California eyeing more desalination

California's Water Supply Strategy, released in August, calls for making new water available and diversifying supply by desalinating ocean water and salty water in groundwater basins, along with other methods such as stormwater capture and increasing recycled water.

Specifically, the state aims to expand brackish groundwater desalination production by 28,000 acre-feet per year by 2030 and 84,000 acre-feet per year by 2040, while also helping to "guide location of seawater desalination projects where they are cost effective and environmentally appropriate."

There are currently 14 seawater desalination plants across the state, with a combined production capacity of approximately 89,000 acre-feet per year when at full capacity. Another 23 brackish groundwater desalination plants have a combined production capacity of 139,627 acre-feet per year.

Brackish groundwater desalination requires "significantly less energy" to treat than seawater, according to the state, and also faces fewer regulatory hurdles — proposals for desalination projects along the coast must be approved by the California Coastal Commission, in addition to other regulatory requirements.

That approval has proven difficult in some cases, such as the commission's recent unanimous denial of developer Poseidon Water's proposed \$1.4 billion plant in Huntington Beach, which Gov. Gavin Newsom had supported. The commission cited several factors as the reasons for their denial, including the high cost of producing the water and a lack of local demand for the water, as well as risks to marine life. The plant, which was first proposed over 20 years ago, would have taken in nearly 107 gallons of seawater and produced 50 million gallons of drinkable water each day.

By Jan. 1, 2024, the Newsom administration's water supply strategy directs the Department of Water Resources and the State Water Board to work with local agencies to "identify the brackish desalination projects that have the potential to be operational by 2030 and by no later than 2040," and the state also will consider providing grants to local agencies that plan and build desalination projects. The State Water Board will review groundwater basins that contain salts and other nutrients to determine the volume of water available for brackish groundwater desalination by 2024.

The state also will develop criteria for siting desalination facilities along the coast and considers ways to streamline permits for those projects.

## **Desal part of importation plans**

Global Water Farms isn't the first company to float the idea of desalination at or near the Salton Sea. The idea has long been discussed as a way to address the critically high salt levels in the Salton Sea, or to remove salt from other water sources that could then flow into the sea to address its receding water level.

All three of the Salton Sea water importation concepts that passed a recent "fatal flaw" review by the Salton Sea Independent Review Panel involve desalination, either at the Sea of Cortez (where water would be imported from) or at the Salton Sea. Notably, all three plans propose using reverse osmosis, an established desalination technology that has been used for decades. The panel rejected several other projects that proposed using proprietary desalination technologies or other methods that "have not been demonstrated at scale or have not demonstrated scalability."

One of the proposals that moved forward came from Sephton Water Technology, which initially proposed a type of thermal desalination technology as part of its submission. Sephton installed two pilot units of this technology in 2004 that each could produce 5,000 gallons per day, and another 50,000 gallon per day demonstration facility is currently under construction, according to the Salton Sea Independent Review Panel's July fatal flaw report.

But the review panel ultimately determined that "it was unclear if this technology can be scaled up as proposed within the project timeframe," and found that Sephton's initial proposal didn't pass the fatal flaw criteria due to its reliance on emerging desalination technology. Sephton Water Technology then resubmitted its plans, substituting the emerging technology with reverse osmosis, which the panel approved.

In late September, the review panel made its final recommendations, which didn't include any of the three concepts that passed its fatal flaw review and involved importing water from the Sea of Cortez. Instead, the panel is recommending a large-scale desalination plant that would take 200,000 acre-feet of salty water from the sea each year, desalinate it, and return 100,000 acre-feet of pure

water to the sea. The remaining 100,000 of salty waste product would be sent to salt evaporation ponds. The panel proposes making up this lost 100,000 acre-feet with a program that would compensate Imperial Irrigation District farmers for fallowing their fields.

Becker and Global Water Farms also aren't proposing to use reverse osmosis, but its own technology, a "low-temperature thermal system" that uses heat to concentrate the brine into a syrup, while removing the resulting distilled water. The syrupy brine then goes into a "crystallizer" where it is precipitated into a dry salt. While this resulting salt waste product is typically one of the main challenges with desalination, Becker says they've also developed a technology to turn this salt into a cinder block alternative that could replace concrete cinder blocks, "converting the waste stream into a commodity."

"If they can do that, they'll get a Nobel Prize," joked Yoram Cohen, a desalination expert and professor of chemical and biomolecular engineering at UCLA, who was skeptical about this cinder block idea.

Yoram Cohen noted that dealing with this residual waste stream has long been the "Achilles heel" of desalination, and that the National Alliance of Water Innovation, a five-year, \$110 million research program supported by the U.S. Department of Energy, is focusing much of its research on this exact question. UCLA is one of the organization's partners.

"Dealing with the residual waste is their top priority. If there was a solution, I would have known about it," Yoram Cohen said.

Current desalination facilities in California rely on reverse osmosis, a technology that involves pushing water under high pressure through a semi-permeable membrane that separates salts and other solids from water molecules. Poseidon Water's seawater desalination plant in Carlsbad, opened in 2015 and considered the largest desalination plant in the United States, uses reverse osmosis, with the membrane acting "like a microscopic strainer that allows only water molecules to pass through."

Reverse osmosis is also used at groundwater desalination facilities in the state. In the Inland Empire, the Chino Basin Desalter Authority began operating its first desalter in Chino in 2000, and now operates two desalters that produce a combined approximately 31 million gallons per day of water to the cities of Chino, Norco, and Ontario, among others. The desalters also produce roughly 3.5 million gallons per day of brine, which is shipped across Orange County and discharged into the ocean via the Inland Empire Brine Line.

## **'We need to make our own water'**

But unlike these existing desalination facilities that use reverse osmosis, Global Water Farms is pitching a thermal desalination system, which uses old-school evaporation — "like old Greek and Roman bathhouses," Global Water Farms Business Development Lead Dan Bliss said.

According to Global Water Farms, its proprietary technology for modular desalination units — which would also run on solar power — will result in a system that is less expensive and more easily scalable than traditional commercial-scale reverse osmosis plants, and solve the decades-long issue of desalination's residual waste stream. However, the pilot plant needs to be built first in order to demonstrate this technology.

"We've used all the available water one and a half times between all the states. So we need to finally get to the point of saying, 'We really need more water. And it's not raining anywhere. So we need to make our own, and do it in a way that we can scale ourselves into as we need it, and not plan facilities that take 20 years to go from the drawing board to operation,'" Becker said.

But Yoram Cohen, while noting he isn't familiar with the specific internal process that Global Water Farms plans to use, made opposite points regarding the pros and cons of thermal desalination. According to Yoram Cohen, reverse osmosis is typically used because it's proven to be more cost-effective, more efficient, and use a smaller footprint than other methods.

"I have not seen membrane distillation proven to be of commercial scale and widely deployed and the reason is simple. It has to compete, aside from the cost, and it has to compete with existing technologies that require a lot less in terms of operations," Yoram Cohen said. Membrane distillation is the process that is typically used for proposed thermal systems.

"None (of the desalination facilities in California) to my knowledge are using thermal, not that I know of. Thermal is sort of the technology of the last century," Yoram Cohen said.

The company that appears to have come the closest to bringing commercial-scale thermal desalination to California is WaterFX, which announced plans in 2015 to construct "California's first commercial solar desalination plant" in the Central Valley community



of Firebaugh. The “HydroRevolution” plant in the Panoche Water and Drainage District was announced as an expansion of a demonstration plant that WaterFX launched in 2013. When the project was announced, WaterFX said it would ultimately be able to produce up to 5,000 acre-feet of water per year, with the briny remainder used to produce “salts as useable solid co-products.”

HydroRevolution received a flurry of media coverage in 2015 about its status as the first commercial solar desalination plant, but the project never came to fruition.

“The results of the pilot were promising, but solar desalination needs several additional technological advancements to be commercial,” WaterFX founder and CEO Aaron Mandell told The Desert Sun in an email. Mandell also said that WaterFX was unable to secure a commitment to purchase the desalinated water, which was necessary to build the commercial plant.

Becker believes Global Water Farms has a system that would avoid these prior pitfalls - he says that WaterFX used a distillation system that requires “an awful lot of maintenance,” while Global Water Farms is using an “advanced condensation cycle.”

“Basically, we have figured out a way to step up nature’s own cycle and enhance it to the point where it turns out water at a much higher rate of speed,” he said.

## **Pilot would show if technology works**

Of course, they still need to prove that their technology works via the pilot project.

The company is currently in the pre-application review process with Riverside County for the conditional-use permit to build and operate the pilot project. According to documents filed with the county, the demonstration pilot system would have a maximum daily output of one-quarter acre-foot of water, or about 81,500 gallons, and less than a ton of salt.

Global Water Farms expects the pilot phase to last no more than five years, and "once the pilot project facility has demonstrated its ability to produce distilled water and a Zero Liquid Discharge waste stream," then the company will develop a plan for additional water production on the site. This will require a separate application to the county as well as a review by the Coachella Valley Conservation Commission.

"Desalination is a proven technology, there's multiple desalination plants around the world and in California, what they're talking about seems to be a new technology so they have to prove it with the pilot demonstration project, and people would want to see what they're actually doing and can they actually produce this alternative product for the salts that they're claiming they can produce," said Michael Cohen, a senior researcher with the Pacific Institute who has spent decades focused on the Colorado River basin and the Salton Sea.

While most desalination facilities proposed as part of water importation plans for the Salton Sea envision using desalination to add water to the Salton Sea, Becker proposes eventually using desalination to remove water from the Salton Sea, desalinate it, and sell it. First, Becker says desalinating groundwater in the Imperial Valley could “bridge the gap” and “immediately offset” the Salton Sea’s receding water levels while the long-term importation plan is figured out. Then, eventually he sees the Salton Sea serving as a reservoir that stores salty water for desalination.

Of course, the state is currently working on its own long-term plan for the Salton Sea, which is due at the end of this year and will consider the independent review panel's recommendations. That review panel has its own proposal for removing water from the Salton Sea to desalt it, but to then return that pure water to the sea.

But Becker is also confident that there's plenty of groundwater in the region to desalt.

“We could make water here that could go to Los Angeles, they could have water made in this area that’s taken out of the Salton Sea, transmitted up to the Coachella canal and sent over to L.A. Further than that, cities like Phoenix, Tucson, Las Vegas, and St. George can benefit from water farms here, because with that water being sent to Southern California cities, they could trade their Colorado River rights over to people in those cities,” said Becker.

If the project does pan out, there's "certainly some benefit of the availability of additional water," Michael Cohen said, noting the current long-term drought and calls for cuts to Colorado River use. But Cohen guesses that the distilled water created by the project might not end up helping the Salton Sea.

"My guess is if you're producing high-quality water, somebody else is going to take it. So I suspect that if this technology proves out... If it actually works, then there will be a lot of people who would be very interested in taking that water. And maybe that water goes to help farmers or help cities or industries, and it's unlikely that that kind of high-quality water would ever make it to the Salton Sea," Michael Cohen said. "Once you start producing really high quality water, somebody else is going to step in, and say, 'Well, I've got some money, and I'd be happy to pay for that.'"

Salton Sea Authority Executive Director G. Patrick O'Dowd said the idea of desalination at the Salton Sea has been proposed in various iterations from different companies for years. He estimates that the Salton Sea Authority has probably heard from at least half a dozen different project sponsors related to desalination, each with their own proposal and technology.

According to O'Dowd, with any proposal, the Salton Sea Authority considers whether it's something that would benefit the Salton Sea, the region, and residents, in a responsible way that meets all of the necessary state and federal environmental and legal requirements. With the ongoing drought, O'Dowd said something like the Global Water Farms proposal could happen if the pilot was successful and the project met all of these requirements, but with caution.

"How we use the water at and around the Salton Sea on a sustainable basis going forward is going to be important. Taking some of the water that's available, and reusing it, could prove to be regionally beneficial, if not beneficial to water security in the West," O'Dowd said. "But are impacts associated with those decisions... And anything that reduces flows to the sea, increases exposure, increases risks to human health and safety, and has potential economic impact. So every decision has to be weighed against the other."

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## NEWS

# State panel debates 'Lithium Valley' boundaries, possible health risks of industry



**Janet Wilson**

Palm Springs Desert Sun

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Better defining the boundaries of "Lithium Valley" and better understanding the potential risks of extraction and production of the critical mineral in Imperial County are key issues facing a panel that is preparing formal recommendations to California legislators about the nascent industry at the south end of the state.

Lithium is a critical component of electric vehicle batteries, charging stations, smartphones and more, and up to a third of current potential worldwide supply sits in a two-mile-deep natural reserve at the southern end of the Salton Sea.

**More:** Foreign investors, manufacturers eye Imperial County lithium production

The "blue ribbon" Lithium Valley Commission was created in 2020 via legislation authored by Assemblymember Eduardo Garcia, D-Coachella. An advisory arm of the California Energy Commission, it must "review, investigate, and analyze opportunities and benefits for lithium recovery and use" and produce a final report for the Legislature. It missed its Oct. 1 deadline, but as a volunteer advisory panel, it faces no sanctions, and is aiming to submit it by Dec. 1.

At the panel's most recent public meeting on Thursday, commissioners commented on a recently released 75-page draft of their report, which contains 44 recommendations.

Commission chair Silvia Paz and commissioner Luis Olmedo, executive director of Comité Civico del Valle, who represents low-income communities in the potential lithium extraction area, said many questions remain about the environmental and health impacts of separating lithium from scalding, gritty geothermal brine that is currently used by 11 power plants to create steam energy. Paz said while she is not an expert, those questions should be answered before widescale production begins.

"There's concerns around the environmental impacts," said Paz, who is executive director of Alianza Coachella Valley, a community advocacy group. "I'm not an expert who can say whether they are founded or unfounded, but the reality is that there has been a lack of information. ... It's not very well understood. So in terms of the report, I do think we need to capture that."

But Commissioner Jim Hanks, who is also president of the Imperial Irrigation District, responded sharply, saying: "The report assumes a relatively negative perspective regarding lithium recovery and the lithium industry and engages in much-unfounded speculation regarding environmental impacts."

He said the report wrongly assumes lithium production is dirty, dangerous and bad for public health, adding that "the repeated references to purported harm" aren't supported by evidence.

Hanks said while overall the draft report was balanced, "that language early in the report is troublesome and misleading."

Hanks said a recommendation that requiring assessments above and beyond already lengthy California Environmental Quality Act reviews would add "unnecessary expense and be a detriment to lithium development."

## Dangerous or not?

The brine holding the lithium can contain a mixture of lead, hydrogen sulfide, arsenic and other contaminants. Developers have said because they plan to use a "closed loop" system of pumps and pipes that brings the brine to the surface, removes the lithium, and re-injects the other substances back underground, there is little to no risk of heavy metals or other toxics becoming airborne.

Proponents also note that this type of lithium extraction is far less destructive than hard rock mining, which often tears up natural landscapes and creates dust and smoke, or vast evaporation ponds that waste water.

One industry representative, Jonathan Weisgall, said clearly laying out what actual impacts might be was important, including health effects. But he said that in the draft report, there were multiple recommendations scattered throughout the document, and he recommended they be consolidated.

"It's perfectly fine to flag researching what the health effects are, but not five separate times," said Weisgall, vice president for legislative and regulatory affairs for Berkshire Hathaway Energy, which owns most of the geothermal plants at the Salton Sea and is testing methods for extracting lithium.

Weisgall also noted the federal Inflation Reduction Act contains valuable incentives for consumers and manufacturers who make and buy electric vehicles with minerals that are either domestically produced or made in a country recognized as a partner in trade agreements. He suggested relevant information from the legislation be included in the report.

**Related:** Industry says California seeks tax that would kill Salton Sea extraction

## Where's Lithium Valley?

Paz raised hackles when she said her other takeaway from the draft was that "we still don't know the geographic boundaries of Lithium Valley. ... it's not clear whether the state is thinking about a larger area in which they are going to be growing the supply chain, for example, or if we're looking at only Imperial County. I think that's something that needs to be answered."

Paz, who is based in Coachella, in Riverside County, said if it wasn't already clear, perhaps the commission should make recommendations around what the boundaries should be.

The commission vice chair, Ryan Kelley — who is also an Imperial County supervisor — responded forcefully, saying while he was also concerned about a precise definition of Lithium Valley in the report, he'd said a year ago and would continue to argue that it is only in north Imperial County.

"The vast majority, I hope, of the development will occur in Imperial County, in an area of 80,000 acres that we're doing our level best to master plan," he said.

Olmedo, who heads Comité Civico del Valle, based in Brawley, agreed, saying: "We've highly debated this, but Lithium Valley is Imperial Valley."

Other commissioners noted that it was perhaps inevitable that there would be some overlap of lithium extraction and Salton Sea issues, given their close proximity and plans to develop exposed parts of the lakebed. Some also said that battery production or assembly could take place in Riverside County, in Mexico just across the border, or in other southwestern states.

Paz clarified that she did not advocate sharing portions of revenues allocated for Imperial County from a per-ton tax on lithium with jurisdictions elsewhere. The state legislature has approved that tax and explicitly allocated 80% to Imperial County.

"I am in no way asking that Imperial Valley ... share their revenue taxes with Coachella or anyone else," she said.

But she urged that communities ringing the dwindling water body work together, for other purposes, not tax revenue, but to gain clout as they compete with other, larger metropolitan areas like San Diego and Riverside.

Kelley joked afterward that "we weren't going to share anything with you anyway." He said while the idea of a southeast California development zone might be a good one, it should not be conflated with Lithium Valley, which has always focused on the underground resource and the development area at the north end of Imperial County.

"I wish Riverside County and the Coachella Valley all the success in development that they can make and muster, and the same for Yuma County, (Arizona), and same for the Mexicali Valley, but not at the expense of Imperial County," he said. Kelley said battery manufacturing or other supply chain production across the border in Mexico was not the same as domestic production.

"That is a serious issue for us as well," he said.

Olmedo and a resident of Westmoreland also noted that the draft wrongly included the town of Imperial as a community in the Salton Sea region, while excluding Westmoreland and Salton City, which sit far closer to the production zone.

The meeting was held at Westmoreland Union Elementary School. Westmoreland and other largely impoverished towns and communities in northern Imperial County are to split 30% of all per-ton tax revenues that come to the county. The remaining 70% is to be divided among the county and all other municipalities within its borders.

Paz asked Kelley and others to prepare their precise definitions of Lithium Valley for further discussion. Many commissioners also thanked California Energy Commission staff for their hard work in producing the 75-page draft, which crystallizes 21 separate meetings on a broad range of issues.

"A superb job," said Weisgall. "Kudos to the staff."

Members of the public also weighed in at the end of the meeting, including area tribal members who said the report, while good, paid lip service to them and to ancestral sites in the planned development areas. They also said they had not been consulted with properly as potential extraction moves forward, with several delayed and canceled meetings.

Kelley said he and other Imperial County officials who'd heard that feedback in August have now scheduled meetings with tribal representatives.

Public comment on the draft closes on Oct. 28. There is no direct online link to the report, but it can be found on the commission's docket at <https://bit.ly/3BFSEJT>. Click on the docket link and scroll down past several other notices to the blue link titled "Draft Report of the Blue Ribbon Commission on Lithium Extraction in California" and click on that. Information about the commission's next meeting, once it is scheduled, can also be found on the docket.

*Janet Wilson is senior environment reporter for The Desert Sun, and co-authors USAToday's Climate Point newsletter. She can be reached at [jwilson@gannett.com](mailto:jwilson@gannett.com) or @janetwilson66 on Twitter*

## **ITEM 7F**

### **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



#### **STAFF REPORT**

**Subject:** SB 535 and California Climate Investments - Tribal Designation

**Contact:** Emmanuel Martinez, Senior Programs Manager ([emartinez@cvag.org](mailto:emartinez@cvag.org))

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#### **Recommendation: Information**

**Background:** The State of California has increasingly relied on mapping tools such as CalEnviroScreen to make determinations on what qualifies as a “disadvantaged community,” which in turn has an impact on how competitive projects are for various funding types. California’s climate investments funded through proceeds from the state’s Cap-and-Trade program are required to provide benefit to disadvantaged communities (most commonly called DACs) throughout the state. The climate investments are authorized by Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 535 and Assembly Bill 1550 are among the ways that help identify and direct funding to DACs. However, it has been CVAG’s position that these maps don’t always reflect the socioeconomic diversity of the region. Since April 2015, the CVAG Executive Committee has authorized its chairman and the CVAG Executive Director to seek administrative or legislative changes in programs that make projects in the Coachella Valley more competitive, particularly as it pertains to the Affordable Housing and Sustainable Communities (AHSC) program.

The California Environmental Protection Agency has recently provided an update to one of those qualifications – SB 535 disadvantaged communities – and the result is that the disadvantaged communities criteria now includes lands under the control of federally recognized tribes. CVAG staff is monitoring the impact of this change, but anticipates it has the positive impact of increasing funding opportunities for Tribal Nations from the State’s climate investments portfolio. Given the number of local tribes and the land under their control in the Coachella Valley, the region should be in a better position to compete for climate investment dollars.

Specifically, SB 535 (statutes of 2012) requires that 25 percent of the cap-and-trade dollars go to projects that provide benefits to DACs, and that a minimum of 10 percent of said funds go to projects directly within DACs. It also states that DACs shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria. In 2016, AB 1550 increased the percentage of funds that must go to projects within DACs to 25 percent. Additionally, this bill required that an additional 5 percent of fund must go to projects in low-income communities anywhere in the state and that an additional 5 percent go to low-income communities withing half-mile of a DAC as designated by the California Environmental Protection Agency.

SB 535 does not define DACs but rather tells CalEPA how to identify them. To help identify DACs based on the criteria set forth in SB 535, the CalEPA and the Office of Environmental Health Hazard Assessment use the CalEnviroScreen tool. The CalEnviroScreen is a mapping tool that analyzes data on environmental, public health and socioeconomic conditions and helps to identify communities



disproportionately impacted by said criteria, which is in line with SB 535 DAC designation requirements. The CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. However, as it relates to the Coachella Valley, utilizing the CalEnviroScreen tool to determine climate investments has proven unfavorable largely because the majority of census tracts in the Coachella Valley do not fall within the top 25% highest scoring census tracts in the state most affected by various sources of pollution. Only eight census tracts in the CVAG region – located generally in the eastern Coachella Valley and Blythe – qualify in this top 25 percent. The result is that every other census tract either loses points or can't even qualify for large funding opportunities, making them. For that reason, programs that use the AB 1550 low-income designation have generally been more favorable to the Coachella Valley than those that solely rely on the SB 535 designation. CVAG has strongly advocated for increased use of AB 1550 and will continue to do so given the increased funding opportunities it provides.

During late 2021, the CalEPA, the Office of Environmental Health Hazard and Assessment and the California Air Resources Board held a couple of virtual workshops to receive input regarding SB 535 and CalEnviroScreen 4.0. The purpose of the workshops was to ensure the agencies gathered input to update the SB 535 designation to ensure communities that meet the criteria are captured in any new designation.

After workshops were conducted and public input was received, CalEPA released its SB 535 DAC designation update, which went into effect July 1, 2022. Communities qualifying as a DAC include the 25 percent highest scoring census tracts per CalEnviroScreen, including those from the CalEnviroScreen 3.0 version; areas with high amounts of pollution and low-population; and federally recognized tribes, which is the first time in the CalEnviroScreen and SB 535 updates that tribes are included as part of the DAC designation. The CalEPA has reported that data gaps related to Tribal nations has made it difficult to assess pollution burden and population characteristics in the CalEnviroScreen. As a result, Tribal nations have been effectively excluded from Cap-and-Trade related funding despite high levels of poverty, health and environmental burdens. Therefore, because Tribal lands have data gaps and face geographic, socioeconomic, public health and environmental hazards, CalEPA has determined that these factors warrant their DAC designation.

In addition, in order to fully capture all lands under the control of a federally recognized Tribe, CalEPA has established a process by which lands not reflected in the American Indian Areas Related National Geodatabase but under their control can be included in the DAC designation. A Tribe may establish that a particular area of land is under its control by submitting evidence that would provide a reasonable basis for CalEPA to make the determination. A Tribe interested in this process should contact the CalEPA Deputy Secretary for Environmental Justice, Tribal Affairs and Border Relations.

The California Air Resources Board is responsible for providing guidance to agencies administering California Climate Investment programs. Ultimately, the goal of the Climate Investment Programs is to reduce greenhouse gas emissions at least 40 percent below 1990 levels by 2030. The adopted FY 22-23 State Budget approved \$1.069 billion from the Greenhouse Gas Reduction Fund, which funds California's Climate Investment Programs. With the new adopted designation, Tribal nations are eligible to apply to 25 programs funded by cap-and-trade dollars (see full list here: <https://www.caclimateinvestments.ca.gov/funding-for-tribal-governments>). For example, some of the programs that may be of interest include the Affordable Housing and Sustainable Communities (AHSC), Technical Assistance, Training and Workforce Development, Transformative Climate Communities, and the Community Air Grants program to name a few. There are also other programs that are not funded by Cap-and-Trade dollars but that use the SB 535 designation, such as the Clean California Program that is administered by Caltrans and the Wildlife Corridor and Fish Passage Program, administered by the Wildlife Conservation Board.

CVAG staff and state lobbying team will monitor future efforts to modify the SB 535 designation and track funding programs that use SB 535 for determining eligibility. Also, it is important to note that although this new SB 535 designation is a positive change for the Tribes, this change does not help improve the competitiveness for the majority of Coachella Valley jurisdictions. As aforementioned, currently, only parts of the cities of Indio and Coachella are designated as a DAC under SB 535. To help improve the ability for the Coachella Valley as whole to compete for state dollars, the AB 1550 low-income designation is more favorable as that designation is income-based and, as a result, covers additional eligible areas of the Coachella Valley in comparison to SB 535.

**Fiscal Analysis:** There are no additional costs to CVAG for this report.

## **ITEM 7G**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



## **STAFF REPORT**

**Subject:** Update on Inland Regional Energy Network Agreements, Programs, and Governance

**Contact:** David Freedman, Program Manager ([dfreedman@cvag.org](mailto:dfreedman@cvag.org))

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### **Recommendation: Information**

**Background:** As previously reported to the Energy & Environmental Resources Committee, CVAG has collaborated with Western Riverside Council of Governments (WRCOG) and San Bernardino Associated Governments (SANBAG) on creating a new joint Regional Energy Network for the Inland Empire, known as Inland Regional Energy Network or I-REN. The California Public Utilities Commission (CPUC) approved I-REN's application and business plan in November 2021. In recent months, the WRCOG Executive Committee and the SANBAG Board of Directors echoed the endorsement provided by CVAG and approved the draft I-REN Programs and Budgets Agreement (Programs Agreement), Memorandum of Agreement (MOA), and Governance & Operations Charter (Charter).

I-REN will be governed by a new Executive Committee, which will hold open and public meetings on a quarterly basis and consist of representatives from each member COG. CVAG has delegated its votes to the Energy & Environmental Resources Committee Chair, or, in the Chair's absence, to the Vice Chair and then to the Executive Director or his designee. The WRCOG Executive Committee approved the selection of Jurupa Valley Mayor Chris Barajas, San Jacinto Mayor Crystal Ruiz and Corona Councilmember Jacque Casillas to represent WRCOG on the I-REN Executive Committee. SANBAG's Board of Directors has not yet appointed SANBAG's representatives on the I-REN Executive Committee.

Staff anticipates the I-REN Executive Committee will have its first meeting in December 2022, which will be an introductory meeting to meet the new members as well as an overview of Regional Energy Networks (RENs), preview of I-REN's vision and goals (via a summary of the business plan), and logistics such as the election of Chair and Vice Chair.

I-REN's business plan explains that the *"I-REN [Executive] Committee will be advised by three programmatic working groups composed of I-REN staff, COG representatives, technical advisors, and partners. The working groups will focus on program design, implementation, marketing and outreach, and other day-to-day implementation activities. They will provide information, program proposals, and program tracking and monitoring reports to the I-REN [Executive] Committee on a regular basis to ensure smooth operations and to address any issues or concerns that may arise."* Staff of the three COGs are working on a list of potential candidates for filling these three working groups (Public, Codes and Standards, and Workforce Education & Training) as well as discussing the addition of a fourth working group that focuses on aiding the Tribal Nations within I-REN's jurisdiction. Staff will be developing an application process for potential candidates to ensure robust and diverse groups are formed. As the formation of these working groups continues, staff will work with the I-REN Executive Committee to expand the list of potential candidates.

Staff anticipates a second I-REN Executive Committee meeting will be scheduled in January 2023, where the I-REN Executive Committee will be asked to approve its first contracts as well as form working groups to support I-REN's sectors.

These contracts are the result of a competitive bidding process that started on August 9, 2022, when WRCOG issued requests for proposals (RFPs) in order to secure consultants for the Public and Codes & Standards sectors, as well as a marketing consultant who will work on all I-REN programs, that were developed with input from CVAG and SANBAG staff. Between two and five prospective consultants submitted proposals for each of the RFPs by the September 16 deadline. Staff from the three Councils of Government (COGs) have reviewed the proposals and are interviewing consultants. The RFPs are outlined below:

- The Public Sector programs will target, but not be limited to, upgrades to existing public buildings and facilities with high energy use and older equipment with a focus on community-serving buildings such as community centers, libraries, senior centers, schools, and fire and police buildings. The Public Sector RFP contains three scopes of work that were bid on by four firms: 1) Technical Assistance and Strategic Energy Planning Program Implementation, 2) Public Buildings Normalized Metered Energy Consumption Incentive Program Implementation, and 3) Public Sector Financing Services. An additional RFP for the Business Upgrade Concierge bid on by two firms is for software services to support I-REN staff and Public Sector implementer(s) in providing technical guidance and tools, inform and enable priority energy improvements, provide a database of information and documents, track performance metrics, and more.
- The Codes and Standards RFP contains two scopes that were bid on by two firms: 1) Training and Education Program and 2) Technical Support Program. I-REN's Training and Education Program will establish and implement training and education for building department staff and the building industry to support, understand, and effectively implement energy efficiency codes and standards. The program will also include outreach to engage, educate and involve regional construction firms, architects, industry experts, and building departments, and support compliance and enforcement within regional energy efficiency programs and customers. I-REN's Technical Support Program will develop technical assistance tools and resources to assist building departments and the building industry with understanding, evaluating, and permitting the energy codes to support improved enforcement and compliance. I-REN will also develop regionally appropriate model ordinances, vet and refine them with participating local governments, provide ongoing technical assistance for adoption and implementation, and deliver model ordinance updates to reflect the triennial code cycle.
- The I-REN-wide Marketing RFP bid on by five firms seeks a consultant to provide marketing and communications services for I-REN and its energy efficiency portfolio. The consultant will also provide support for program-specific marketing and outreach efforts, working in close coordination with I-REN program staff, program implementers, and other consultants to ensure consistency of branding and messaging across all programs and activities.

The contracts will be presented for the I-REN Executive Committee's consideration as soon as January 2023. I-REN will carry out Workforce Education & Training (WE&T) programs using staff resources from the three COGs. CVAG staff envision that I-REN WE&T trainings will leverage existing career training organizations and institutions including without limitation the College of the Desert that have existing programs in this area. I-REN's WE&T programs will supplement and build on these existing programs that may be available to ensure that appropriate training is made locally available to all interested persons and organizations.

Although a formal launch of I-REN programs will occur in early 2023 following selection of the consultants, CVAG staff has contacted member governments to discuss program initiatives ahead

of I-REN's upcoming rollout. Initially, there may be joint trainings with other RENs on the 2022 Energy Code, which enters into effect on January 1, 2023. CVAG staff will inform the building and permitting departments in CVAG member jurisdictions of these programs, and the resource materials will be posted on I-REN's website, which is currently under development. I-REN has developed its logo and secured the domain IREN.gov for its website.

### *Looking Ahead*

In preparation for the official start of I-REN, staff of the three COGs are also holding a series of meetings to formulate I-REN's strategic plan, which will be consistent with I-REN's Programs Agreement and its business plan. Once date ranges for the December 2022 and January 2023 I-REN Executive Committee meetings are available, staff will consult with the Energy & Environmental Resources Committee Chair and Vice Chair to determine their availability. For the officer election expected to occur at the December 2022 I-REN Executive Committee meeting, the Energy and Environmental Resources Committee may consider nominating its CVAG representative to serve as Chair or Vice Chair of the I-REN Executive Committee and support the most qualified representative from WRCOG or SANBAG for the other officer position. Staff expects to bring to the Energy & Environmental Resources Committee at its currently scheduled meeting of January 12, 2023, the agenda for the I-REN Executive Committee meeting later that month and ask the Energy & Environmental Resources Committee to provide direction to the Chair and Vice Chair on action items expected to be presented at the I-REN Executive Committee meeting.

**Fiscal Analysis:** There is no cost to CVAG for participation in I-REN. Staff time dedicated to I-REN is covered through the I-REN budget, which is nearly \$65.6 million through 2027. This funding comes from customers of Investor-Owned Utilities (IOUs) such as SCE and SoCalGas through the on-bill Public Goods Charge set by the CPUC and collected by the IOUs. The I-REN Executive Committee will, as part of its budget process, determine amounts to be allocated in furtherance of I-REN's programs.

The CPUC designated SoCalGas as the fiscal and contracting agent for I-REN, and final execution of the Programs Agreement will authorize the ability to transfer funds from SoCalGas to WRCOG. Pursuant to the MOA, CVAG presents to WRCOG invoices for time and expenses incurred by CVAG staff on I-REN matters. Staff has already requested reimbursement for CVAG staff time on I-REN in the first six months of 2022.

## **ITEM 7H**

# **Coachella Valley Association of Governments Energy & Environmental Resources Committee November 10, 2022**



### **STAFF REPORT**

**Subject:** Utility Box Art Wrap Programs

**Contact:** Emmanuel Martinez, Senior Programs Manager ([emartinez@cvag.org](mailto:emartinez@cvag.org))

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### **Recommendation: Information**

**Background:** To support community beautification and the arts, the Imperial Irrigation District and Southern California Edison have adopted utility box art wrap programs that allow for art to be displayed on the green pad- or ground-mounted electrical equipment. This art program is in line with the Coachella Valley's affinity for the arts, which has grown as a means to creating a stronger sense of place, community, and a way to deter graffiti or other related damage on green electrical boxes. Ultimately, these programs allow for eligible entities to beautify their local community with art that highlights their unique character and that blends with local surroundings.

Both programs follow the agencies' respective, adopted regulations. One of the common denominators of their programs is that they do not allow for hand-painted or any other paint to be used in beautifying the electrical equipment. Rather, both programs require that art be printed on vinyl wrap which then is used to wrap the electrical equipment. This approach allows for easy application and removal of the art. Using vinyl wrap also prolongs the life of the art on the electrical equipment and makes for easy replacement should a wrap be damaged.

Entities eligible to apply to both SCE and IID's electrical box wrap program includes local public agencies, established community beautification organizations, local service clubs, home owner associations and commercial or industrial property owners. These entities may sponsor the installation of vinyl wraps by contractors that have substantial experience installing vinyl wraps on energized high-voltage power equipment. However, these entities must first receive authorization by their respective power provider. In addition, the art must not endorse, support, advertise any business and final art must be approved by the respective agency. Lastly, aforementioned agencies are responsible for managing the work and the installation costs. Costs associated with vinyl wrap installations include permits, design, art work, approvals, installation and maintenance.

More information on SCE's program can be found <https://www.sce.com/sites/default/files/inline-files/aim.pdf>. More information on the vinyl wrapping program for IID can be found at <https://www.iid.com/energy/community-beautification/vinyl-wrapping-program>.

**Fiscal Analysis:** There is no cost to CVAG to provide this update.