TRANSPORTATION COMMISSION MEETING
AGENDA

WEDNESDAY, OCTOBER 28, 2015
6:00 p.m. (or immediately after IVRMA or LTA)

County of Imperial Administration Center
Board of Supervisors Chambers
940 W. Main Street, Second Floor
El Centro, CA 92243

CHAIR: BRUCE KUHN      VICE CHAIR: JAMES PREDMORE

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting ICTC offices at (760) 592-4494. Please note that 48 hours advance notice will be necessary to honor your request.

I. CALL TO ORDER AND ROLL CALL

II. EMERGENCY ITEMS
   A. Discussion/Action of emergency items, if necessary.

III. PUBLIC COMMENTS

Any member of the public may address the Commission for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Commission. The Commission will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

IV. CONSENT CALENDAR
   (Executive Director recommends approval of consent calendar items)

   A. Approval of ICTC Board Draft Minutes: September 23, 2015 Pages 5-12
   B. Receive and File:
      1. ICTC Management Committee Minutes October 14, 2015
      2. ICTC SSTAC Draft Minutes October 7, 2015
   C. FY 2015-16 Appointment of the Social Services Transportation Advisory Council (SSTAC) Page 13

   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:

      1. Appoint the Social Services Transportation Advisory Council (SSTAC) for FY 2015-16 for the positions and terms per the enclosure.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
V. REPORTS

A. ICTC Executive Director
   • See attached Executive Director Report on page 17

B. Southern California Association of Governments
   • See attached report on page 20

C. California Department of Transportation – District 11
   • See attached report on page 23

D. Commission Member Reports

VI. ACTION CALENDAR

A. Active Transportation Program (ATP) Project Nomination List for FY 2015/2016
   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:
   1. Approve the Project Nomination List for year 2015/16 Active Transportation Program (ATP)
   2. Approve the award of the City of El Centro’s SR2S Program and Bicycle Route Improvement Project in the amount of $524,000
   3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation

B. Congestion Mitigation Air Quality (CMAQ) Program, Calexico Intermodal Transportation Center Project Submittal
   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:
   1. Approve the resolution authorizing the Congestion Mitigation and Air Quality (CMAQ) grant application for the Calexico Intermodal Transportation Center

C. IVT 35 Minute Headways; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:
   1. Transfer the 35 minutes headway concept between El Centro and Calexico from demonstration status and incorporate it into the regular fixed route system.

D. IVT Gold Line; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:
   1. Transfer the IVT Gold Line from demonstration status and incorporate it into the regular fixed route system.

E. IVT Increase in Trips on Saturdays Service; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
   ICTC Management Committee met on October 14, 2015 and forward this item to the Commission for review and approval after public comment, if any:
1. Transfer the Increase in Saturday Services from demonstration status and incorporate it into the regular fixed route system.

F. IVT Introduction of New Transit Services on Sundays; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System. Page 57

ICTC Staff requests that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Transfer the Sunday Services from demonstration status and incorporate it into the regular fixed route system.

G. Revised Memorandum of Understanding (MOU); ICTC - Quechan Indian Tribe - Yuma County Intergovernmental Public Transit Authority (YCIPTA) for Turquoise Route #10 and Blue Route #5 Page 60

ICTC Management Committee met on September 9, 2015 and forward this item to the Commission for review and approval after public comment, if any:

1. Authorize the Chairperson to sign the Memorandum of Understanding (MOU) between the Yuma County Intergovernmental Public Transportation Authority (YCIPTA), The Imperial County Transportation Commission (ICTC) and the Quechan Indian Tribe for the continued implementation and operation of a regional connector bus service (YCAT Turquoise #10) between Yuma AZ, Winterhaven and El Centro, California; and, a circulator route from Yuma with stops in the eastern Imperial County area (YCAT Blue #5) effective July 1, 2015 through June 30, 2016 and provide a not to exceed subsidy to the Quechan and YCIPTA in an amount of $172,270.

VII. DISCUSSION CALENDAR

A. Recommendation to go dark in November

VIII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Imperial County Transportation Commission will be held on Wednesday, December 9, 2015 at 6:00 p.m., at the County of Imperial Board Chambers, at 940 W. Main Street, El Centro, CA.

IX. ADJOURNMENT

A. Motion to adjourn
IV. CONSENT CALENDAR

A. APPROVAL OF BOARD DRAFT MINUTES:
   SEPTEMBER 23, 2015

B. RECEIVE AND FILE:

1. ICTC MANAGEMENT DRAFT MINUTES:
   OCTOBER 14, 2015

2. ICTC SSTAC DRAFT MINUTES:
   OCTOBER 7, 2015

C. FY 2015-16 APPOINTMENT OF THE SOCIAL SERVICES ADVISORY COUNCIL (SSTAC)
The following action minutes are listed as they were acted upon by the Imperial County Transportation Commission and as listed on the agenda for the meeting held Wednesday September 23, 2015 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL
Chair Kuhn called the Commission meeting to order at 6:30 p.m. Roll call was taken and a quorum was present.

II. EMERGENCY ITEMS
There were none.

III. PUBLIC COMMENTS
There were none.

IV. APPROVAL OF CONSENT CALENDAR
A motion was made by Viegas-Walker and seconded by Nava to approve the consent calendar, Motion carried.

A. Approved ICTC Board Draft Minutes: July 22, 2015
B. Received and Filed:
   1. ICTC Management Committee Minutes September 9, 2015
   2. ICTC Draft TAC Minutes: July 23, 2015
   3. ICTC SSTAC Draft Minutes: September 2, 2015

V. REPORTS

A. ICTC Executive Director
Mr. Baza and staff had the following announcements:
- The Imperial County Safe Routes to School (SRTS) Regional Masterplan Project is underway. Outreach has been conducted in the communities of Calipatria,
Westmorland, San Pasqual, Imperial and El Centro. Currently outreach is scheduled in the communities of Brawley, Calexico, El Centro, Heber and Holtville. Flyers have been distributed throughout Imperial County in an effort to garner participation.

- ICTC and IVT RIDE staff have met with City and OES staff in Brawley and Imperial to coordinate future training and potential emergency evacuation services. An IVT Ride Paratransit Coordinating Committee (PCC) meeting is scheduled for October 29, 2015 to review operational issues and performance data, and to review upcoming projects and activities. Additional public workshops are scheduled for the city of Brawley on October 16th and Calexico on October 15th. Flyers will be distributed to all stakeholders.

- As a part of the SCAG Active Transportation Safety and Encouragement Campaign community outreach and advertising will kick off Fall 2015. SCAG is launching the “GO HUMAN” campaign with the goals of reducing traffic collisions in Southern California and encouraging the public to walk and bike more. ICTC has participated in the ongoing steering committee meetings with SCAG in order to help facilitate the planning and outreach efforts to occur in the Imperial County region. Those interested in participating in the “GO HUMAN” campaign please contact: Julia Lippe-Klein at lippe-klein@scag.ca.gov.

- The next Imperial Mexicali Binational Alliance meeting is scheduled for September 23, 2015 at 10:00 a.m. and will be held at the Carmen Durazo Cultural Arts Center in Calexico. A presentation by Alex Steenstra, Ph.D. from NAU will give a presentation regarding Economic & Social Linkages among Yuma, Imperial Valley, Mexicali and San Luis Rio Colorado: Trends and Challenges.

- GSA will be hosting a ground breaking for Phase 1 of the Downtown Calexico West Port of Entry project on November 12, 2015. The ceremony will take place at both the old commercial port location and the Carmen Durazo Cultural Arts Center.

- In late April 2015, a response was received from CBP regarding the Calexico East/Mexicali II Port of Entry - Proposed Binational Toll Pilot Project. The proposal was temporarily rejected for concerns regarding toll collection locations proposed near security operations. CBP welcomes a re-submittal in October 2015 and is working with Safer Communities to address safety concerns and the toll collection locations prior to re-submittal.

- The Transit Shuttle Analysis will assess the feasibility of an inter-college shuttle service in Imperial County. ICTC and SCAG staffs worked together with Imperial Valley College and San Diego State University staff to complete the consultant selection process. SCAG staff completed the contract agreement with the selected consultant AECOM. The project kick-off meeting was held on September 14, 2015 at ICTC.

- The ICTC submitted a formal request to the California Department of Transportation (Caltrans) District 11 requesting their assistance in identifying a location for a bus stop bench and shelter in the Community of Niland along State Route 111 (SR-111). A request for assistance in identifying pedestrian and crosswalk improvements was also included as a part of the formal letter submitted to Caltrans D-11.

- The Mobility 21 Summit was held on August 27th and 28th, Vice Chair Predmore attended the summit and participated in the Chairman’s Roundtable.

B. Southern California Association of Governments (SCAG)

- A full SCAG report can be found on page 45 of the agenda.

C. California Department of Transportation (Caltrans)

Ms. Berman had the following updates and announcements:

- The summer edition of the Mile Marker publication has been released and can be found at [http://www.dot.ca.gov/ctjournal/MileMarker/2015-2/index.html](http://www.dot.ca.gov/ctjournal/MileMarker/2015-2/index.html). The purpose of The Mile Marker is to provide a transparent, plain-language accounting of Caltrans performance.
- The next Caltrans External Teambuilding meeting is scheduled for September 24th at 9:00 a.m. at the IID Water Control Conference Room in Imperial. An Imperial County Update is also scheduled for September 24th at 2:00 p.m. at the same location. The media event will alert the public of the $400 million being spent in Imperial Valley.
- A full report of Caltrans updates can be found on page 48 of the agenda.

D. Commission Member Report
- There were various reports by Commission members of countywide issues and events happening in each of their respective cities.

VI. ACTION CALENDAR

A. Competitive Bid for the Coordination of Public Dial-a-Ride Paratransit Services – IVT RIDE El Centro

ICTC Management Committee met on September 9, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Approved the request from the City of El Centro; for ICTC staff to conduct a competitive bid for the IVT RIDE El Centro service area, and for ICTC staff to administer the IVT RIDE El Centro service contract.

2. Directed staff to complete the competitive bid process and return for execution of the IVT RIDE El Centro contract, and for direction on the IVT RIDE El Centro vehicle procurement.

A motion was made by Nava and seconded by Cox, **Motion Carried unanimously**

B. Revised Memorandum of Understanding (MOU); ICTC - Quechan Indian Tribe - Yuma County Intergovernmental Public Transit Authority (YCIPTA) for Turquoise Route #10 and Blue Route #5

ICTC Management Committee met on September 9, 2015 and forwarded this item to the Commission for review and approval after public comment. However this item was tabled until October.

VII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Imperial County Transportation Commission will be held on **Wednesday, October 28, 2015 at 6:00 p.m.**, at the County of Imperial Board Chambers, at 940 W. Main Street, El Centro, CA.

VIII. ADJOURNMENT

A. Meeting adjourned at 7:00 p.m. Motion by Nava, seconded by Ritchie. **Motion Carried.**
IMPERIAL COUNTY TRANSPORTATION COMMISSION
MANAGEMENT COMMITTEE
DRAFT MINUTES OF OCTOBER 14, 2015
10:30 a.m.

VOTING MEMBERS PRESENT:
City of Brawley          Rosanna Bayon Moore
City of Calipatria      Rom Medina
City of Calexico        Pete Mercado for Richard Warne
City of El Centro       Norma Villicana for Ruben Duran
City of Holtville       Nick Wells
City of Imperial        Marlene Best
County of Imperial      Armando Villa

STAFF PRESENT:            Mark Baza, Kathi Williams, Virginia Mendoza, Michelle Bastidas, Cristi Lerma, David Salgado

OTHERS PRESENT:           Beth Landrum, Luis Medina: Caltrans; Tomas Oliva: SCAG; Liz Zarate: City of El Centro; Lily Falomir: City of Calexico

The following minutes are listed as they were acted upon by the Imperial County Transportation Commission Management Committee and as listed on the agenda for the meeting held Wednesday, October 14, 2015 together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL
Chair Bayon Moore called the Committee meeting to order at 10:40 a.m. Roll call was taken. Introductions were made.

II. EMERGENCY ITEMS
A. There were none.

III. PUBLIC COMMENTS
A. There were none.

IV. CONSENT ITEMS
A motion was made by Wells seconded by Best to approve consent items 4A-4C. Motion carried unanimously.

A. Approved ICTC Management Committee Minutes for September 9, 2015
B. Received and filed:
   1. ICTC Board Draft Minutes for September 23, 2015
   2. ICTC SSTAC Draft Minutes for September 2, 2015
C. FY 2015-16 Appointment of the Social Services Transportation Advisory Council (SSTAC)
   1. Appointed the Social Services Transportation Advisory Council (SSTAC) for FY 2015-16 for the positions and terms per the enclosure.
V. REPORTS

A. ICTC Executive Director

Mr. Baza and staff had the following announcements:

- GSA will be hosting a ground breaking for Phase 1 of the Downtown Calexico West Port of Entry project on November 12, 2015. The ceremony will take place at both the old commercial port location and the Carmen Durazo Cultural Arts Center. The old port location ceremony will be only for dignitaries and limited press with a reception at the Carmen Durazo Cultural Arts Center.

- The Transit Shuttle Analysis will assess the feasibility of an inter-college shuttle service in Imperial County. ICTC and SCAG staffs worked together with Imperial Valley College and San Diego State University staff to complete the consultant selection process. SCAG staff completed the contract agreement with the selected consultant AECOM. The project second Technical Advisory Committee meeting will be hosted at the ICTC office on October 27, 2015 followed by stakeholder meetings the same day. Student surveys and campus workshops at SDSU-Calexico and IVC will be programmed for the third week in November 2015, specific time and locations will be completed in collaboration with SDSU and IVC staff.

- The ICTC submitted a formal request to the California Department of Transportation (Caltrans) District 11 requesting their assistance in identifying a location for a bus stop bench and shelter in the Community of Niland along State Route 111 (SR-111). Caltrans and ICTC are finalizing a preferred location and any improvements necessary for installation of the bench and shelter.

- As a part of the SCAG Active Transportation Safety and Encouragement Campaign community outreach and advertising will kick off Fall 2015. SCAG is launching the “GO HUMAN” campaign with the goals of reducing traffic collisions in Southern California and encouraging the public to walk and bike more. ICTC has participated in the ongoing steering committee meetings with SCAG in order to help facilitate the planning and outreach efforts to occur in the Imperial County region. Those interested in participating in the “GO HUMAN” campaign please contact: Julia Lippe-Klein at lippe-klein@scag.ca.gov.

- An IVT Ride Paratransit Coordinating Committee (PCC) meeting is scheduled for October 29, 2015 at 9:00 a.m. at the ICTC Offices to review operational issues and performance data, and to review upcoming projects and activities. Additional public workshops are scheduled for the cities of Brawley and Calexico. The workshop in Calexico is scheduled for October 15, 2015 from 10 a.m. to 1:00 p.m. at the Calexico Community Center. The workshop in Brawley is scheduled for October 16, 2015 from 9:00 a.m. to 12:00 p.m. at the Brawley Senior Center.

- A meeting with the CBP and GSA will be held to discuss Calexico East/Mexicali II Port of Entry - Proposed Binational Toll Pilot Project. The previous concept stated only new lanes would be tolled but it may not be possible.

- The Imperial County Safe Routes to School (SRTS) Regional Masterplan Project is underway. The consultant selected to carry out the study is Ryan Snyder and Associates. The project is funded by the Community Based Transportation Planning (CBTP) program administered by Caltrans. The local match was provided by the Southern California Association of Governments (SCAG) from the Sustainability Grant program. Outreach was conducted in the communities of Calipatria, Westmorland, San Pasqual, Imperial and El Centro in the 2014-15 school year. Recently, outreach was conducted in the communities of Brawley, Calexico, El Centro, Heber and Holtville. A draft report will be available and submitted to all agencies for review later this year with final approval in February 2016.

- Mr. Baza stated that he’d like to schedule a meeting with City/County Planners and Public Works Directors regarding the Mobility Hubs project for either November 19th or December 2nd.
A complete list of ICTC updates can be found on Page 22 of the agenda.

Mr. Baza had the following LTA announcements:
- The FY 2014-15 audit is underway. The audit team is scheduled to meet with the cities and the county in September and October. A schedule was attached to the agenda.
- The agency submitted projects were also listed in the attachment.

B. Southern California Association of Governments (SCAG)

Mr. Oliva had the following announcements:
- In October, SCAG continues its stakeholder outreach with two Tribal Consultation Workshops on the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The workshops, to be held on Oct. 14 at SCAG’s office in downtown Los Angeles and Oct. 19 at the Coachella Valley Association of Governments, are open to tribal council members, tribal representatives, cultural resource specialists and any other interested persons. SCAG will provide an overview of the 2016 RTP/SCS and its Program Environmental Impact Report (PEIR), and will seek input on the priorities of tribes in the region, tribal cultural resources as it pertains to the PEIR as well as input on potential impacts from transportation projects and feasible measures for preservation or mitigation.
- The Strategic Growth Council has recently released the draft program guidelines for the next round of the Affordable Housing and Sustainable Communities (AHSC) competitive grant program. This statewide program funds transportation and housing projects that reduce vehicle miles traveled and greenhouse gas emissions program. An estimated $400 million will be available in this new round of the AHSC program, an increase from $120 million in FY 2014-2015. The Strategic Growth Council will hold a public workshop on Oct. 21 at SCAG’s office in downtown Los Angeles, with videoconferencing to the regional offices. Comments on the draft AHSC program guidelines will be accepted through Oct. 30. The Strategic Growth Council anticipates finalizing the program guidelines in December and releasing a Notice of Funding Availability for the AHSC program in January 2016. More information is available at http://www.sgc.ca.gov/. SCAG sees this program as an important funding source to implement its Sustainable Communities Strategy, and recently held a workshop titled, “California Gold: Bringing Cap and Trade Dollars to Southern California” to help position the region for future funding.
- The next SANDAG Borders committee is scheduled for September 24, 2015.
- SCAG will be hosting its next Regional Council and Joint Policy Committee meeting on November 5th.

C. Caltrans Department of Transportation – District 11

- Ms. Landrum provided a detailed map of all projects in Imperial County.
- Mr. Medina provided a detailed Caltrans Local Assistance report for District 11.

D. Committee Member Reports

- Ms. Best stated that the City of Imperial would be having an Oktoberfest celebration on Saturday, October 17, 2015.

VI. ACTION CALENDAR

A. Active Transportation Program (ATP) Project Nomination List for FY 2015/2016

Ms. Mendoza stated that after consideration of the final scores and the ATP guidelines, ICTC staff recommended to award the regional ATP funds in the amount $524,000 to the
ICTC MANAGEMENT COMMITTEE MINUTES  
October 14, 2015

highest ranked project, the City of El Centro’s SR2S Program and Bicycle Route Improvement Project. Per the direction of CTC and the ATP guidelines ICTC or project sponsors are not allowed to partially award a project. Therefore, the remaining ATP share funds in the amount of $183,000 can possibly be used to fund other projects in the SCAG region. The total regional share was $707,000.

ICTC staff requested that Management Committee forward a recommendation to the Commission to consider the following actions for review and approval, after public comment, if any:

1. Approve the Project Nomination List for year 2015/16 Active Transportation Program (ATP)
2. Approve the award of the City of El Centro’s SR2S Program and Bicycle Route Improvement Project in the amount of $524,000
3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation

A motion was made by Villa seconded by Medina, Motion carried unanimously.

B. Congestion Mitigation Air Quality (CMAQ) Program, Calexico Intermodal Transportation Center Project Submittal

Ms. Mendoza state that the Imperial County Transportation Commission (ICTC) is conducting the 2015 call for projects of the Congestion Mitigation and Air Quality Program (CMAQ). ICTC staff is proposing to pursue a CMAQ grant to fund the engineering design of the Calexico Intermodal Transportation Center (ITC). If funded, ICTC intends to work in partnership with the City of Calexico. Per the feasibility study, a total of $560,000 would be necessary for the engineering design of the project. Since the CMAQ program requires an 11.47% minimum local match, ICTC staff is recommending a request of $495,000 of CMAQ funding. The local match in the amount of $65,000 may be provided from the Transportation Development Act (TDA) funds.

ICTC Staff requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Approve the resolution authorizing the Congestion Mitigation and Air Quality (CMAQ) grant application for the Calexico Intermodal Transportation Center

A motion was made by Wells seconded by Best, Motion carried unanimously.

C. IVT 35 Minute Headways; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System

ICTC Staff requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Transfer the 35 minutes headway concept between El Centro and Calexico from demonstration status and incorporate it into the regular fixed route system.

A motion was made by Best seconded by Villa, Motion carried unanimously.

D. IVT Gold Line; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
ICTC Staff requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Transfer the IVT Gold Line from demonstration status and incorporate it into the regular fixed route system.

A motion was made by Medina seconded by Best, **Motion carried** unanimously.

E. IVT Increase in Trips on Saturdays Service; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System

ICTC Staff requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Transfer the Increase in Saturday Services from demonstration status and incorporate it into the regular fixed route system.

A motion was made by Wells seconded by Villa, **Motion carried** unanimously.

F. IVT Introduction of New Transit Services on Sundays; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.

ICTC Staff requested that the Management Committee forward this item to the Commission for review and approval after public comment, if any:

1. Transfer the Sunday Services from demonstration status and incorporate it into the regular fixed route system.

A motion was made by Villa seconded by Medina, **Motion carried** unanimously.

**VII. DISCUSSION CALENDAR**

A. After discussing with the committee the conflict in scheduling a meeting in November due to the scheduled holidays, there was a consensus that ICTC Management Committee would be dark in November.

**VIII. NEXT MEETING DATE AND PLACE**

The next meeting of the Management Committee will be held on **December 9, 2015** at the ICTC Offices in El Centro, CA.

**IX. ADJOURNMENT**

A. Motion to adjourn by Wells/Bayon Moore, Motion Carried. Meeting adjourned at 12:00 p.m.
October 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: FY 2015-16 Appointment of the Social Services Transportation Advisory Council (SSTAC)

Dear Commission Members:

ICTC is the Transportation Planning Agency (TPA) for the region of the County of Imperial for matters pertaining to the administration of the Transportation Development Act (TDA).

Per PUC Section 99238:

"...The TPA shall provide for the establishment of a Social Services Transportation Advisory Council (SSTAC)..."

The SSTAC has three responsibilities:

1. Participate in the identification of transit needs in the jurisdiction, including unmet transit needs

2. Annually review and recommend action by the TPA for the area within the jurisdiction of the council

3. Advise the TPA on any other major transit issues, including coordination and consolidation of specialized transportation services

One third of the voting members of the SSTAC are appointed annually for three year terms in a specific category. These agencies represent a cross section of the local social service and transit providers in the Imperial Valley.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
The Management Committee met on October 14, 2015 and forwards this item to the Commission for their review and approval after public comment, if any:

1. Appoint the Social Services Transportation Advisory Council (SSTAC) for FY 2015-16 for the positions and terms per the enclosure.

Sincerely,

MARK BAZA
Executive Director

BY: 

Kathi Williams
Senior Transit Planner

Attachment

MB/ksw/ds
# Social Services Transportation Advisory Council of Imperial County

<table>
<thead>
<tr>
<th>Category</th>
<th>Voting Member</th>
<th>Term</th>
<th>Alternate</th>
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<tbody>
<tr>
<td>1. One (1) Potential Transit User, age 60+</td>
<td>REDDY MCNEER</td>
<td>Nov 14</td>
<td>VACANT</td>
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<td></td>
<td>El Centro</td>
<td>Nov 17</td>
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<td>2. One (1) Potential Transit User, with Disability</td>
<td>MIKE HACK</td>
<td>Nov 14</td>
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<td>El Centro</td>
<td>Nov 17</td>
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<td>3. Two (2) Service Providers for Seniors, Include Transit Provider if Exists</td>
<td>CHERYL VIEGAS-WALKER</td>
<td>Nov 13</td>
<td>VACANT</td>
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<td>Area Agency on Aging</td>
<td>Nov 16</td>
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<td>ALEXA GARCIA</td>
<td>Nov 13</td>
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<td>Work Training Center</td>
<td>Nov 16</td>
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<td>4. Three (3) Service Providers for the Disabled, Include Transit Provider if Exists</td>
<td>LETICIA ZUNO</td>
<td>Nov 15</td>
<td>LORENA ARAMBULA</td>
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<td>Access to Independence</td>
<td>Nov 18</td>
<td>Regional Center</td>
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<td>TED CEASAR</td>
<td>Nov 15</td>
<td>MICHELLE SOTO</td>
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<td>IVC-Disabled Students Programs and Services</td>
<td>Nov 18</td>
<td>CCS - California</td>
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<td>K.C. KENNEDY</td>
<td>Nov 13</td>
<td>Childrens’ Services</td>
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<td>ABC</td>
<td>Nov 16</td>
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<td>5. Two (2) Service Providers for Limited Means</td>
<td>ROSYO RAMIREZ</td>
<td>Nov 15</td>
<td>JOHN GRASS</td>
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<td>I.C. Public Authority/ IHSS</td>
<td>Nov 18</td>
<td>IC Behavioral Health</td>
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<td>DR. KATHLEEN LANG</td>
<td>Nov 15</td>
<td>Agustin Urbina</td>
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<td>California Health &amp; Wellness</td>
<td>Nov 18</td>
<td>CALWORKS</td>
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<td>6. Two (2) Consolidated Transportation Service Agency (CTSA)</td>
<td>DAVID SALGADO</td>
<td>Nov 14</td>
<td>CRISTI LERMA</td>
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<td>ICTC</td>
<td>Nov 17</td>
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<td>KATHI WILLIAMS</td>
<td>Nov 15</td>
<td>MARK BAZA</td>
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<td>ICTC</td>
<td>Nov 18</td>
<td>ICTC</td>
</tr>
<tr>
<td></td>
<td>Non-Voting Technical Resource Members</td>
<td></td>
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<table>
<thead>
<tr>
<th>Name</th>
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<th>Company/Agency</th>
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<tbody>
<tr>
<td>1. Charles Brockwell</td>
<td>Imperial Valley Transit/ IVT ACCESS/ IVT RIDE</td>
<td>First Transit</td>
</tr>
<tr>
<td>2. K.C. Kennedy</td>
<td>MED-EXPRESS/ El Centro Dial-A-Ride</td>
<td>ARC - Imperial Valley</td>
</tr>
<tr>
<td>3. Chris Schmidt/ Anicia Gottwig</td>
<td>CALTRANS</td>
<td>CALTRANS</td>
</tr>
<tr>
<td>4. Shelly Kreger</td>
<td>YCAT Turquoise Route 10</td>
<td>YCIPTA</td>
</tr>
</tbody>
</table>
V. REPORTS

A. ICTC EXECUTIVE DIRECTOR

B. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

C. CALTRANS—DISTRICT 11
The following is a summary of the Executive Director’s Report for the Commission meeting of October 28, 2015.

1. **Downtown Calexico West Port of Entry:** Congress authorized $98 million for Phase 1 of the port expansion. The U.S. General Services Administration (GSA) will be developing construction bid documents. Phase I construction is scheduled to begin in December 2015 with completion in January 2018. GSA will be hosting a ground breaking for Phase 1 on November 12, 2015. The ceremony will take place at both the old commercial port location and the Carmen Durazo Cultural Arts Center; details on the events program are yet to be finalized by GSA.

2. **The San Diego State University / Imperial Valley College Transit Shuttle Analysis:** The Transit Shuttle Analysis will assess the feasibility of an inter-college shuttle service in Imperial County. ICTC and SCAG staffs worked together with Imperial Valley College and San Diego State University staff to complete the consultant selection process. SCAG staff completed the contract agreement with the selected consultant AECOM. The project second Technical Advisory Committee meeting will be hosted at the ICTC office on October 27, 2015 followed by stakeholder meetings the same day. Student surveys and campus workshops at SDSU-Calexico and IVC will be programmed for the third week in November 2015, specific time and locations will be completed in collaboration with SDSU and IVC staff. Virginia Mendoza, Project Manager

3. **Community of Niland Bus Stop Bench and Shelter Request:** The ICTC submitted a formal request to the California Department of Transportation (Caltrans) District 11 requesting their assistance in identifying a location for a bus stop bench and shelter in the Community of Niland along State Route 111 (SR-111). Caltrans and ICTC are finalizing a preferred location and any improvements necessary for installation of the bench and shelter.

4. **FALL 2015 SCAG “GO HUMAN” Campaign:** As a part of the SCAG Active Transportation Safety and Encouragement Campaign community outreach and advertising will kick off Fall 2015. SCAG is launching the “GO HUMAN” campaign with the goals of reducing traffic collisions in Southern California and encouraging the public to walk and bike more. ICTC has participated in the ongoing steering committee meetings with SCAG in order to help facilitate the planning and outreach efforts to occur in the Imperial County region. Those interested in participating in the “GO HUMAN” campaign please contact: Julia Lippe-Klein at lippe-klein@scag.ca.gov.

5. **IVT RIDE Update:** Not including West Shores, the IVT Ride service is averaging 3.14 passengers per hour with close to 4 passengers per hour in the City of Calexico. ICTC and IVT RIDE staff have met with City and OES staff in Brawley and Imperial to coordinate future training and potential emergency evacuation services. An IVT Ride Paratransit Coordinating Committee (PCC) meeting is scheduled for October 29, 2015 at 9:00 a.m. at the ICTC Offices to review operational issues and performance data, and to review upcoming projects and activities.
Additional public workshops were recently held in the cities of Brawley and Calexico. The workshop in Calexico was held on October 15, 2015 at the Calexico Community Center. The workshop in Brawley was held on October 16, 2015 at the Brawley Senior Center. David Salgado, Project Manager

6. **Imperial County Regional Safe Routes to School (SRTS) Masterplan**: The Imperial County Safe Routes to School (SRTS) Regional Masterplan Project is underway. The consultant selected to carry out the study is Ryan Snyder and Associates. The project is funded by the Community Based Transportation Planning (CBTP) program administered by Caltrans. The local match was provided by the Southern California Association of Governments (SCAG) from the Sustainability Grant program. The community outreach and public workshop component of the project has been completed. The consultant team is working to create a draft for release and review in December with engineer cost estimates to follow revisions from city staff. The final plan is scheduled for approval in February 2016. David Salgado, Project Manager

7. **Transit Updates**: ICTC received delivery of 6 brand new 40ft Low Floor Gillig transit buses the week of July 13, 2015. The vehicles were purchased using California State Prop 1B funding in the amount of approximately $1.68 million dollars. The vehicles were received ready for service and are all operating on the fixed route services. ICTC is currently working with a vendor to receive a quote for 6 small 25ft. cutaway transit vehicles to be operated on the lower ridership fixed route services. Those vehicles will be purchased under the CalACT statewide cooperative purchasing agreement. All 6 vehicles will replace a mixture of leased and First Transit owned vehicles to make the entire fixed route fleet ICTC owned. The order and receipt of the vehicles should take place over the coming months with project completion scheduled for January 2016.

8. **Regional Mobility Hubs Strategy for Imperial and San Diego** - This project funded by Caltrans will develop a Regional Mobility Hubs Implementation Plan for San Diego County and Imperial Valley. This project will be led by SANDAG in conjunction with ICTC. The focus of the plan will be to develop recommended improvements, conceptual designs, and implementation strategies for different mobility hub station place types for both regions. Consultant work is underway with preparation for a full range of stakeholder outreach.

Mobility hubs provide an integrated suite of transportation services, supporting amenities, and urban design enhancements that reduce the need for single occupant vehicle trips by increasing first mile/last mile access to high-frequency transit stations. Mobility hubs are places of connectivity where different modes of transportation - walking, biking, ridesharing, and public transit – come together seamlessly at concentrations of employment, housing, shopping, and/or recreation. Hub features can include: bikeshare, carshare, neighborhood electric vehicles, bike parking, dynamic parking management strategies, real-time traveler information, real-time ridesharing, demand based shuttle or jitney services, bicycle and pedestrian facility improvements, wayfinding, urban design enhancements, and supporting systems like mobile applications, electric vehicle charging, smart intersections, and a universal payment system to make it easy to access a wide range of travel. Mobility hubs can help maximize the capital investment in transit services and support the emphasis on smart growth and transit-oriented development. The project and Consultant team will be hosting an agency workshop in Imperial County on December 2, 2015.

9. **California-Baja California Binational Region**: A Fresh Look at Impacts of Border Delays: Building upon previous Caltrans, SANDAG, and ICTC studies, this project will refine the economic models developed to assess economic impacts of delays at the land ports of entry (POEs) between the San Diego and Imperial Counties region and Baja California, Mexico, on the border region economies. It will also estimate greenhouse gas (GHG) emissions of passenger and commercial vehicles due to northbound and southbound border delays at the six California POEs, and propose strategies to reduce GHG emissions at the border region. Lastly, extensive outreach to government agencies, local border communities, and private sector stakeholders will be conducted. Extensive data collection and modeling work has been conducted on these areas by ICTC, SANDAG and other agencies, this project will build upon that work.

The critical economic link between San Diego and Imperial Counties, and Baja California border region has local, regional, statewide, and national importance in both the U.S. and Mexico, and as such, the economic impacts of delays at the border have been shown to be significant. Additionally, the GHG emissions impacts of these delays to border communities are unknown. This study will primarily address these two concerns. The project will be funding is provided by Caltrans, SANDAG, and in-kind contributions from ICTC.
10. California's Road Use Charge Pilot: In 2014, Legislature passed Senate Bill 1077 (SB 1077) directing California to conduct a pilot program to study the feasibility of a road charge as a replacement for the gas tax to pay for road maintenance and repairs. A 15-member technical advisory committee (TAC), composed of representatives from diverse interests, is now working to study the potential for a road charge and outline the parameters of the pilot program. The TAC will craft the parameters of the road charge pilot program by the end of 2015. Beginning no later than January 1, 2017, thousands of California drivers will make history by volunteering to participate in the road charge pilot program to test new approaches. The pilot program will be implemented by the California State Transportation Agency. The outcomes of the road charge pilot program will be reported back to the TAC, the California Transportation Commission (CTC), and the Legislature no later than June 30, 2018. The CTC will provide recommendations on the pilot program to the Legislature in December 2018. The Legislature will then decide whether and how to enact a full-scale permanent road charge program. More information is attached to this report.

11. Calexico East/Mexicali II Port of Entry - Proposed Binational Toll Pilot Project: The Executive Director has been working with the County of Imperial, the private/non-profit group – “Safer Communities,” and U.S. federal agency staff toward our local effort to prepare for a successful proposal to the U.S. CBP and GSA to implement a toll pilot project that would pay for the port expansion infrastructure and required CBP staffing. In October 2014, the U.S. government released new regulations under Section 559 that would allow for proposals to complete land port of entry improvements using a public-private partnership (P3) model and toll pilot project as the financing mechanism. A proposal must include project specific details about the infrastructure improvements required and costs, operations and maintenance costs, CBP staffing costs, and a toll feasibility analysis. To this end, the ED worked with Safer Communities to prepare a proposal that would address all elements required by the U.S. government. A proposal was submitted by Safer Communities with support by the County of Imperial and ICTC before the December 23, 2014 CBP deadline. In late April 2015, a response was received from CBP. The proposal was temporarily rejected for concerns regarding toll collection locations proposed near security operations. CBP welcomes a re-submittal in October 2015 and is working with Safer Communities to address safety concerns and the toll collection locations prior to re-submittal.

12. Meetings attended on behalf of ICTC:
   • September 23, 2015 – Imperial Mexicali Binational Alliance (IMBA) in Calexico: Items that were presented/discussed at this meeting were regarding Border Infrastructure and Economic Development. A presentation concerning the Economic and Social Linkages among Yuma, Imperial Valley, Mexicali and San Luis Rio Colorado and its’ trends and challenges was also presented.
   • September 24, 2015 – Caltrans External Teambuilding Meeting in Imperial
   • September 24, 2015 – Imperial County Transportation Update in Imperial: This was a joint effort with ICTC, Caltrans and the CHP to inform the public about road closures and safety for the upcoming projects on Interstate 8.
   • September 28, 2015 - Beyond Traffic Draft Framework, an interactive discussion regarding the future of our nation’s transportation system held in Long Beach, CA
   • September 29, 2015 – Council of Governments (COG) Directors Association of California (CDAC) Meeting in Sacramento
   • October 5-6, 2015 – American Planning Association (APA) California 2015 Conference in Oakland: Mark Baza and Virginia Mendoza participated in a panel and presented their planning experience in developing comprehensive transportation plans and studies in binational context.
   • October 8, 2015 – SCAG Regional Council in Los Angeles
   • October 14-16, 2015 – California Transportation Foundation (CTF) Transportation Education Symposium in Lake Arrowhead
   • October 19-22, 2015 – California Association for Coordinated Transportation (CalACT) in Rohnert Park (attended by David Salgado and Kathi Williams)
   • October 23, 2015 – SANDAG Borders Committee in San Diego
Memorandum

Date:   October 23, 2015
To:     ICTC Commission
From:   Tomás Oliva, Regional Affairs Officer
Re:     Southern California Association of Government’s Report

The following is a summary of the SCAG Executive Director’s Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission meeting of October 28, 2015.

1. **2016 RTP/SCS DEVELOPMENT UPDATE** - In October, SCAG continues its stakeholder outreach with two Tribal Consultation Workshops on the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The workshops were held on Oct. 14 at SCAG’s office in downtown Los Angeles and Oct. 19 at the Coachella Valley Association of Governments, and were open to tribal council members, tribal representatives, cultural resource specialists and any other interested persons. SCAG provided an overview of the 2016 RTP/SCS and its Program Environmental Impact Report (PEIR), and requested input on the priorities of tribes in the region, tribal cultural resources as it pertains to the PEIR as well as input on potential impacts from transportation projects and feasible measures for preservation or mitigation. For more information, please visit: http://scagrtpscs.net.

In the remaining months, staff will continue to prepare the Regional Council and Policy Committees for the anticipated release of the Draft 2016 RTP/SCS and the Draft PEIR for public review and comment at its Dec. 3 meeting. Over the last several months, SCAG staff has been engaged in informing the Regional Council and Policy Committees about the various key issues, analyses, and policy considerations for the development of the 2016 RTP/SCS and its associated PEIR. The purpose of these meetings was to ensure that the Regional Council and Policy Committees had the opportunity to learn, understand, review and provide input to staff on issues such as the shift in age demographics of the region; the condition of state highways and local roads, the implications of technology on mobility and sustainability; investments to reduce congestion and improve transportation system efficiency; finding sustainable ways of paying for...
the region’s transportation system; developing first/last mile solutions to increase transit usage; integrating public health into the planning process; and a regional natural/farm lands conservation strategy, among others. A summary of these discussions is available in the Oct. 8 Regional Council agenda.

2. **CTC Announces 2015 Active Transportation Program Awardees:** Staff at the California Transportation Commission recently released their recommendations for the Statewide and Small Urban and Rural component of the 2015 Active Transportation Program (ATP), with $83.9 million recommended for projects within the SCAG region out of a total of $180 million over a three-year period (FY 2017 - 2020). The California Transportation Commission is expected to approve the staff recommendations on Oct. 21. Projects that were not selected in this first round are eligible for second-round funding at the Metropolitan Planning Organization (MPO) level. The SCAG region receives $76.2 million as part of this component. SCAG’s Regional Council is scheduled to review and approve the MPO component project list in January 2016. For the recommended project list and additional information on the ATP, visit [http://www.catc.ca.gov/programs/ATP.htm](http://www.catc.ca.gov/programs/ATP.htm). For questions related to current and future active transportation funding, please contact Stephen Patchan at patchan@scag.ca.gov.

3. **SCAG Launches “GO HUMAN” Campaign** - On Sept. 28, SCAG and its partners launched “Go Human,” a marketing campaign to promote traffic safety and encourage members of the public to walk or bike. On Oct. 5, billboards with messages encouraging drivers to slow down and look for pedestrians and cyclists began appearing in all six counties. Advertisements will run in both English and Spanish and will also appear on local transit buses, on the radio, Facebook and Pandora radio. The campaign launch coincides with the dwindling daylight hours – a time when bicycle and pedestrian collisions typically peak during the year. “Go Human” is a reminder to all that people on the road are not just objects that get in our way – they are human beings, just like us. The campaign is a collaborative effort with agencies across the region, and SCAG encourages local cities and jurisdictions to participate. All the digital files are now available for co-branding. A blog and community calendar of events will be available soon on the campaign website, [http://gohumansocal.org](http://gohumansocal.org). For more information on how to participate, please contact Julia Lippe-Klein at lippe-klein@scag.ca.gov.

4. **DRAFT AHSC PROGRAM GUIDELINES RELEASED** - The Strategic Growth Council has recently released the draft program guidelines for the next round of the Affordable Housing and Sustainable Communities (AHSC) competitive grant program. This statewide program funds transportation and housing projects that reduce vehicle miles traveled and greenhouse gas emissions program. An estimated $400 million will be available in this new round of the AHSC program, an increase from $120 million in FY 2014-2015. The Strategic Growth Council held a public workshop on Oct. 21 at SCAG’s office in downtown Los Angeles, with videoconferencing to the regional offices. Comments on the draft AHSC program guidelines will be accepted through Oct. 30. The Strategic Growth Council anticipates finalizing the program guidelines in December and releasing a Notice of Funding Availability for the AHSC program in January 2016. More information is available at [http://www.sgc.ca.gov/](http://www.sgc.ca.gov/). SCAG sees this program...
as an important funding source to implement its Sustainable Communities Strategy, and recently held a workshop titled, “California Gold: Bringing Cap and Trade Dollars to Southern California” to help position the region for future funding. For any questions or technical assistance, please contact Kristen Pawling at pawling@scag.ca.gov.

5. **RANDALL LEWIS HEALTH POLICY FELLOWSHIP ACCEPTING APPLICATIONS** - The Randall Lewis Health Policy Fellowship has announced that it is currently accepting student applications. The purpose of this graduate-level program is to ensure the development of health professionals who possess the necessary skills to influence positive change in public policy, systems and the built environment in our local municipalities. In addition, these fellowships will create educational and professional opportunities for students in health policy and related disciplines, provide support for regional health policy initiatives and retain essential intellectual capital in our local communities. Cities and local agencies are also being sought to host a fellow for the 2015-16 school year. For more information, please contact Maggie Hawkins mhawkins@p4bhealth.org.

6. **SCAG RECEIVES GRANT FOR ELECTRIC VEHICLE READINESS** - SCAG has been awarded a $125,000 grant from the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Program to deploy its Multi-Unit Dwelling Plug-in Electric Vehicle (PEV) Readiness Strategies. Starting in October, grant funds will be used to overcome barriers to implementing electric vehicle charging stations infrastructure in multi-family housing within the SCAG region. SCAG staff will be working closely with the UCLA Luskin Center for Innovation, with support from the Westside Cities Council of Governments. We are excited to be continuing our efforts to support PEVs, and will be scheduling regular steering committee meetings open to all jurisdictions.

7. **SCAG Regional Council and Policy Committees**: SCAG will be hosting its next Regional Council and Joint Policy Committee meeting on November 5th, for more details please contact Tomás Oliva.
Date: October 23, 2015
To: ICTC Commissioners
From: Laurie Berman, Caltrans District 11, District Director
Re: District Director’s Report

The following is the California Department of Transportation, District 11 report for the Imperial County Transportation Commission (ICTC) meeting of October 28, 2015:

1. **Project Updates:**

   Please see map at end of report for project level detail.

2. **Traffic Operations:**

   SR-78/Hovley Road, Brawley

   A traffic signal will be installed at the intersection of SR-78 and Hovley Road in Brawley. In an effort to expedite the work, the Department will provide the detectors, controllers, and signal poles. By procuring the necessary equipment in this manner, a time savings of eight to 11 weeks will be achieved. The project has a tentative start date of the second week of November, contingent upon Contract Execution. The cost is estimated to be under $450,000.

3. **Outreach:**

   On October 12, 2015 a second outreach event was held at the Imperial Valley College Campus in an effort to generate interest and contractor bids for the I-8 Update Project. This workshop was heavily advertised to the region and well attended by over 30 contractors and subcontractors.
4. **Maintenance:**

Currently El Centro Maintenance is conducting a surface treatment project to extend the pavement life on the lanes and shoulders of I-8 from the west junction of SR-98 to just east of Westside Road overcrossing. Due to the extreme length of the closures Caltrans has been utilizing four CHP units to assist with traffic. This project began on Monday, October 19, 2015 and completion is anticipated by Friday, October 23, 2015. The surface treatment work will involve a total of 72 freeway lane miles.

5. **Planning Studies:**

There are a number of on-going planning studies in Imperial County, some of which are highlighted below.

*Improving Access and Safety Through a Complete Streets Study* is currently underway in the City of Holtville. This Caltrans grant was in the amount of $125,000, and was contracted with LGC Consulting and Alta Planning. The Draft Plan is due by the end of October 2015, with comments due November 30, 2015, and approval by the Holtville City Council expected in January 2016.
Regional Safe Routes to Schools Master Plan is a study which will serve to increase the safety and mobility of school students, improve their health by promoting safe alternatives for them to walk or bike to school, and provide improved infrastructure. The funds for this project are provided by the Caltrans Community Based Transportation Planning grant program in the amount of $192,500.

This project began in March 2015 with an award to the firm Ryan Snyder and Associates. The draft report will be available for review and comment by December 2015. This project will be complete in February 2016. Upon completion, the final report will be presented to the Imperial County Transportation Commission (ICTC) for approval.

Mobility Hubs Master Plan Study - Mobility hubs are places of connectivity where different modes of transportation such as walking, biking, ridesharing, and public transit, come together seamlessly at concentrations of employment, housing, shopping, and/or recreation. Hub features can include: bikeshare, carshare, neighborhood electric vehicles, and bike parking among others. Goals of the plan will be to develop recommended improvements, conceptual designs, and implementation strategies for different mobility hub station place types for both the San Diego and Imperial County regions.

The contract amount for this project is $395,441 with funds being provided through the Caltrans Emerging Priorities Grant program. The consultant is the IBI Group. The project began in May 2015 and will end in May 2017.
Abbreviations:
GSA: General Services Administration
POE: Port of Entry
PSR: Project Study Report
SP&R: State Planning and Research
CAR: Cooperative Agreement Report

1. SR-186/I-8 Interchange Improvements
2. SR-86/Heber Ave Sidewalk, Transit, & ADA Improvements
3. SR-98 West Widening Phase 1B
4. I-8 Pavement Rehabilitation at Various Locations
4a. I-8 Pavement Rehabilitation at Ogilby Rd to SR-186
5. SR-86/Dogwood Road Intersection Improvements
6. SR-86/SR-11 Intersection Improvements
7. Dogwood Road Landscape
8. I-8/Imperial Ave Interchange Improvements
9. SR-78 West of SR-86 Pavement Rehabilitation
10. SR-111 Two Rivers Safety Rest Area
11. SR-111 Calexico West - GSA POE Reconfiguration
12. Replace Asphalt on SR-111
13. Replace Asphalt on I-8
15. El Centro Maintenance Station
16. SR-111/SR-186 Pavement Rehabilitation
17. SR-7 Pavement Rehabilitation
18. SR-86 Pavement Rehabilitation
19. SR-86 Pavement Rehabilitation
20. I-8 Pavement Rehabilitation
21. I-8 Pavement Rehabilitation
22. I-8 Pavement Rehabilitation
23. SR-115 Pavement Rehabilitation
24. SR-86 Relinquishment From SR-78 to SR-111
25. SR-86 Relinquishment for City of Imperial
26. SR-186 Relinquishment 500 Feet from Border to GSA

26. SR-186 Relinquishment 500 Feet from Border to GSA
PLANNING

A. Safe Routes to Schools Regional Master Plan: Ryan Snyder & Associates 2015 - 2016
C. SDSU-IVC Transit Shuttle Analysis Study: AECOM 2015 - 2017
D. Calexico Transit Assessment Study: RFP released 2015
E. Calexico Bicycle Master Plan Update Contract Begins 2015
F. Goods Movement- Phase II: HDR Economics 2014 - 2016
G. Mobility Hubs Study: BBI Group 2015 - 2017
H. State Route 186 Transportation Concept Report Complete Fall 2015
I. State Route 78 Transportation Concept Report Complete Fall 2015
J. State Route 7 Transportation Concept Report Complete Fall 2015
K. Interstate 8 Transportation Concept Report Complete Fall 2015
L. State Route 115 Transportation Concept Report Complete Summer 2016
M. State Route 86 Transportation Concept Report Complete Summer 2016
N. Forrester Road Project Study Report PSR Begin Summer 2016 (K Phase)
VI. ACTION CALENDAR

A. Active Transportation Program (ATP) Project Nomination List for FY 2015/2016
October 22, 2015

Bruce Kuhn, Chair
Imperial County Transportation Commission
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

SUBJECT: Active Transportation Program (ATP) Project Nomination List for FY2015/2016

Dear Commission Members:

Imperial County Transportation Commission (ICTC) staff has been working with staff from the Southern California Association of Governments (SCAG) in the review of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S).

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

Imperial County projects did not receive funding under the ATP Statewide Program. Therefore, all projects from Imperial County were passed to SCAG for consideration of ATP Regional Share of funding. As part of the regional evaluation and as part of the ATP guidelines, ICTC must evaluate and rank all projects identified as part of plans adopted by local and/or regional governments within the county. If a project is determined to be eligible, ICTC can add up to 10 points. The Commission previously adopted the following methodology for assigning points:

1. 10 points for projects that have been identified in an adopted local and/or regional plan
2. Zero points for projects that have not been identified in an adopted local and/or regional plan

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORELAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
The regional share of ATP funds for Imperial County is in the amount of $707,000. ICTC staff reviewed all projects that did not qualify under the State ATP Program. The following table describes the scoring and ranking of projects after the additional 10 points projects were included in local and/or regional plans:

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<th>Project Name</th>
<th>Total Funds Requested</th>
<th>Score</th>
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<tr>
<td>El Centro</td>
<td>Establishment of SR2S Program &amp; Bicycle Route Improvements</td>
<td>$524,000</td>
<td>94</td>
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<tr>
<td>Brawley</td>
<td>Downtown Pedestrian and Bicycle Connections</td>
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<td>82</td>
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<tr>
<td>Imperial County</td>
<td>Pedestrian Master Plan</td>
<td>$88,000</td>
<td>79</td>
</tr>
<tr>
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<td>Heber Townsite-Sidewalk Improvements Near Heber Elem School on Parkyns Ave from 11th Street to 5th Street</td>
<td>$1,182,000</td>
<td>78</td>
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<tr>
<td>Quechan Indian Tribe</td>
<td>Fort Yuma Multi-Purpose Pathway Project</td>
<td>$677,000</td>
<td>76</td>
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<tr>
<td>Imperial County</td>
<td>Sidewalk Curb and Gutter in the Township of Seeley</td>
<td>$1,584,000</td>
<td>65</td>
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<tr>
<td>Imperial County</td>
<td>Aten Road Class I Bicycle Path Improvements</td>
<td>$520,000</td>
<td>50</td>
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After consideration of the final scores and following the ATP guidelines, ICTC staff recommends to award the regional ATP funds in the amount $524,000 to the highest ranked project, the City of El Centro’s SR2S Program and Bicycle Route Improvement Project. Per the direction of CTC and the ATP guidelines ICTC or project sponsors are not allowed to partially award a project. Therefore, the remaining ATP share funds in the amount of $183,000 can possibly be used to fund other projects in the SCAG region.

The Management Committee met on October 14, 2015 and forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the Project Nomination List for year 2015/16 Active Transportation Program (ATP)
2. Approve the award of the City of El Centro’s SR2S Program and Bicycle Route Improvement Project in the amount of $524,000
3. Direct staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation

Sincerely,

MARK BAZA
Executive Director
<table>
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<tr>
<th>Applicant</th>
<th>Project Title</th>
<th>Total Project Cost</th>
<th>Total Fund Request</th>
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<th>Q8 Deduction Score</th>
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<td>88.00</td>
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<td>Imperial County</td>
<td>Heber Townsite Sidewalk Improvements Near Heber Elem School on Parkys Ave from 11th Street to 5th Street</td>
<td>1,354</td>
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<td>118.2</td>
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<td>32.00</td>
<td>32.00</td>
<td>-32.00</td>
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<tr>
<td>Imperial County</td>
<td>Imperial County</td>
<td>11,440</td>
<td>11,440</td>
<td>10.142</td>
<td>10.142</td>
<td>-10.142</td>
</tr>
</tbody>
</table>
B. Congestion Mitigation Air Quality (CMAQ) application for the City of Calexico Intermodal Transportation Center (ITC)
October 22, 2015

Bruce Kuhn, Chair
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: Congestion Mitigation and Air Quality Program (CMAQ) Calexico Intermodal Transportation Center Project Submittal

Dear Commission Members:

The Imperial County Transportation Commission (ICTC) is conducting the 2015 call for projects of the Congestion Mitigation and Air Quality Program (CMAQ). Among the CMAQ program opportunities it also offers funding for transit projects. ICTC staff is proposing to pursue a CMAQ grant to fund the engineering design of the Calexico Intermodal Transportation Center (ITC).

The Calexico ITC will provide a central location to access multiple alternative transportation options, and will be in close proximity to the Calexico West Port of Entry (POE) pedestrian crossing. The POE is being expanded to increase capacity for both pedestrian and vehicular border traffic. Increased demand for pedestrian processing could grow from the current 20,000 per day to 30,000 by 2035, according to the feasibility study completed by Huitt-Zollars, Inc. on October 2014. If funded, ICTC intends to work in partnership with the City of Calexico.

Per the feasibility study, a total of $560,000 would be necessary for the engineering design of the project. Since the CMAQ program requires an 11.47% minimum local match, ICTC staff is recommending a request of $495,000 of CMAQ funding. The local match in the amount of $65,000 may be provided from the Transportation Development Act (TDA) funds.
The Management Committee met on October 14, 2015 and forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the resolution authorizing the Congestion Mitigation and Air Quality (CMAQ) grant application for the Calexico Intermodal Transportation Center

Sincerely,

MARK BAZA
Executive Director

MB/vm

Attachment
RESOLUTION 102815-XX OF
THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)
RESOLUTION AUTHORIZING THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) GRANT
APPLICATION FOR THE CALExico INTERMODAL TRANSPORTATION CENTER

In the Matter of:

ICTC RESOLUTION SUPPORTING
CMAQ FUNDING Project Delivery Schedules and timely use of funding

WHEREAS, AB 1012 has been enacted into State Law in part to provide for the timely use of State and Federal funds; and

WHEREAS, the Commission is able to apply for and receive Federal and State funding including Congestion Mitigation and Air Quality (CMAQ) funds; and

WHEREAS, the Commission desires to ensure that its projects are delivered in a timely manner to preclude losing funds for non-delivery; and

WHEREAS, it is understood by the Commission that failure for not meeting project delivery dates for any phase of a project may jeopardize federal or state funding to the Region; and

WHEREAS, the Commission supports the submittal of a CMAQ application for the design of the Calexico Intermodal Transportation Center in the following amounts:

1. CMAQ funds - $495,000
2. Local funds - $65,000
3. Total project cost - $560,000

WHEREAS, if awarded, the Commission will support the use of Transportation Development Act (TDA) funds as the local fund amount; and

NOW THEREFORE BE IT RESOLVED, that the Commission hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate an agency's project and reprogram Federal/State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the Commission does direct the Executive Director to ensure all federal and state-funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the Commission.

PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on October 28, 2015.

By: __________________________
Chairman

ATTEST:

By: __________________________
CRISTI LERMA
Secretary to the Commission
Imperial County Transportation Commission
Agency

Project Category:

Priority #: __1__ of __1__

Detailed Project Description (Purpose of Project/Scope of Work): Funding is requested to complete the engineering design phase for the new Calexico Intermodal Transportation Center (ITC). The Calexico ITC will provide a central location to access multiple alternative transportation options, and will be in close proximity to the Calexico West Port of Entry (POE) pedestrian crossing. The POE is being expanded to increase capacity for both pedestrian and vehicular border traffic. Increased demand for pedestrian processing could grow from the current 20,000 per day to 30,000 by 2035, according to the project feasibility study (ICTC, Calexico Border Intermodal Transportation Center Feasibility Study (Huitt-Zollars, Inc.), Oct. 2014, page 4). This project will be completed in partnership with the City of Calexico.

Warrant Study (Submit calculations as attachment): NA

Route # or Name: NA

Postmile/Project Limits/Length: The project site is located on the block of E. 3rd Street, between Rockwood and Heffernan Avenues. The site currently has a vacant building that formerly housed a drug store.

Air Pollution Reduction: Kilograms per day reduction listed below

ROG: 3 kg/day
NOx: 3 kg/day
PM10: 2 kg/day

Cost-Effectiveness (Submit calculations as attachment):

CMAQ Funds: $5.93 per pound
CMAQ + Local Funds: $6.71 per pound

Average Daily Traffic Volume (ADT): NA

Accident Rate: Although the project is not expected to reduce vehicle accident rates, the project is expected to reduce the number of vehicle accidents attributed to reduced vehicle miles traveled. The Calexico ITC will be designed to current safety standards to prevent accidents.

Photo of Facility/Project (Please Attach) See attached Project Site Location maps, site drawings and renderings.

Air Quality Screening Criteria Code(s): 5.06 Bus terminals and transfer points.
Environmental Document Type: CE/CE
Based on the results of both the Brawley Transit Station and the El Centro Regional Bus Transfer Station environmental reviews, it is expected that the Calexico ITC will also be classified as NEPA Categorical Exclusion and CEQA Categorical Exemption class of action decisions. According to the project feasibility study, the existing on-site structure is not believed to be historic in nature and no environmental justice issues should be associated with the project given the site does not displace any persons or group of people and is located in a commercial area on an existing established bus route with no impacts to neighboring populations.

Environmental Document Completion Date: 7/01/2016 (NEPA and CEQA)

Contract (Vehicle Purchase) Award Date: 11/15/2016

ROW Acquisition Date: NA

Project Completion Date: 11/01/2017

PROJECT DELIVERY SCHEDULE

<table>
<thead>
<tr>
<th>Work Phase</th>
<th>Fund Type</th>
<th>FY 14/15</th>
<th>FY 15/16</th>
<th>FY 16/17</th>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>Fund Total</th>
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</thead>
<tbody>
<tr>
<td>PE</td>
<td>CMAQ--88.53%</td>
<td></td>
<td></td>
<td>$495</td>
<td></td>
<td></td>
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<td>PE</td>
<td>Local Match</td>
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<td></td>
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<td>$65</td>
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<tr>
<td>ROW</td>
<td>CMAQ--88.53%</td>
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<td></td>
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</tr>
<tr>
<td>ROW</td>
<td>Local Match</td>
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<td></td>
<td></td>
<td>$65</td>
</tr>
<tr>
<td>CONST</td>
<td>CMAQ--88.53%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>CONST</td>
<td>Local Match</td>
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<td></td>
<td>$65</td>
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<tr>
<td>TOTALS</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$560</td>
</tr>
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</table>
New Calexico ITC Concept

Preferred Location
Project Site Location
The air quality and cost-effectiveness analysis was conducted using the methodology and Access computer model developed by the California Air Resources Board (CARB) for evaluating CMAQ projects. Below is a summary of the analysis and findings. Calculation estimates for Auto Trips Eliminated is provided in the next page.

<table>
<thead>
<tr>
<th>RIDESHARING AND PEDESTRIAN FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>County:</td>
</tr>
<tr>
<td>Federal Number:</td>
</tr>
<tr>
<td>Approval Date:</td>
</tr>
<tr>
<td>Caltrans DIST-EA:</td>
</tr>
<tr>
<td>Short Description: Calexico ITC</td>
</tr>
<tr>
<td>Project Scope: Design of the Calexico Intermodal Transportation Center</td>
</tr>
<tr>
<td>Project Sponsor: ICTC</td>
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<tr>
<td>Private Agency: No</td>
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<tr>
<td>CMAQ Funding: $495,000</td>
</tr>
<tr>
<td>Local Match: $65,000</td>
</tr>
<tr>
<td>Capital Recovery Factor: 0.07</td>
</tr>
<tr>
<td>Project Analysis Period: 20 years</td>
</tr>
<tr>
<td>Auto Trips Eliminated (T): 8,369</td>
</tr>
<tr>
<td>Length of auto trips eliminated (L): 16.00 miles in one direction of trip</td>
</tr>
<tr>
<td>Weeks of operation per year (W): 52 weeks</td>
</tr>
<tr>
<td>Adjustment (A) for auto access trips to transit, vanpools and carpools: 0.70 adjustment factor</td>
</tr>
<tr>
<td>Annual Auto Trips Reduced: 304,632 annual trips</td>
</tr>
<tr>
<td>Annual Auto VMT Reduced: 6,963,008 annual miles</td>
</tr>
</tbody>
</table>

| EMISSION FACTORS:                      |
| Auto Trip End Factors:                |
| ROG: 0.353 grams per trip             |
| NOx: 0.162 grams per mile             |
| PM10: 0.004 grams per mile            |

| EMISSION REDUCTIONS:                   |
| Pounds per Year:                       |
| ROG: 2,062                             |
| NOx: 2,103                             |
| PM10: 1,443                            |
| Total: 5,608                           |

| COST-EFFECTIVENESS OF:                 |
| CMAQ Funds: $5.93 per pound $11,867 per ton |
| All Funding Sources:                   |
| $6.71 per pound $13,425 per ton         |

---

Below are the calculations prepared for the daily auto trips eliminated as a result of the construction of the proposed project.

- **10,000** Number of new daily pedestrians crossing the POE by 2035 (analysis year 20). Source: Project Feasibility Study, page 4.  
  - **5,000** Average new daily pedestrians crossing during 20-year analysis period (divided by 2). Growth is assumed a constant average over 20 years.  
  - **1,196** Average daily one-way pedestrian trips from the POE who will use transit at the new ITC based on its convenient location and transfer points (5,000 * 24% transit users).  
  - **8,369** Average weekly one-way pedestrian trips from the POE who will use transit at the new ITC based on its convenient location and transfer points (daily users * 7)  
  - **24%** Estimated percentage of pedestrians from the POE who will use transit at the new ITC based on its convenient location and transfer points.

The information below from the US Census, 2009-2013 American Community Survey 5-Year Estimates for El Centro, was used to estimate the percentage of new pedestrians from the POE who will use transit at the new ITC. The estimated percentage of 24% was calculated by dividing the number of transit users by the total (841,628 divided by 3,519,747).

- **1,843,160** Carpoolers  
- **841,628** Public Transit Users (excluding taxis)  
- **446,899** Walkers  
- **388,060** Other means  
- **3,519,747** TOTAL

Assumes pedestrians from POE will not drive alone and do not telecommute as this data is excluded from the calculation.  

Data Source:  
Calexico Intermodal Transportation Center Feasibility Study, 2014  
American FactFinder  
2009-2013 American Community Survey 5-Year Estimates, City of Calexico
RESOLUTION 102815-XX OF
THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)
RESOLUTION AUTHORIZING THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) GRANT
APPLICATION FOR THE CALExico INTERMODAL TRANSPORTATION CENTER

In the Matter of:

ICTC RESOLUTION SUPPORTING
CMAQ FUNDING Project Delivery Schedules and timely use of funding

WHEREAS, AB 1012 has been enacted into State Law in part to provide for the timely use of State and Federal funds; and

WHEREAS, the Commission is able to apply for and receive Federal and State funding including Congestion Mitigation and Air Quality (CMAQ) funds; and

WHEREAS, the Commission desires to ensure that its projects are delivered in a timely manner to preclude losing funds for non-delivery; and

WHEREAS, it is understood by the Commission that failure for not meeting project delivery dates for any phase of a project may jeopardize federal or state funding to the Region; and

WHEREAS, the Commission supports the submittal of a CMAQ application for the design of the Calexico Intermodal Transportation Center in the following amounts:
1. CMAQ funds - $495,000
2. Local funds - $65,000
3. Total project cost - $560,000

WHEREAS, if awarded, the Commission will support the use of Transportation Development Act (TDA) funds as the local fund amount; and

NOW THEREFORE BE IT RESOLVED, that the Commission hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate an agency’s project and reprogram Federal/State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the Commission does direct the Executive Director to ensure all federal and state-funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the Commission.

PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on October 28, 2015.

By: ____________________________
Chairman

ATTEST:

By: ____________________________
CRISTI LERMA
Secretary to the Commission
# SELECTED ECONOMIC CHARACTERISTICS

## 2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau’s Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

## EMPLOYMENT STATUS

<table>
<thead>
<tr>
<th>Subject</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Percent</th>
<th>Percent Margin of Error</th>
<th>California Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 16 years and over</td>
<td>29,516,595</td>
<td>+/-4,166</td>
<td>29,516,595</td>
<td>(X)</td>
<td>28,365</td>
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<tr>
<td>In labor force</td>
<td>18,946,244</td>
<td>+/-17,921</td>
<td>64.2%</td>
<td>+/-0.1</td>
<td>16,221</td>
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<tr>
<td>Civilian labor force</td>
<td>18,804,519</td>
<td>+/-17,323</td>
<td>63.7%</td>
<td>+/-0.1</td>
<td>16,210</td>
</tr>
<tr>
<td>Employed</td>
<td>16,635,854</td>
<td>+/-19,001</td>
<td>56.4%</td>
<td>+/-0.1</td>
<td>12,705</td>
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<tr>
<td>Unemployed</td>
<td>2,168,665</td>
<td>+/-12,673</td>
<td>7.3%</td>
<td>+/-0.1</td>
<td>3,505</td>
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<td>Armed Forces</td>
<td>141,725</td>
<td>+/-2,329</td>
<td>0.5%</td>
<td>+/-0.1</td>
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<tr>
<td>Not in labor force</td>
<td>10,570,351</td>
<td>+/-18,154</td>
<td>35.8%</td>
<td>+/-0.1</td>
<td>12,144</td>
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<tr>
<td>Civilian labor force</td>
<td>18,804,519</td>
<td>+/-17,323</td>
<td>18,804,519</td>
<td>(X)</td>
<td>16,210</td>
</tr>
<tr>
<td>Percent Unemployed</td>
<td>(X)</td>
<td></td>
<td>11.5%</td>
<td>+/-0.1</td>
<td>(X)</td>
</tr>
<tr>
<td>Females 16 years and over</td>
<td>14,951,773</td>
<td>+/-3,180</td>
<td>14,951,773</td>
<td>(X)</td>
<td>15,492</td>
</tr>
<tr>
<td>In labor force</td>
<td>8,657,290</td>
<td>+/-13,241</td>
<td>57.9%</td>
<td>+/-0.1</td>
<td>7,980</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>8,641,142</td>
<td>+/-13,168</td>
<td>57.8%</td>
<td>+/-0.1</td>
<td>7,980</td>
</tr>
<tr>
<td>Employed</td>
<td>7,661,441</td>
<td>+/-13,358</td>
<td>51.2%</td>
<td>+/-0.1</td>
<td>5,997</td>
</tr>
<tr>
<td>Own children under 6 years</td>
<td>2,925,897</td>
<td>+/-5,486</td>
<td>2,925,897</td>
<td>(X)</td>
<td>4,033</td>
</tr>
<tr>
<td>All parents in family in labor force</td>
<td>1,768,891</td>
<td>+/-9,123</td>
<td>61.1%</td>
<td>+/-0.3</td>
<td>2,837</td>
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<tr>
<td>Own children 6 to 17 years</td>
<td>5,876,908</td>
<td>+/-7,011</td>
<td>5,876,908</td>
<td>(X)</td>
<td>7,358</td>
</tr>
<tr>
<td>All parents in family in labor force</td>
<td>3,922,420</td>
<td>+/-13,271</td>
<td>66.7%</td>
<td>+/-0.2</td>
<td>4,856</td>
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</table>

## COMMUTING TO WORK

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<tr>
<th>Subject</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Percent</th>
<th>Percent Margin of Error</th>
<th>California Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers 16 years and over</td>
<td>16,290,887</td>
<td>+/-21,516</td>
<td>16,290,887</td>
<td>(X)</td>
<td>12,047</td>
</tr>
<tr>
<td>Car, truck, or van -- drove alone</td>
<td>11,918,232</td>
<td>+/-20,828</td>
<td>73.2%</td>
<td>+/-0.1</td>
<td>8,962</td>
</tr>
<tr>
<td>Car, truck, or van -- carpooled</td>
<td>1,643,160</td>
<td>+/-12,453</td>
<td>11.3%</td>
<td>+/-0.1</td>
<td>1,483</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab)</td>
<td>841,628</td>
<td>+/-7,276</td>
<td>5.2%</td>
<td>+/-0.1</td>
<td>333</td>
</tr>
<tr>
<td>Walked</td>
<td>446,899</td>
<td>+/-4,827</td>
<td>2.7%</td>
<td>+/-0.1</td>
<td>256</td>
</tr>
<tr>
<td>Other means</td>
<td>388,060</td>
<td>+/-4,933</td>
<td>2.4%</td>
<td>+/-0.1</td>
<td>426</td>
</tr>
<tr>
<td>Worked at home</td>
<td>852,908</td>
<td>+/-7,244</td>
<td>5.2%</td>
<td>+/-0.1</td>
<td>587</td>
</tr>
</tbody>
</table>

| Mean travel time to work (minutes) | 27.2 | +/-0.1 | (X) | (X) | 24.5 |

## OCCUPATION
C. IVT 35 Minute Headways; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.
October 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Committee
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

SUBJECT: IVT 35 Minute Headways; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.

Dear Commission Members:

The Unmet Transit Needs Finding Number IX. for Fiscal Year 2013-14 stated:

“...IX. The County-Wide Transit System shall implement four additional trips on routes 1N and 1S between Calexico and El Centro, to reduce overcrowding and strive for a 35 minute headway, during peak service hours. Route data will be evaluated by ICTC after twelve (12) months for a decision on continuation...”

In FY 2013, Staff had made the recommendation and the Commission approved this new service frequency after analyzing testimony, ridership data and passenger customer comments. A need was established to increase the trips available between the Cities of Calexico and El Centro, to reduce overcrowding.

Once a new route or trip has been implemented a demonstration phase ensues. The “demo” phase typically lasts for a minimum of twelve months. This allows for review and evaluation of the public’s acceptance and use of the transit service. Services adjustments can also be made as necessary in order to remain efficient and effective.

In cases where new transit services are not well received, the demo service can be retired. In cases where the new transit services are well received, the service is recommended to be transferred out of its demo status and made a part of the regular fixed route system. This can be most important in situations where funding is reduced and decisions must be made regarding reductions or cessation of services. The services in a demo phase are typically considered first for reductions.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
In October 2013, the additional trips to achieve the 35 minutes headway were introduced between Calexico and El Centro. Overcrowding has since been reduced as there are no further observations or reports of overcrowding, or of persons left at the bus stops.

Ridership has responded favorably, and currently indicates the following:

- The FY 2013-14 data for the route averages 1,621 passengers per weekday or 38 passengers per trip
- The FY 2014-15 data for the route averages 1,528 passengers per weekday or 36.5 passengers per trip
- The FY 2015-16 data for the routes averaged 1,473 passengers per weekday or 35 passengers per trip
  (Data for FY 2015-16 is for the three “summer” months to date only)

The Management Committee met on October 14, 2015 and forwards this item to the Commission for their review and approval after public comment, if any:

1. Transfer the 35 minutes headway concept between El Centro and Calexico from demonstration status and incorporate it into the regular fixed route system.

Sincerely,

MARK BAZA
Executive Director

BY: /S/ Kathi Williams
Senior Transit Planner

MB/ksw/cl
VI. ACTION CALENDAR

D. IVT Gold Line; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
October 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Committee
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

SUBJECT: IVT Gold Line; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.

Dear Commission Members:

Due to increased demand for transit services to more areas within the cities, a formal consultant study process was implemented in FY 2002-04 and the intra-city circulator concept for transit services was eventually adopted. The concept would allow for timed transfers by smaller intra-city buses with the larger inter-city IVT buses at transfer terminals in the various cities.

In 2006, the IVT Blue Line and in 2009 the IVT Green Line were launched as weekday intra-city circulators operating in El Centro.

Once a new route or trip has been implemented a demonstration phase ensues. The “demo” phase typically lasts for a minimum of twelve months. This allows for review and evaluation of the public’s acceptance and use of the transit service. Services adjustments can also be made as necessary in order to remain efficient and effective.

In cases where services are not well received, the demo service can be retired. In cases where the services are well received, the service is recommended to be transferred out of its demo status and made a part of the regular fixed route system. This can be most important in situations where funding is reduced and decisions must be made regarding reductions or cessation of services. The services in a demo phase are typically considered first for reductions.
In FY 2013, the IVT Gold Line route was launched as a weekday intra-city circulator operating twelve routes during the day throughout Brawley. Ridership has responded favorably, is increasing and currently indicates the following:

- The FY 2013-14 data for the route averages 40.0 passengers a day.
- The FY 2014-15 data for the route averages 50.3 passengers a day.

The Management Committee met on October 14, 2015 and forwards this item to the Commission for their review and approval after public comment, if any:

1. Transfer the IVT Gold Line from demonstration status and incorporate it into the regular fixed route system.

Sincerely,

MARK BAZA  
Executive Director

BY: [Signature]  
Kathi Williams  
Senior Transit Planner

MB/ksw/cl
E. IVT Increase in Trips on Saturdays Service; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.
October 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Committee
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

SUBJECT: IVT Increase in Trips on Saturdays Service; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.

Dear Commission Members:

The Unmet Transit Needs (UTN) Public Hearing Finding Number VIII. for Fiscal Year 2013-14 stated:

"...VIII. The County-Wide Transit System shall implement four additional trips on routes 1N, 1S, 2N and 2S in FY 2013-14 in the Primary Corridor; Brawley to Calexico, on Saturdays. Route data will be evaluated by ICTC after twelve (12) months for a decision on continuation..."

In FY 2013, Staff had made the recommendation and the Commission approved this new service frequency after analyzing testimony, ridership data and passenger customer comments. Transit service on Saturdays had been in effect for many years, but at a reduced schedule (low level = 6 roundtrips a day) due to the lower anticipated ridership. As a result of the FY 2013-14 UTN Public hearing, a need was established to increase the trips available (medium level = 9 round trips a day), to provide passengers with more opportunities to get to places of employment, particularly at the Imperial Valley mall.

Once a new route or trip has been implemented a demonstration phase ensues. The “demo” phase typically lasts for a minimum of twelve months. This allows for review and evaluation of the public’s acceptance and use of the transit service. Services adjustments can also be made as necessary in order to remain efficient and effective.

In cases where services are not well received, the demo service can be retired. In cases where the services are well received, the service is recommended to be transferred out of its demo status and made a part of the regular fixed route system. This can be most important in situations where funding is reduced and decisions must be made regarding reductions or cessation of services. The services in a demo phase are typically considered first for reductions.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
In October 2013, the additional trips to increase services on Saturdays were introduced. Ridership has responded favorably, is increasing and currently indicates the following:

- The FY 2013-14 data for the routes averaged 800 passengers per Saturday.
- The FY 2014-15 data for the routes averaged 1,210 passengers per Saturday.
- The FY 2015-16 data for the routes averaged 1,206 passengers per Saturday.
  (Data for FY 2015-16 is for the three “summer” months to date only)

The Management Committee met on October 14, 2015 and forwards this item to the Commission for their review and approval after public comment, if any:

1. Transfer the Increase in Saturday Services from demonstration status and incorporate it into the regular fixed route system.

Sincerely,

MARK BAZA
Executive Director

BY: [Signature]

Kathi Williams
Senior Transit Planner

MB/ksw/el
VI. ACTION CALENDAR

F. IVT Introduction of New Transit Services on Sundays; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System
October 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Committee
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

SUBJECT: IVT Introduction of New Transit Services on Sundays; Recommendation to Transfer from Demonstration Status to Permanent Status in the Imperial Valley Transit (IVT) Fixed Route Bus System.

Dear Commission Members:

The Unmet Transit Needs (UTN) Public Hearing Finding Number X. for Fiscal Year 2013-14 stated:

"... X. The County-Wide Transit System shall implement four new trips on routes 1N, 1S, 2N and 2S in FY 2013-14 in the Primary Corridor; Brawley to Calexico, on Sundays. Route data will be evaluated by ICTC after twelve (12) months for a decision on continuation..."

In FY 2013, Staff had made the recommendation and the Commission approved this new service frequency after analyzing testimony, ridership data and passenger customer comments. There were no transit services offered on Sundays. As a result of the FY 2013-14 UTN Public hearing, a need was established to offer a low level of services (low level = 6 round trips a day), to provide passengers with more opportunities to get to places of employment, particularly at the Imperial Valley mall.

Once a new route or trip has been implemented a demonstration phase ensues. The “demo” phase typically lasts for a minimum of twelve months. This allows for review and evaluation of the public’s acceptance and use of the transit service. Services adjustments can also be made as necessary in order to remain efficient and effective.

In cases where services are not well received, the demo service can be retired. In cases where the services are well received, the service is recommended to be transferred out of its demo status and made a part of the regular fixed route system. This can be most important in situations where funding is reduced and decisions must be made regarding reductions or cessation of services. The services in a demo phase are typically considered first for reductions.
In January 2014, the trips on Sundays were introduced.

Ridership has responded favorably, is increasing and currently indicates the following:

- The FY 2013-14 data for the routes average 200 passengers per Sunday.
- The FY 2014-15 data for the routes average 402 passengers per Sunday.
- The FY 2015-16 data for the routes averaged 436 passengers per Sunday.
  (Data for FY 2015-16 is for the three “summer” months to date only)

The Management Committee met on October 14, 2015 and forwards this item to the Commission for their review and approval after public comment, if any:

1. Transfer the Sunday Services from demonstration status and incorporate it into the regular fixed route system.

Sincerely yours,

MARK BAZA
Executive Director

BY:  

Kathi Williams
Senior Transit Planner

MB/ksw/cl
VI. ACTION CALENDAR

G. REVISED MEMORANDUM OF UNDERSTANDING (MOU); ICTC—QUECHAN INDIAN TRIBE—YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSIT AUTHORITY (YCIPTA) FOR TURQUOISE ROUTE #10 AND BLUE ROUTE #5
September 15, 2015

Bruce Kuhn, Chair
Imperial County Transportation Commission
1405 N. Imperial Ave Suite 1
El Centro, CA 92243

SUBJECT: Revised Memorandum of Understanding (MOU); ICTC - Quecham Indian Tribe - Yuma County Intergovernmental Public Transit Authority (YCIPTA) for Turquoise Route #10 and Blue Route #5

Dear Commission Members:

In 2012, ICTC staff entered into discussions, at the request of staff of the Quecham Tribe and YCIPTA, regarding the potential for a public transit route between Yuma AZ, the Winterhaven Ca. area, and El Centro, CA. Discussions ensued over an eight month period regarding operational issues including routing, scheduling, funding, access to bus stop locations and the continuation of travel once in El Centro on Imperial Valley Transit (IVT) for access to social service and commercial activities.

The project required the Boards of the three agencies to approve and give final direction on implementation for services. The Turquoise Route 10 started operation in January 2013. The business plan proposed twice daily roundtrips, three days a week on a YCAT bus. The new YCAT route offered travel opportunities that connected in El Centro to IVT intercity and intracity routes at 7th and State Streets. The price was established at a $2.00 one way fare.

As a result of the current federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), it appears that FTA 5311(c) funding will no longer be available to the Quecham Indian Tribe in the future. 5311(c) funding is also known as the Tribal Transit Grant Funding Program and allowed the tribe to apply and be a direct recipient of public transit operational funding. Previously those 5311(c) funds were used to operate the Blue Route 5 in cooperation with YCIPTA. Blue Route 5 is a circulator route with stops in the eastern Imperial County, the Fort Yuma Indian reservation and Yuma. ICTC has now received a request to share in the future cost to provide funding for the Blue Route 5 service, as it does serve eastern Imperial County residents.
The current evaluations have determined that while modest, the Turquoise Route 10 and Blue Route 5 have shown a slight increase in ridership over the previous year.

ICTC staff continues to support and recommends the participation in the revised MOU due to the increased access for Eastern Imperial County residents. However, ICTC will continue to meet with both agencies and continue to monitor both the Turquoise Route 10 and Blue Route 5, in cooperation with YCIPTA and the Quechan Tribe, in order to ensure the proper portion of funding is provided to supplement the transit service in eastern Imperial County. Recommendations from ICTC staff for funding in future years will be based on service needs and service performance for the eastern Imperial County, Winterhaven community.

Funding for this service is derived from the Transportation Development ACT (TDA) Fund, a contribution from the Quechan Tribe, the YCIPTA organization and passenger fares, and is in the recently approved FY 2015-16 ICTC Overall Work Program and Budget.

The Table for the breakdown of the subsidy allocations is on page 9 of the attached “Eastern Imperial County Transit Services Operations and Implementation Business Plan”.

The Management Committee met on September 9, 2015 and forward this item to the Commission for review and approval after public comment, if any:

1. Authorize the Chairperson to sign the Memorandum of Understanding (MOU) between the Yuma County Intergovernmental Public Transportation Authority (YCIPTA), the Imperial County Transportation Commission (ICTC) and the Quechan Indian Tribe for the continued implementation and operation of a regional connector bus service (YCAT Turquoise #10) between Yuma AZ, Winterhaven and El Centro, California; and, a circulator route from Yuma with stops in the eastern Imperial County area (YCAT Blue #5) effective July 1, 2015 through June 30, 2016 and provide a not to exceed subsidy to the Quechan and YCIPTA in an amount of $172,270.

Sincerely,

MARK BAZA
Executive Director

MB/ksw/ds
MEMORANDUM OF UNDERSTANDING BETWEEN THE YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY, IMPERIAL COUNTY TRANSPORTATION COMMISSION AND QUECHAN INDIAN TRIBE FOR TRANSIT SERVICES IN EASTERN IMPERIAL COUNTY

This Memorandum of Understanding (hereinafter “MOU”) made and entered into this ________ day of _____, 2015, by and between Yuma County Intergovernmental Public Transportation Authority, a political subdivision of the State of Arizona (hereinafter “YCIPTA”), Imperial County Transportation Commission, a regional transit and transportation planning agency and political subdivision of the State of California (hereinafter “ICTC”), and Quechan Indian Tribe (hereinafter “QUECHAN”), a federally-recognized Indian tribe. The terms “Party” or “Parties” shall mean the collective or individual participants of this MOU, as appropriate, who agree as follows:

I. Recitals

A. YCIPTA is the administrator of the public transit service in Yuma County, which is known to the general public as Yuma County Area Transit (“YCAT”) and provides public transit services within and between the Cities of Yuma, San Luis, Somerton, Arizona, the Fort Yuma Indian Reservation and the Cocopah Indian Reservation, unincorporated eastern Imperial County, incorporated Imperial and Yuma County areas, and the Town of Wellton, Arizona; and whose primary objective is providing public transportation and has its principal office at 2715 East 14th Street, Yuma, Arizona 85365.

B. ICTC is a public entity whose primary objective is regional transportation planning, including providing public transit services, and has its principal office located at 1405 North Imperial Avenue, Suite 1, El Centro, California 92243.

C. QUECHAN is a federally-recognized Indian Tribe whose primary objective is to provide funding for the provision of public transportation services to its tribal members and has its principal offices at 350 Picacho Road, Winterhaven, California 92283.

D. ICTC has operated bus service from El Centro through Holtville, California to Winterhaven since 1989 as part of the Imperial Valley Transit (“IVT”) service; and

E. The Southern California Association of Governments (“SCAG”) and QUECHAN conducted studies that made recommendations to implement an improved level of transit service between Winterhaven and El Centro, California; and

F. QUECHAN has implemented a three-way partnership with ICTC and YCIPTA to provide transit service between Winterhaven and El Centro, California and between the Fort Yuma Indian Reservation, Yuma, Arizona and Winterhaven, California (“Service or Eastern Imperial County Transit Services”), with YCIPTA as the operator of the Service and QUECHAN providing initial funding from a Federal Transit Administration (“FTA”) Tribal Transit Discretionary Grant received in 2011; and
G. In January 2013, ICTC discontinued the portion of IVT Route 3 service between Holtville and Winterhaven that operated on Wednesdays and subsequently provided an equivalent amount of funding to YCIPTA for the new Service implemented for a one (1) year demonstration period, which ended on December 31, 2013. ICTC, QUECHAN and YCIPTA amended that Memo Of Understanding to continue the demonstration period to June 30, 2014. With the implementation of the Turquoise Route 10, the IVT Route 3 currently only operates from El Centro to Holtville.

H. QUECHAN and YCIPTA implemented the Blue Route 5 Fort Yuma Indian Reservation, Yuma, Arizona and Winterhaven, California in June, 2012, which provides connections to the YCAT system.

II. Scope of Services

A. General:

YCIPTA, in conjunction with ICTC and QUECHAN, has created an Operations and Implementation Plan which is titled “Eastern Imperial County Transit Operations and Implementation Business Plan,” attached hereto as Exhibit A and incorporated by reference as though fully set forth herein. This Operations and Implementation Business Plan provides the framework for transit operations in eastern Imperial County.

YCIPTA will operate Blue Route 5 - Quechan Shuttle and Turquoise Route 10 – Interstate 8/El Centro/Yuma (collectively known as the Eastern Imperial County Transit Services), using its own coach operators and equipment, in accordance with the schedule, route map and bus stop list specified in Exhibit A.

B. Services Provided By YCIPTA:

1. YCIPTA shall serve as the lead agency and be the administrator of this MOU ensuring the timely and proper execution of all terms and conditions.

2. YCIPTA shall provide public transit vehicles equipped with wheelchair lifts/ramps that meet all requirements of the Americans with Disabilities Act and California Air Resources Board requirements, and are clearly marked as YCAT/Yuma County Area Transit with a United States Department of Transportation number and name of the operator.

3. YCIPTA shall operate a transit bus service on Blue Route 5 and Turquoise Route 10 as specified in Exhibit A.

4. YCIPTA shall provide all supervisory staff necessary to ensure successful operations.

5. YCIPTA shall provide, at its own cost and expense, emergency response services, including road call maintenance services and spare vehicles.
6. YCIPTA shall provide a detailed accounting with performance measures per the Transportation Development Act (“TDA”); an example of the necessary format is attached hereto in Exhibit B and incorporated by reference as though fully set forth herein. YCIPTA’s reporting must be submitted to QUECHAN and ICTC within thirty (30) working days after the end of each month.

7. YCIPTA shall provide bus stop installation along the designated route, as outlined in Exhibit A, within Yuma County and Imperial County and bus stop maintenance in Yuma County, eastern Imperial County and the Fort Yuma Indian Reservation, as necessary.

8. YCIPTA shall provide bilingual customer services, including telephone information service and in-person customer service information at YCIPTA transit facilities, including Blue Route 5 and Turquoise Route 10 service on printed and published materials, posting Blue Route 5 and Turquoise Route 10 information and an IVT link on YCIPTA’s website, and a process for accepting and investigating all complaints and suggestions related to the Service.

9. All services shall comply with the FTA Section 5335 National Transit Database requirements.

10. YCIPTA will operate the Eastern Imperial County Transit Services to the best of its ability, but the Parties recognize that the bus trips may be off schedule due to traffic, detours, accidents, strikes, federal, state, tribal or locally–declared disasters and other events beyond the control of YCIPTA.

11. YCIPTA shall not be liable for such off schedule trips or missed trips that are beyond the control of YCIPTA.

12. YCIPTA shall affix a placard in the right hand corner of the bus windshield designating that Eastern Imperial County Transit Services is operated by YCIPTA in cooperation with ICTC/IVT and QUECHAN.

13. YCIPTA may utilize a third–party contractor to operate the Eastern Imperial County Transit Services. Utilization of a third–party contractor shall not relieve YCIPTA of any responsibility or liability under this MOU.

C. Services Provided By ICTC:

1. ICTC shall coordinate the necessary bus stop placements, as designated by YCIPTA and agreed upon by all Parties of this MOU, with the City of El Centro and Imperial County along the designated route, as outlined in Exhibit A, as necessary.

2. ICTC shall provide customer services which shall include telephone information service, in-person customer service information at ICTC transit facilities, inclusion of Blue Route 5 and Turquoise Route 10 service on printed and published materials, posting of Blue Route 5 and Turquoise Route 10 information and a YCIPTA link on
ICTC's and IVT's websites, and ICTC’s process for accepting and investigating all complaints and suggestions related to the Service.

D. Services Provided by QUECHAN:

1. QUECHAN shall install all the necessary bus stops within Fort Yuma Indian Reservation, as designated by YCIPTA, along the designated route, as outlined in Exhibit A.

2. QUECHAN shall provide customer services which shall include telephone information service, in-person customer service information at QUECHAN designated facilities, inclusion of Eastern Imperial County Transit Services on printed and published transportation related materials, posting of Eastern Imperial County Transit Services information, and QUECHAN’s process for accepting and investigating all complaints and suggestions related to the Service.

3. QUECHAN shall submit a TDA 8c claim to ICTC to fund a portion of such routes. QUECHAN shall provide required TDA 8c claim and supporting documentation, and track its expense associated with the use of these funds. TDA funds will be listed as a separate line item of funds in the Basic Financial Statements each year and QUECHAN shall submit a copy of the Transportation Development Act Funds, 8c audit report to ICTC before December 31 of the given funded year. ICTC shall send a triennial performance auditor to audit this service and its performance measures.

E. Services Provided By All Parties:

1. Representatives of each Party to this MOU shall meet in person or by conference call at least quarterly, or as necessary, to discuss the Service, scheduling, routing, marketing, connections, fares and other issues related to the Service, including, but not limited to, actual costs of the Service and any necessary adjustments based on actual costs of the Service. Such meetings shall be held in the second month of the quarter to discuss issues related to the preceding full quarter and any issues that may affect the Service in the future, or at a time agreed to by the Parties. YCIPTA will coordinate the scheduling of such meetings and will convene the meetings at a location as convenient as possible for the Parties. The representatives of the agencies signing this MOU may modify the routing, schedule, fares and stops as long as each representative at the meeting provides written agency authorization for such modification. YCIPTA shall be responsible for the necessary public hearings in accordance with FTA requirements.

III. Compensation, Reporting and Performance Standards

A. Payments to YCIPTA

ICTC will pay QUECHAN an amount not to exceed the annual subsidy amount of One Hundred Seventy Two Thousand, Two Hundred Seventy Dollars and No Cents.
($172,270.00) to fund Eastern Imperial County Transit Services, as provided for in Section II.B.6 and reflected in Exhibit B. In no event shall ICTC be liable to QUECHAN for payments that exceed One Hundred Seventy Two Thousand, Two Hundred Seventy Dollars and No Cents ($172,270.00).

QUECHAN will pay YCIPTA the monthly costs based on revenue service hours with these ICTC funds along with QUECHAN funds of an amount not to exceed the annual subsidy of Twenty Four Thousand, Five Hundred Ninety Dollars and No Cents ($24,590.00) to operate Eastern Imperial County Transit Services, to be paid based on revenue vehicle service hours as established through a separate Memorandum Of Understanding between YCIPTA and QUECHAN. Such payments are due within thirty (30) days after receipt of invoice and supporting documentation from YCIPTA, as provided for in Section II.B.6 and reflected in Exhibit B. In no event shall QUECHAN be liable to YCIPTA for payments that exceed Twenty Four Thousand, Five Hundred Ninety Dollars and No Cents ($24,590.00).

In no event shall QUECHAN be liable to YCIPTA for payments to be made by ICTC. In no event shall ICTC be liable to YCIPTA for payments to be made by QUECHAN.

B. Fare Revenue

YCIPTA shall retain all fare revenue collected, and shall reserve the right to establish the fare policy for this Service, but YCIPTA shall consult with ICTC and QUECHAN.

C. Ridership Reports

YCIPTA will provide ridership reports as specified in Exhibit A.

D. Quarterly Surveys

In consultation with the other Parties to this MOU, YCIPTA may conduct quarterly surveys, or use other means agreed to by the Parties to determine the ridership levels and revenues by service increment of the Eastern Imperial County Transit Services.

E. Performance Standards

The Services shall be subject to the performance standards as defined in Exhibit A and shall be evaluated by all Parties to determine cost effectiveness and feasibility for funding all, or some of the Services or Route(s) currently in operation and their continuance beyond the Term of this MOU. YCIPTA shall provide monthly reports to ICTC and QUECHAN tracking the performance standards as described herein and in Exhibit A.

IV. Fares and Passes

The Parties agree that the initial one-way regular cash fare for the Eastern Imperial County Transit Services is defined in Exhibit A.
Any subsequent changes in the fares for this Service are within the sole discretion of YCIPTA. However, YCIPTA shall solicit input from ICTC and QUECHAN prior to the implementation of any fare adjustment.

There will be no reciprocal transfer agreement between ICTC and YCIPTA services. YCIPTA shall inform passengers transferring to IVT services that full fare is required on IVT’s routes for travel within Imperial County. ICTC shall inform passengers transferring to YCAT services that full fare is required on Turquoise Route 10 for travel to Winterhaven, California, the Fort Yuma Indian Reservation or Yuma County, Arizona.

V. Publicity and Marketing

YCIPTA shall conduct a marketing and information dissemination program, including the production of a brochure or Rider's Guide, containing a timetable, designed to increase public awareness of the route and to stimulate ridership. ICTC and QUECHAN shall coordinate with YCIPTA regarding the marketing of this Service.

Each Party agrees to submit to the other Parties any and all advertising, sales promotion and other publicity matters relating to the Eastern Imperial County Transit Services wherein the Parties’ names are mentioned or language is used from which the connection of the Parties’ names therewith may, within reason, be inferred or implied. Each Party further agrees not to publish or use any such advertising, sales promotion or publicity matters relating to Eastern Imperial County Transit Services without the prior written consent of the other affected Parties.

VI. Indemnification and Insurance

YCIPTA, ICTC and QUECHAN (hereinafter referred to as “Indemnitors”) shall indemnify, hold harmless and defend the other Parties and each of its board members, council members, directors, officers, officials, employees, agents and volunteers (hereinafter collectively referred to as “Indemnitees”) from any and all loss, liability, fines, penalties, forfeitures, costs and damages (whether in contract, tort or strict liability, including but not limited to personal injury, death at any time and property damage) incurred by or threatened against any Indemnitee and from any and all claims, demands and actions in law or equity (including attorney’s fees and litigation expenses) against any Indemnitee, arising or alleged to have arisen from the negligent or intentional acts or omissions, or willful misconduct, of Indemnitor or any of its board members, council members, directors, officers, officials, employees, agents or volunteers in the performance of this MOU.

It is understood and agreed the Parties maintain insurance policies or self-insurance programs to fund their respective liabilities. The Parties agree that such policy coverage or respective programs for Workers’ Compensation shall contain a waiver of subrogation as to the other Party and each of its board members, council members, directors, officers, officials, employees, agents and volunteers. Evidence of Insurance, (e.g., Certificates of
Insurance or other similar documentation) shall be available upon the request of any Party.

This section shall survive termination or expiration of this MOU.

VII. Term and Termination

A. The term of this MOU is for one (1) year, commencing on July 1, 2015, and continuing until June 30, 2016. This MOU may be extended on an annual basis, upon mutual, written agreement of all the Parties. Such an extension must be requested by April 31, and the extension shall be approved and executed by all of the Parties by June 30.

B. Any Party may terminate its participation in this MOU for any reason, or no reason whatsoever, upon ninety (90) days written notification to the other Parties to this MOU.

C. In the event of termination of participation by a Party, the rights and obligations of the terminating Party, which survive termination of the Services covered by this MOU, shall remain in full force and effect after termination, to wit indemnification and insurance as provided in Section VI above. Notwithstanding the above, the monthly payment obligation due as of the effective date of termination under Section III.A shall not survive termination. Compensation and revenues due from one Party to the other under this MOU shall be paid, loaned equipment and materials shall be returned to their respective owners, and the indemnification provision contained in Section VI shall remain in full force and effect.

D. The Parties acknowledge that this MOU is subject to cancellation pursuant to Arizona Revised Statues (“A.R.S.”) § 38-511. The Parties agree that ICTC shall enjoy the same rights to terminate this MOU as YCIPTA enjoys under A.R.S. § 38-511.

E. Upon termination, YCIPTA will send a final invoice to the terminating Party within thirty (30) days of the actual date of termination. ICTC and QUECHAN shall remit final payment, in full, within thirty (30) business days of the date of said invoice.

VIII. General Provisions

A. Independent Contractor

No relationship of employer and employee is created by this MOU.

In the performance of its work and duties, YCIPTA is at all times acting and performing as a political subdivision of the State of Arizona and the administrator of the public transit service in Yuma County, which is known to the general public as YCAT, and whose sole purpose is to provide public transportation services. The other Parties to this MOU shall neither have, nor exercise, control or direction over the methods by which YCIPTA performs the Services pursuant to this MOU; provided, however, that YCIPTA agrees that all work performed pursuant to this MOU shall be in strict accordance with
currently approved methods and practices in its profession, the State of California and the Federal Transit Administration.

The sole interest of the Parties is to ensure that such Services are performed and rendered in a competent and cost-effective manner and in accordance with this MOU.

B. Federal, State and Local Laws

The Parties warrant that in the performance of this MOU, each Party shall comply with all applicable federal, state, tribal and local laws and ordinances and all lawful orders, rules and regulations thereunder.

This MOU is subject to a financial assistance contract between the Parties and the United States of America ("federal government"), acting through the Department of Transportation ("USDOT"), FTA, Arizona Department of Transportation ("ADOT") and California Department of Transportation ("Caltrans"). The Parties shall at all times comply with all applicable FTA regulations, policies, procedures and directives including, without limitation, those listed directly or by reference in the procedures and directives in the FTA Master Agreement between the Parties and FTA, ADOT and Caltrans, as amended, and are incorporated herein by this reference. YCIPTA shall comply with these FTA requirements and as they may be amended or promulgated from time to time during the term of this MOU. The Parties shall not perform any act, fail to perform any act, or refuse to comply with any of the Parties’ directives, which would cause the Parties to be in violation of the FTA and/or Caltrans terms and conditions. The Parties’ failure to comply with these FTA requirements and the Parties directives shall constitute a material breach of this MOU. Federal Regulations are available at http://www.fta.dot.gov/documents/21-Master.pdf.

C. No Conflict of Interest

Each Party represents that it currently has no interest, and shall not have any interest, direct or indirect, that would conflict in any manner with the performance of services required under this MOU.

D. Time of the Essence

Time is of the essence in each and every provision of this MOU.

E. No Consent to Breach or Waiver

No term or provision hereof shall be deemed waived and no breach excused, unless such waiver or consent shall be in writing and signed by the Party claimed to have waived or consented. Any consent by any Party to, or waiver of, a breach by the other, whether express or implied, shall not constitute consent to, waiver of, or excuse for any other different or subsequent breach.
F. Non-Assignment

No Party shall encumber, assign or otherwise transfer this MOU or any right or any interest in this MOU without prior express, written consent of each of the Parties. A consent to one assignment shall not be deemed to be a consent to any other assignment. Any encumbrance, assignment or transfer of interest in this MOU without prior, written permission or consent of the Parties, whether it be voluntary or involuntary by operation of law or otherwise, is void and shall be just cause at the option of each Party to terminate this MOU.

G. Force Majeure

This MOU may be suspended upon the written notification of one Party to all the others when causes beyond the control and without the fault or negligence of the party giving notice irrevocably disrupt or render impossible that Party’s performance of this MOU. Further, none of the Parties shall be deemed in violation of this MOU if it is prevented from performing any of its obligations by reason of labor disputes, embargoes, shortage of material, acts of God, acts of the public enemy, acts of superior governmental authority, weather conditions, riots, rebellion, sabotage or any other similar circumstances for which it is not responsible or which is not in its control. These provisions shall not apply to failures of QUECHAN or ICTC to pay annual subsidies, fees and charges here in specified.

H. Audit and Records

Each Party shall maintain books, accounts, records and data related to this MOU in accordance with applicable federal and/or state requirements, and shall maintain those books, accounts, records and data for five (5) years after the termination of this MOU. For the duration of this MOU and for a period of five (5) years thereafter, either Party's representatives and representatives of the USDOT, the Comptroller General of the United States and the Auditor General of the State of California shall have the right to examine these books, accounts, records, data and other information relevant to this MOU for the purpose of auditing and verifying statements, invoices, bills and revenues pursuant to this MOU.

I. Notices

All notices under this MOU shall be deemed duly given upon delivery, if delivered by hand, email, facsimile, or three (3) days after posting, if sent by registered mail, return receipt requested; to a Party hereto at the address set forth herein or to such other address as a Party may so designate by written notice pursuant hereto:

If to YCIPTA: YCIPTA
c/o Transit Director
2715 East 14th Street
Yuma, Arizona 85365
J. Amendment

This MOU may be amended at any time by mutual agreement of the Parties, but any such amendment must be in writing, dated, signed by duly authorized representatives of each Party to the MOU and attached hereto.

K. Entire MOU

This MOU, together with all subordinate and other documents incorporated by reference herein, constitutes the entire agreement between the Parties with respect to the subject matter contained herein and may only be modified by an amendment executed in writing by all Parties hereto. All prior agreements, representations, statements, negotiations, understandings and undertakings are cancelled and superseded hereby.

L. Authority

Each Party has full power and authority to enter into and perform this MOU, and the person signing this MOU on behalf of each Party has been properly authorized and empowered to enter into this MOU. Each Party further acknowledges that it has read this MOU, understands it, and agrees to be bound by it.

M. Dispute Resolution

If a dispute arises between the Parties regarding the interpretation or enforcement of this MOU, the Parties agree to work together in good faith to resolve such dispute. If the Parties are unable to resolve a dispute, the matter in question may be submitted for
arbitration according to the Arizona Arbitration Act. Requests for arbitration must be filed in writing with the other Parties to this MOU.

N. Governing Law

The laws of the State of Arizona shall govern this MOU as to validity, interpretation and performance.

O. Venue

The Parties agree that any and all legal actions or other judicial proceedings arising from or brought pursuant to this MOU shall lie in a Superior Court of Yuma County, Arizona, exclusively, and any such action or proceeding shall be maintained in Yuma County, Arizona.

P. Severability

If any provision of this MOU is held invalid, the remainder of the MOU shall not be affected thereby and all other parts of this MOU shall be in full force and effect.

Q. Attorney's Fees

If any party is required to commence any proceeding or legal action to enforce or interpret any term, covenant or condition of this MOU, the prevailing party in such proceeding or action shall be entitled to recover from the other party its reasonable attorneys’ fees and legal expenses.

R. Headings

The titles and headings contained in this MOU are used only to facilitate reference, and in no way define or limit the scope or intent of any of the provisions of this MOU, and shall not be deemed relevant in construing this MOU.

S. Authorship

This MOU, and its terms and conditions, shall not be construed for or against a particular Party hereto by virtue of the authorship or drafting of the provisions hereof.

T. Successors and Assigns

Subject to the limitations upon assignment and transfer herein contained, this MOU shall be binding upon and inure to the benefits of the Parties hereto, their respective heirs, successors and assigns.
U. No Authority to Bind

No Party has the authority to enter into, or negotiate, contracts on behalf of the other Parties. This MOU does not create a partnership, joint venture or any other relationship between the Parties, other than as described herein.

----SIGNATURES ON THE NEXT PAGE----
IN WITNESS WHEREOF, the Parties hereto have executed this Memorandum of Understanding Between the Yuma County Intergovernmental Public Transportation Authority, Imperial County Transportation Commission and Quechan Indian Tribe For Transit Services in Eastern Imperial County this _____ day of ________________, 2015.

YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY

By:___________________________________________
    Shelly Kreger, Transit Director

ATTEST:

By:____________________________________
    Carol Perez, Administrative Assistant

APPROVED AS TO FORM:

By:___________________________________________
    Wayne C. Benesch, YCIPTA Legal Counsel

IMPERIAL COUNTY TRANSPORTATION COMMISSION

By:____________________________________________
    ___________________, Chairperson

ATTEST:

By:___________________________________________
    Cristi Lerma, Secretary to the Commission

APPROVED AS TO FORM:

By:___________________________________________
    Geoffrey P. Holbrook, Senior Deputy County Counsel

QUECHAN INDIAN TRIBE

By:____________________________________________
    Michael Jackson, Sr., President

APPROVED AS TO FORM:

By:___________________________________________
    Thane D. Somerville, Quechan Tribal Attorney
Attachments:

- Exhibit A: Eastern Imperial County Transit Services Operations and Implementation Business Plan
- Exhibit B: Sample Monthly Report Format
EXHIBIT A: EASTERN IMPERIAL COUNTY TRANSIT SERVICES OPERATIONS AND IMPLEMENTATION BUSINESS PLAN
EXHIBIT B: SAMPLE MONTHLY REPORT FORMAT
Eastern Imperial County
Transit Operations and Implementation Business Plan

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**Exhibits**

1. Schedules and Route Maps Effective July 1, 2015
Section 1

Overview of Routes
The Yuma County Intergovernmental Public Transportation Authority ("YCIPTA"), on behalf of the Quechan Indian Tribe ("QUECHAN"), is proposing to operate the following transit services in eastern Imperial County effective July 1, 2015:

Yuma County Area Transit Service Summary – Effective July 1 2015

<table>
<thead>
<tr>
<th>Route Number/Name</th>
<th>Type of Route</th>
<th>Number of Stops</th>
<th>Frequency Of Route</th>
<th>Peak Bus Requirement</th>
<th>Service Hours</th>
<th>Where Does Route Go?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Route 5 Quechan Shuttle</td>
<td>Rural Flex Route</td>
<td>43 Stops</td>
<td>60 minutes</td>
<td>1</td>
<td>7:15 am to 7:10 pm – Monday-Friday 9:15 am to 4:10 pm – Saturday</td>
<td>Flex route service in a counter clockwise direction within the Fort Yuma Indian Reservation and Winterhaven from Paradise Casino via Picacho Road and Interstate 8 to Andrade Port of Entry, Downtown Yuma Transit Center and Quechan Casino Resort.</td>
</tr>
<tr>
<td>Turquoise Route 10 Interstate 8/El Centro</td>
<td>Special Service</td>
<td>29 Stops</td>
<td>2 round trips</td>
<td>1</td>
<td>9:15 am to 11:30 am/2:00 pm to 5:30 pm Monday &amp; Wednesday 10:15 am to 1:30 pm/3:00 pm to 5:30 pm Saturday</td>
<td>Fixed route service from Yuma Palms Regional Center to downtown El Centro via Paradise Casino, Winterhaven, Quechan Casino Resort and Interstate 8 with service to Imperial Valley Mall on request.</td>
</tr>
</tbody>
</table>

These routes do not operate on Sundays and major holidays observed by YCIPTA. YCIPTA-observed holidays are: New Year’s Day, Dr. Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day. Saturday service operates on the day after Thanksgiving, Christmas Eve and New Year's Eve. One (1) bus will operate on each route for a maximum peak vehicle demand of two (2) in eastern Imperial County.

YCIPTA shall oversee and operate these routes in conjunction with the QUECHAN and Imperial County Transportation Commission ("ICTC").

Under the California Transportation Development Act ("TDA"), new routes that are implemented could be exempt from the farebox recovery ratio requirements or other performance measures for three (3) years. Blue Route 5 would be treated as a new route for the purposes of the use of TDA funding effective July 1, 2014. Turquoise
Route 10 is in its second year using an exemption due to the route’s inability to meet the 18% farebox recovery ratio standard established by ICTC.

This business plan will replace the Regional Connector Operations and Implementation Plan developed in October, 2012, and amended in October, 2013 due to the inclusion of the Blue Route 5 and the re-designation of the business plan to focus on Eastern Imperial County Transit Services. The routes identified in the plan will continue to act as an extension of the Imperial Valley Transit (IVT) system and continue to replace the former IVT Route 3 between Holtville and Winterhaven, California on Wednesdays. IVT Route 3 continues to operate west of Holtville to El Centro, Monday through Saturday.

Statement of Purpose and Need
The purpose of operating transit services in eastern Imperial County is to provide mobility for Winterhaven and Fort Yuma Indian Reservation residents and visitors within eastern Imperial County and to Yuma, Arizona. Six (6) days a week the Blue Route 5 services extend to Andrade Port of Entry as well as providing access to services to Yuma. Three (3) days a week the Turquoise Route 10 services would be extended to El Centro to access services at the County Seat, as well as other quality of life opportunities that are not available in Winterhaven.

Regional and local travel needs were identified below:

- Access to California State and Imperial County agencies and services in El Centro (DMV, courts, Imperial County Public Health Department, Imperial County Department of Social Services).
- Access to medical care in El Centro (health specialists, El Centro Regional Medical Center, Pioneer Memorial Hospital).
- Access to medical care in San Diego, Phoenix (Phoenix Indian Medical Center), and Tucson.
- Access to destinations within Winterhaven and the Fort Yuma Indian Reservation.
- Access to medical care, social services and other destinations in Yuma.

Two (2) studies were completed to assess the potential demand for improved service; Winterhaven Quechan Reservation Rural Connector Report (October, 2007) and the Quechan – Tribal Transit Planning, Service Strategies Report (July, 2011), and a recommendation was derived from these studies to provide a local shuttle connecting the Fort Yuma Indian Reservation with Winterhaven and Yuma as well as a lifeline service connecting the Fort Yuma Indian Reservation with El Centro to provide additional access for the eastern portion of Imperial County with the County Seat.
Section 2
Roles and Responsibilities

YCIPTA - Operating and Contract Authority and Oversight: YCIPTA will use its present transit operations contractor (National Express Transit Services Corporation) to operate both Blue Route 5 - Quechan Shuttle and Turquoise Route 10 – Interstate 8/El Centro/Yuma. However, YCIPTA, in its sole discretion, reserves the right to replace the transit operations contractor with another company or entity as it deems appropriate.

YCIPTA will administer the operating contract; provide the legal operating authority for this transit service as well as umbrella operating insurance through its operations contractor. YCIPTA will receive monthly reports on project operations and program results, as prepared by the operations contractor. YCIPTA’s Project Liaison shall be the primary contact between the operations contractor, QUECHAN and ICTC.

YCIPTA Project Liaison - Planning, Contract Management and Marketing: YCIPTA shall designate its Transit Director, or designee, as the Project Liaison. The Project Liaison shall conduct daily interactions with the operations contractor, ensuring compliance with all contract terms and conditions, receipt and review of all reports required by the operations contractor, and the coordination of all marketing and promotional programs designed and implemented to support the routes. The Project Liaison will ensure the development and implementation of all programs so that employers, YCIPTA, the contractor, and other partners work together to maximize ridership and the overall effectiveness of the routes.

The Project Liaison shall be responsible for the review and payment of monthly subsidy statements provided by the transit operations and maintenance contractor.

ICTC – Supporting Role:
ICTC will provide a supporting role related to these routes, including providing recommendations to YCIPTA through technical and policy levels, marketing the service in Imperial County and contributing up to One Hundred Seventy Two Thousand Two Hundred Seventy Dollars and No Cents($172,270.00) of Transportation Development Act ("TDA") Local Transportation Fund ("LTF") Article 8(c) funds for a continuation of the these routes.

QUECHAN – Supporting Role:
QUECHAN will provide a supporting role related to these funds, including providing recommendations to YCIPTA through technical and policy levels, marketing the route on the Fort Yuma Indian Reservation and contributing Eighteen Thousand Eight Hundred and Thirty Three Dollars and No Cents ($18,833.00) of Federal Transit Administration ("FTA") Section 5311(c) monies to operate these routes.

YCIPTA would continue to use FTA Section 5307 allocated to the Winterhaven area, FTA Section 5311 allocated by ADOT to the small portion of the Fort Yuma Indian Reservation that is in Arizona, plus YCIPTA-generated match, fare revenue collected
from the routes, and a portion of the Quechan Business Enterprise parking lot in-kind revenue to cover those expenses not included in the per-hour rate.

Section 3
Overview of Operating Plan

Route Plans
The transit service will cover two (2) routes, Blue Route 5, Quechan Shuttle operating between Yuma, Winterhaven and Fort Yuma Indian Reservation, and Turquoise Route 10 between Yuma, Arizona, Winterhaven, California and El Centro via Interstate 8. The routes would be branded under the name Yuma County Area Transit ("YCAT").

The routes and bus stop placement are subject to concurrence by QUECHAN, City of El Centro, Imperial County and ICTC. YCIPTA staff shall work with the staff from these agencies regarding route changes/development and to obtain approval to place a YCAT bus stop sign in their area of jurisdiction.

Bus stops in the City of Yuma and Fort Yuma Indian Reservation would be coordinated through YCIPTA’s existing encroachment permits for bus stops that are already in place in those jurisdictions.

Imperial Valley Transit (IVT) shall have priority use of its bus stops within the El Centro-Calexico Urbanized Area ("UZA") as well as other areas of Imperial County served by IVT buses that YCAT would also serve and if a conflict arises where two (2) buses arrive at the bus stop at the same time, IVT’s use of the bus stop shall take priority. IVT’s use of the bus stops shall not, however, unreasonably interfere with YCIPTA’s obligations under this Business Plan and other agreements between YCIPTA, City of El Centro, Imperial County, ICTC and/or QUECHAN.

Exhibit 1 includes the route map, bus stop list and schedules effective July 1, 2015.

The Blue Route 5 will travel 23.9 miles one way, in a clockwise loop from Downtown Yuma Transit Center, through Fort Yuma Indian Reservation and Winterhaven, California serving 41 bus stops. The Turquoise Route 10 will travel 69.4 miles one way, between Yuma, Arizona, and El Centro, California, serving 27 bus stops.

Service Hours
The service hours, days and routes are outlined in Section One – Overview of Proposed Routes above.
### Fares – Effective January 9, 2012

<table>
<thead>
<tr>
<th>Description</th>
<th>Basic</th>
<th>Discount</th>
<th>Express</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ages 19-64 years old</td>
<td>Seniors age 65 &amp; older</td>
<td>Commuter routes for all fare categories</td>
</tr>
<tr>
<td></td>
<td>Youth ages 5-18 years</td>
<td>Persons with Disabilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>old</td>
<td>Medicare Card Holders</td>
<td></td>
</tr>
<tr>
<td></td>
<td>without school ID</td>
<td>ADA Certified</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Student ages 5-18 years old with school ID</td>
<td></td>
</tr>
<tr>
<td>One Way</td>
<td>$2.00</td>
<td>$1.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>One Way (Using Smart Card)</td>
<td>$1.75</td>
<td>$0.75</td>
<td>$4.00</td>
</tr>
<tr>
<td>Day YCAT Pass</td>
<td>$5.00 (valued at 2.5</td>
<td>$2.50 (valued at 2.5 trips)</td>
<td>$12.50 (valued at 2.5 trips)</td>
</tr>
<tr>
<td></td>
<td>trips)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day YCAT Pass (Using Smart Card)</td>
<td>$3.50 (valued at 1.75</td>
<td>$1.75 (valued at 1.75 trips)</td>
<td>$10.00 (valued at 2.5 trips)</td>
</tr>
<tr>
<td></td>
<td>trips)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-Ride YCAT Pass (Use Smart Card)</td>
<td>$17.50 ($1.75 per</td>
<td>$7.50 ($0.75 per ride)</td>
<td>$45.00 (valued at $4.50 per ride)</td>
</tr>
<tr>
<td></td>
<td>ride)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-Day YCAT Pass (Use Smart Card)</td>
<td>$60.00 ($1.50 per</td>
<td>$30.00 ($0.75 per ride/20 days/2 trips each)</td>
<td>$150.00 (valued at $3.75 per ride/20 days/2</td>
</tr>
<tr>
<td></td>
<td>ride/20 days/2 trips</td>
<td></td>
<td>trips each)</td>
</tr>
<tr>
<td></td>
<td>each)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Express Fare Up-Charge</td>
<td>$2.25</td>
<td>$2.25</td>
<td>N/A</td>
</tr>
</tbody>
</table>

- No transfers – use Day YCAT Pass or pay one–way fares.
- Cocopah Tribe members can ride free by showing their tribal ID card.
- AWC, UA and NAU students and employees can ride free by showing their student ID card with the current semester sticker.
- YPIC Charter High School and Aztec High School students and employees can ride free by showing their student or employee ID card with current semester sticker.
- YRMC and ACCT employees can ride free by showing their employee ID card.
- Children under 5 years old ride free – up to four (4) children; five (5) or more children pay discount fare.
- Smart Card Initial Fee - $2.00.
- Lost Smart Card Replacement Fee - $5.00.
- Yuma Sun or Imperial Valley Press newspaper on buses – $0.50.
- Class Pass - $45.00 (Up to 5 adults and 40 students @ $1.00 per ride).
- This fare structure would be applicable on the evening NightCAT service from AWC/NAU/UA.

1 Fares are subject to change based upon the costs associated with YCIPTA’s operation of the route.
**Ridership Forecasts**

While the two studies identified in Section One did not provide any ridership forecasts, based on historical data in regard to Blue Route 5 and Turquoise Route 10, YCIPTA staff projects that approximately fifty (50) passengers may ride Blue Route 5 each operating day and that approximately fifteen (15) passengers may ride Turquoise Route 10 each operating day.

Based on data from YCIPTA in regard to fiscal year 2013-2014, Blue Route 5 carried approximately 4.82 passengers per hour which is an increase from 3.41 from FY12-13, as this was the second fiscal year of the route's operation. (Blue Route 5 started on June 1, 2012).

Based on data from ICTC in regard to fiscal year 2011-2012, IVT Routes 3/300/350 carried approximately 3.75 passenger trips in the morning and 3.50 passenger trips in the afternoon/evening on Wednesdays. With the transition to Turquoise Route 10, the route performance was 3.41 passengers per hour which is an increase from 2.99 from FY12-13.

In determining a forecast ridership number for the route, several factors should be considered. This includes reconciliation of passengers boarding from Winterhaven on IVT Route 3/300/350, the use of the demographic information in the Winterhaven /Quechan Reservation Rural Connector Report and Quechan Service Strategies Report and data from public workshops held by QUECHAN.

**Fare Revenue Forecasts**

Based on the projected ridership and historical data for each of the two routes and to take a conservative approach, the fare revenue forecast of Twenty Seven Thousand Six Hundred Eighteen Dollars and Twenty Seven Cents ($27,618.27) for Blue Route 5 and Eleven Thousand Eighteen Dollars and Three Cents ($11,018.03) for Turquoise Route 10 is projected. It is imperative that a fare structure is established to ensure the maximum farebox recovery in compliance with the TDA. As part of the performance measures, ICTC would review the farebox recovery ratio to ensure compliance with TDA requirements. The proposed farebox ratio and route classification requirements are defined below:

<table>
<thead>
<tr>
<th>Route</th>
<th>Proposed Classification</th>
<th>Route</th>
<th>Proposed Farebox Recovery Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Route 5</td>
<td>Rural Flex Route</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Turquoise Route 10</td>
<td>Special Service</td>
<td>12% (blended rural/urban)</td>
<td></td>
</tr>
</tbody>
</table>

**Cost and Subsidy Projections**

ICTC will pay QUECHAN an amount not to exceed the annual subsidy amount of One Hundred Seventy Two Thousand Two Hundred Seventy Dollars and No Cents ($172,270.00) to fund Eastern Imperial County Transit Services after QUECHAN files a TDA Article 8c claim and supporting documentation with ICTC and QUECHAN will pay YCIPTA the monthly costs based on revenue service hours with these ICTC funds
along with QUECHAN funds of an amount not to exceed the annual subsidy of Twenty Four Thousand, Five Hundred Ninety Dollars and No Cents ($24,590.00) to operate Eastern Imperial County Transit Services, to be paid based on revenue vehicle service hours as established through a separate Memorandum Of Understanding between YCIPTA and QUECHAN.

For cost and subsidy projections, see the charts below.

**Performance Standards**
Since ICTC would provide TDA-LTF Article 8(c) funds as contributions to this route, the following proposed performance standards would apply towards these routes, and YCIPTA would report these figures to ICTC and QUECHAN monthly. These reports may be reviewed by ICTC's Social Services Transportation Advisory Council.

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Routes</strong></td>
<td>Blue Route 5</td>
<td>Turquoise Route 10</td>
<td></td>
</tr>
<tr>
<td><strong>Days Operating</strong></td>
<td>Monday-Saturday</td>
<td>Mon, Wed, Sat</td>
<td></td>
</tr>
<tr>
<td><strong>Fiscal Year 2015/2016</strong></td>
<td>Budget</td>
<td>Budget</td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Fully Allocated Operating Cost <em>(minus ADA paratransit, other YCAT hours, YMPO Audit, Vanpool and Greyhound)</em></td>
<td>$276,182.71</td>
<td>$91,816.92</td>
</tr>
<tr>
<td>b</td>
<td>Fare Revenue Collected</td>
<td>$27,618.27</td>
<td>$11,018.03</td>
</tr>
<tr>
<td>c</td>
<td>Subsidy Required</td>
<td>$248,564.44</td>
<td>$80,798.89</td>
</tr>
<tr>
<td>d</td>
<td>Quechan Subsidy</td>
<td>$12,295.00</td>
<td>$12,295.00</td>
</tr>
<tr>
<td>e</td>
<td>ICTC Subsidy</td>
<td>$120,633.64</td>
<td>$31,982.32</td>
</tr>
<tr>
<td>f</td>
<td>YCIPTA Subsidy</td>
<td>$115,635.80</td>
<td>$36,521.57</td>
</tr>
<tr>
<td>g</td>
<td>TOTAL SUBSIDY (Over)/Under</td>
<td>$248,564.44</td>
<td>$80,798.89</td>
</tr>
<tr>
<td>h</td>
<td>Total Miles</td>
<td>89,132.80</td>
<td>22,651.20</td>
</tr>
<tr>
<td>i</td>
<td>Total Revenue Miles</td>
<td>87,187.20</td>
<td>21,652.80</td>
</tr>
<tr>
<td>j</td>
<td>Total Deadhead Miles</td>
<td>1,945.60</td>
<td>998.40</td>
</tr>
<tr>
<td>k</td>
<td>service days</td>
<td>304</td>
<td>153</td>
</tr>
<tr>
<td>l</td>
<td>Total Hours</td>
<td>2,669.16</td>
<td>959.08</td>
</tr>
<tr>
<td>m</td>
<td>Total Revenue Hours</td>
<td>2,565.80</td>
<td>853.00</td>
</tr>
<tr>
<td>n</td>
<td>Total Deadhead Hours</td>
<td>103.36</td>
<td>106.08</td>
</tr>
<tr>
<td>o</td>
<td>employees</td>
<td>1.50</td>
<td>1.50</td>
</tr>
</tbody>
</table>
## Table

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>p</strong></td>
<td>Passenger Trips</td>
<td>15,000.0</td>
</tr>
<tr>
<td><strong>q</strong></td>
<td>pass/hour</td>
<td>5.85</td>
</tr>
<tr>
<td><strong>r</strong></td>
<td>pass/day</td>
<td>49.34</td>
</tr>
<tr>
<td><strong>s</strong></td>
<td>pass/mile</td>
<td>0.17</td>
</tr>
<tr>
<td><strong>t</strong></td>
<td>cost/pass</td>
<td>$18.41</td>
</tr>
<tr>
<td><strong>u</strong></td>
<td>sub/pass</td>
<td>$16.57</td>
</tr>
<tr>
<td><strong>v</strong></td>
<td>cost/mile</td>
<td>$3.17</td>
</tr>
<tr>
<td><strong>w</strong></td>
<td>cost/hour</td>
<td>$107.64</td>
</tr>
<tr>
<td><strong>x</strong></td>
<td>farebox ratio</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>y</strong></td>
<td>FTE (based on 2000 hrs)</td>
<td>0.000750</td>
</tr>
<tr>
<td><strong>z</strong></td>
<td>Depreciation Adjustments based on Service Miles*</td>
<td>$34,406</td>
</tr>
<tr>
<td><strong>aa</strong></td>
<td>Operating Cost minus Depreciation</td>
<td>$241,776.71</td>
</tr>
<tr>
<td><strong>ab</strong></td>
<td>farebox ratio + Adjustments</td>
<td>11.4%</td>
</tr>
</tbody>
</table>

According to the TDA requirements, if the farebox recovery ratio remains below the established standard adopted, efforts must be made to modify the route(s) to improve performance within the (3) three year time frame.

As necessary and required by the FTA, financial and non-financial data shall be collected and reported to the National Transit Database (NTD). YCIPTA would report miles both in the Yuma UZA and El Centro-Calexico UZA.

A re–evaluation of the routes shall take place in March, 2016 to provide recommendations regarding the future of the routes to the governing boards of YCIPTA, ICTC and QUECHAN.

Per TDA requirements, a claimant (ICTC) may receive exemptions from the various ratio requirements for services provided to new areas or along new routes. The exemptions apply until the end of the second, full fiscal year of operation. If a claimant fails to meet a required ratio for a fiscal year, its TDA funding level will be reduced by the amount of required revenues that was not maintained.

**Fiscal Audits and Triennial Performance Audits**

Though ICTC payment of TDA funds to QUECHAN to fund a portion of these routes, QUECHAN will track its expense associated with the use of these funds, TDA funds will be listed as a separate line item of funds in the Basic Financial Statements each year and submit a copy of the report to ICTC before December 31 of the given funded year.
ICTC will send a triennial performance auditor to audit this service and its performance measures.

Section 4
Marketing and Community Outreach Plan

Branding, Marketing and Community Outreach
Marketing to support these routes will be essential to its success. Consistent, coordinated marketing collateral and programs will be developed by YCIPTA, with input and assistance from ICTC and QUECHAN. The Marketing Plan will include printed ads, flyers, rack cards, media, coordination with employers and other advertising materials. The buses will be marketed and branded as YCAT routes.

The marketing program outlined above will be targeted in Yuma and Imperial Counties. YCIPTA, QUECHAN and ICTC will work to engage the support of residents in the Yuma, Fort Yuma and Winterhaven areas to help ensure project success and sustainability. The marketing program is funded by YCIPTA administrative budget and these costs are not reflected in the business plan.

- YCIPTA will focus the routes’ marketing efforts in Yuma County.
- ICTC will focus the routes' marketing efforts in Imperial County.
- QUECHAN will focus the routes' marketing efforts on the Fort Yuma Indian Reservation.

YCIPTA will have the YCAT Rider’s Guide distributed through its networks in Yuma County, including on YCAT buses. The routes will be included in YCAT Rider’s Guide, online at www.ycat.az.gov and on all YCAT marketing pieces. YCIPTA will seek vendors in El Centro to sell bus passes on behalf of YCIPTA. This includes El Centro City Hall and Circle K.

ICTC will have the Imperial Valley Transit Rider’s Guide distributed throughout Imperial County, on IVT buses and have information related to Blue Route 5 and Turquoise Route 10 operated by YCIPTA inside its Rider’s Guide, online at www.ivtransit.com and www.imperialctc.org and on appropriate IVT marketing pieces. In addition, signs will be placed on the IVT buses to promote the routes at ICTC discretion.

QUECHAN will have IVT and YCAT Rider’s Guides available for distribution throughout the Reservation, promote the routes through door–to–door distribution of information, placement of route information online, on Kwatsan Radio, on Casino bulletin boards and will allow the sale of IVT and YCAT bus passes at its retail enterprises and casinos on the Reservation.
**Section 5**

**Additional Details of the Operating Plan**

Daily operations of the routes are the responsibility of the contractor, as described in Section 2 Roles and Responsibilities, and managed through YCIPTA, consistent with the terms of the Operating Contract. The Project Liaison, as designated by YCIPTA, has the responsibility to ensure that the contractor complies with all terms of the Operating Contract. The Project Liaison also has the lead responsibility for development and implementation of the Marketing and Outreach Plan, to be accomplished with support from YCIPTA, QUECHAN and ICTC.

1. **Transit Service Information**

   The schedules and route information will be maintained on the [www.ycat.az.gov](http://www.ycat.az.gov) and [www.ivtransit.com](http://www.ivtransit.com) websites and available via the YCAT telephone information system at 928.783.2235 and the IVT telephone information system at 760.482.2900. Service will be noted as a YCAT service.

2. **Dispatch**

   A dispatcher will be on duty to support all service hours of the program to ensure excellent customer service. Contingency plans must be made to reasonably accommodate for service delays due to weather, traffic and vehicle failure by the transit operations contractor.

   Dispatchers must have a communications system in place with their drivers via two-way radio or cell phone (depending on distance). Under no circumstances should the bus operators use the communications system in such a manner as to endanger the lives of the passengers or in violation of any laws. YCIPTA intends to use radios from the Yuma Regional Communication System on Blue Route 5 and the San Diego-Imperial County Regional Communication System on Turquoise Route 10.

3. **Spare Ratio**

   YCIPTA would be responsible for providing road support to the YCIPTA vehicle should the vehicle experience any maintenance difficulties. YCIPTA shall be responsible to ensure that a replacement vehicle is provided within sixty (60) minutes of a determination that a YCAT bus is inoperable, and that ample comfort, such as water, is provided on the vehicle on days with extreme temperature (115 degrees or higher) and when extended breakdowns occur.

4. **Bus Operators**

   Bus Operators are expected to be courteous, friendly and professional at all times.

   Bus Operators shall be bilingual in English and Spanish to ensure that the distribution of information is available to both languages.

   Bus Operator uniforms will be required to be consistent with the branding/marketing of YCIPTA transit services. Uniforms must be kept clean and ironed for a professional appearance at all times.
Bus Operator are prohibited from smoking in the vehicles. Smoking outside of the vehicles is also prohibited near the door of the vehicle or in the presence of customers. Eating is prohibited in front of customers or while driving.

Bus Operator breaks shall be established with dispatch according to transit operations contractor policy. Bus Operator breaks should never be allowed to disrupt customer service or routing.

Training shall be given to all Bus Operators so that clear expectations are in place to ensure excellent customer service. Bus Operators will keep the inside of the vehicles neat and tidy, i.e. picking up trash and newspapers left behind.

5. Vehicles
YCIPTA will provide two (2) vehicle types to operate the routes as outlined in this Business Plan. The vehicles used on these routes can carry up to 32 seated passengers, is 34 feet in length and have up to two (2) wheelchair tie down spaces. To comply with the California Air Resources Board (“CARB”) requirements, YCIPTA will only operate vehicles in California with a level 3 diesel particulate trap. YCIPTA currently has nine (9) of these buses called the El Dorado National Passport, a low floor cutaway vehicle on a medium duty chassis. Furthermore, the bus is durable for highway travel. In addition, YCIPTA has six (6) 21-foot El Dorado National Aerolite buses which may also be used on these routes as these buses seat six (6) to eight (8) passengers and has up to two (2) wheelchair tie down spaces, which uses gasoline fuel and are exempt from the CARB Transit Fleet Rule.

Vehicles must be kept clean. Mechanical and cosmetic repairs must be prompt. There should be a spare vehicle that would easily fit into the program when one of the main vehicles is out for maintenance. All YCIPTA vehicles are ADA compliant and use a low floor ramp for the loading/unloading of mobility devices.

These types of vehicles will provide the most passenger comfort and meet passenger demand. Their size and relative maneuverability will be better suited for the identified routes than larger vehicles, such as transit buses. They will also be more cost effective to operate than larger transit buses.

The Passport buses features two (2) bicycle spaces, electronic destination signs, farebox, smart card system and security cameras. The Aerolite buses features manual destination signs, farebox and smart card system (only on two of these buses).
Pictures of the buses used on these routes are below:

Maintenance of the buses will take place at the YCAT bus facility located at 2715 East 14th Street, Yuma, Arizona.

6. Customer Service
Customer service, marketing and safety are paramount to the success of this program. Service and mechanical failures will be logged and used as a tool by the contractor to ensure quality control and maintenance standards. On board customer surveys will be used to help guide route improvements and to adjust marketing plans, as appropriate.

7. Schedules
Schedules are defined in Exhibit A and are subject to change. Schedules have been developed to ensure that there are no conflicts between YCAT and IVT buses at all shared bus stops in El Centro.

8. Newspapers
Yuma Sun newspapers on Blue Route 5 and Imperial Valley Press on Turquoise Route 10 would be placed, Monday through Saturday, under an existing arrangement. As it
relates to the Imperial Valley Press, a newspaper box will be placed at El Centro Regional Bus Transfer Terminal to allow YCIPTA to obtain newspapers.

9. Transfer Agreements
At the present time, passengers transferring to IVT would be required to pay a full fare as if they transferred back to YCAT.

10. Complementary ADA Paratransit Program
Blue Route 5 is treated as a flex route and is exempt from the ADA paratransit requirement since flex routes are treated as "general public demand response services" under the 49 C.F.R. Part 37 of Federal Regulations. The route deviation component is available to all passengers for an additional $2.00 fare unless passengers board at specific bus stop locations defined by YCIPTA. Turquoise Route 10 has been designated as a commuter route under 49 C.F.R. Part 37 of Federal Regulations, therefore ADA complementary paratransit requirements do not apply. Passengers requesting ADA paratransit service would either ride YCAT OnCall in Yuma County or IVT Access in Imperial County, both within a ¼ mile radius of a non-commuter or flex bus route. Timed connections between the paratransit services and these routes would be established. YCIPTA allows for free transfers between YCAT OnCall and YCAT fixed route buses for these patrons.

11. Former Route 3 to Winterhaven
It is YCIPTA’s and QUECHAN’s desire that ICTC continue the discontinuance of Route 3 east of Holtville.

12. The Future
With the transition of ICTC funding to cover all eastern Imperial County transit services, ICTC would start taking a more active role in the planning and operation of transit services in eastern Imperial County. Under Moving Ahead with Progress for the 21st Century (MAP-21), Tribal Transit funding was reduced to the extent that Quechan Indian Tribe will only be eligible for formula funding unless the Quechan Indian Tribe applies for capital expenses (excluding preventative maintenance). It is estimated that Quechan Indian Tribe will receive Fifteen Thousand Three Hundred Twenty Four Dollars and No Cents ($15,324.00) on an annual basis for the foreseeable future. Starting with Federal Fiscal Year 2014 (FY 2015-2016), the Quechan Indian Tribe would need to request a minimum of One Hundred Sixty Nine Thousand, Fifty Two Dollars ($169,052) from ICTC to continue transit services at the present levels. This is due to not being able to use discretionary Tribal Transit funds for operations. YCIPTA would continue to use FTA Section 5307 allocated to the Winterhaven area, FTA Section 5311 allocated by ADOT to the small portion of the reservation that is still in Arizona, plus YCIPTA generated match, fare revenue collected from the routes and Quechan Business Enterprises parking lot in-kind revenue to cover these expenses not included in the per hour rate. Exhibit B provides an estimated funding plan for these routes.
A comprehensive review of these routes occurred in Spring 2015, prior to the YCIPTA, QUECHAN and ICTC budget planning to determine the appropriate level of transit service and population in eastern Imperial County as compared to central and northern Imperial County. This review will also took into consideration need in eastern Imperial County and the routes' ability to meet TDA and MOU specific performance measures.

Any continuation of transit services beyond June 30, 2016 at the present levels will require additional contributions by ICTC. If service reductions are to occur based on available funding by QUECHAN, YCIPTA and ICTC that are known today, public hearings for route changes would take place in May 2016 as part of the adoption of the YCIPTA fiscal year 2016-2017 operating and capital budget with the route changes taking effect on July 1, 2016. To assist in the determination of future service levels and contribution shares by all parties for fiscal year 2016-2017 ICTC will minimally need from YCIPTA a sample of daily ridership data (boardings and alightings) by route direction and bus stop locations during the months of January through March 2016. The sample of data shall be agreed to by all parties prior to December 15, 2015. The sample of daily ridership data should be provided to all parties by April 17, 2016. This would allow a comprehensive analysis of recommended service levels, contribution shares, and funds available for fiscal year 2016-2017.