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 Committee for a period not to exceed three minutes on any item of interest not on the agenda within the jurisdiction of the Committee. The Committee 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. APPROVAL OF CONSENT CALENDAR

   A. Approval of Management Committee Draft Minutes: October 14, 2015 Pages 5-18
   B. Receive and File:
      1. ICTC Board Draft Minutes Meeting: October 28, 2015
      2. ICTC TAC Draft Minutes: November 19, 2015
      3. ICTC SSTAC Draft Minutes: November 4, 2015
   C. LTF (SB821), Article 3, Bicycle and Pedestrian Project Distribution List, Fiscal Year 2015-16 Page 19

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

1. Adopt the attached LTF (SB821) Bicycle and Pedestrian Project Distribution List for Fiscal Year 2015-16.
2. Authorize the claimant agencies to file Article 3 Claims for the approved amount.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
D. California Transit Security Grant Program FY 2013-14

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

1. Adopt the attached resolution authorizing the Executive Director or his designee to take any actions necessary on behalf of ICTC for the purposes of obtaining FY 2013-14 financial assistance provided by the Governor’s Office of Homeland Security under the California Transit Grant Program.

V. REPORTS

A. ICTC/LTA Executive Director
   - See attached Executive Director Report on page 26
B. Southern California Association of Governments
   - See attached SCAG Report
C. California Department of Transportation – District 11
   - See attached Caltrans Report on page 43
D. Committee Member Reports

VI. ACTION CALENDAR

A. Congestion Mitigation and Air Quality (CMAQ) Call for Projects – FY 2016/2017 to FY 2018/2019

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

1. Approve the 2015 CMAQ Programming Project List for FFY 2016/2017 to FFY 2018/2019; and
2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

B. Regional Surface Transportation Program (RSTP) Call for Projects – FY 2016/2017 to FY 2018/2019

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

1. Approve the 2015 RSTP Programming Project List for FFY 2016/2017 to FFY 2018/2019; and
2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

C. 2016 State Transportation Improvement Program (STIP) Recommendations for Imperial County

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

1. Approve the 2016 STIP Recommendations for Imperial County, requesting:

   Imperial Avenue Interchange project
   - Decrease funding for construction by $2,238 million from $27,650 million to $25,412 million (remains programmed in FY17/18).
   - Increase funding for PS&E (Design) by $1.489 million from $1.8 million to $3.289 million (remains programmed in FY14/15).
   - Increase R/W Support by $0.689 million from $0.8 million to $1.489 million (remains programmed in FY14/15).

   Planning, Programming and Monitoring (PPM)
   - Add $300,000 in FY19-20 and $300,000 in FY20-21 to fully-fund PPM activities through the end of the 2016 STIP period.
D. Unmet Transit Needs Public Hearing for Fiscal Year 2016/17

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

1. Appoint the Unmet Transit Needs Hearing Panel: two members from the County, three City representatives with two City alternates.
2. Select a hearing date of February 4th or February 11th, 2016 at 3:00 p.m.

E. Americans with Disabilities Act (ADA) Reasonable Modification Policy

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

1. Authorize the Chairperson to sign the resolution adopting the ICTC Americans with Disabilities Act (ADA) Reasonable Modification Policy.
2. Direct staff to implement the ICTC Americans with Disabilities Act (ADA) Reasonable Modification Policy.

F. Calexico East Land Port of Entry Section 559 Proposal to Customs and Border Protection (CBP) and General Services Administration (GSA)

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

1. Approve the Section 559 Donation Proposal for the Calexico East Land Port of Entry submitted by Safers Communities, Inc. in cooperation with ICTC and the County of Imperial

G. Environment Protection Agency (EPA) Brownfields Assessment Grant

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

1. Authorize the Executive Director to submit the Brownfields Assessment Grant Application in partnership with Imperial Valley Economic Development Corporation (IVEDC) for $400,000.

VII. NEXT MEETING DATE AND PLACE

A. The next meeting of the Management Committee is currently scheduled for Wednesday, January 13, 2016 at 10:30 a.m., at the City of Imperial, Imperial CA.

VIII. ADJOURNMENT

A. Motion to Adjourn
A. Approval of Management Committee Draft Minutes: October 14, 2015

B. Receive and File:
   1. ICTC Board Draft Minutes Meeting: October 28, 2015
   2. ICTC TAC Draft Minutes: November 19, 2015
   3. ICTC SSTAC Draft Minutes: November 4, 2015

C. LTF (SB821), Article 3, Bicycle and Pedestrian Project Distribution List, Fiscal Year 2015-16

D. California Transit Security Grant Program FY 2013-14
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
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 stated 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.
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 October 28, 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 6:11 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 Nava and seconded by Kelley to approve the consent calendar, Motion carried with abstentions by Nava-Froelich and Sierra Galindo.

A. Approved ICTC Board Draft Minutes: September 23, 2015
B. Received and Filed:
   1. ICTC Management Committee Minutes October 14, 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 West Port of Entry Expansion Project 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.

- 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.

- ICTC has been working with the County of Imperial, the private/non-profit group – Safer Community, Inc., 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 Calexico East 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 was submitted by Safer Community, Inc. 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 welcomed a re-submittal and is working with Safer Community, Inc. to address safety concerns and the toll collection locations prior to re-submittal in December 2015.

- For the second year in a row, passengers will be offered a free trip in exchange for a dry or canned food item during the week of November 16th that will be benefiting the Imperial Valley Food Bank.

- Imperial Valley Transit Military Appreciation Week will be held on November 9th-13th. Passengers with military ID will be offered a free trip in appreciation of their military service.

- Staff has been working with Conveyor for the IVT website to offer Google Maps for trip planner and is now live and available for all transit riders.

- Staff is exploring the potential for Wi-Fi amenities on IVT buses, in particular the IVC Express routes.

- Staff has been exploring the possibly of the future use of Electric buses in our region. The State is offering grants for zero emission buses. If awarded, the zero emission buses will be used on the intracity circular routes, such as Blue, Green and Gold routes.

- The Imperial County Safe Routes to School (SRTS) Regional Masterplan Project is underway. 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.

- As a part of the SCAG Active Transportation Safety and Encouragement Campaign community outreach and advertising will kick off Fall 2015. SCAG has launched the “GO HUMAN” campaign. The first component of the campaign encompasses 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. The second component will encompass a pilot project in which the City of El Centro was selected for their project on 8th Street. More information will be available soon on the pilot project.

- A full Executive Director report is located on page 17 of the agenda.
B. Southern California Association of Governments (SCAG)

Mr. Oliva had the following updates:
- SCAG continues its stakeholder outreach the month of October on the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). SCAG provided an overview of the 2016 RTP/SCS and its’ Program Environmental Impact Report (PEIR) at the recent workshops, where input was requested 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 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. SCAG staff will present to ICTC Commission at the January meeting.
- Mr. Oliva stated that it was SCAG’s 50th Anniversary.
- A full SCAG report can be found on page 20 of the agenda.

C. California Department of Transportation (Caltrans)

Ms. Peinado had the following updates and announcements:
- 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.
- 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.
- A map of all projects was included in the back up of the agenda.
- 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. Active Transportation Program (ATP) Project Nomination List for FY 2015/2016

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

1. Approved the Project Nomination List for year 2015/16 Active Transportation Program (ATP)
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2. Approved the award of the City of El Centro’s SR2S Program and Bicycle Route Improvement Project in the amount of $524,000

3. Directed staff to submit a Formal Nomination List to SCAG and proceed with the State/Federal programming and documentation

A motion was made by Nava and seconded by Nava-Froelich, Motion Carried unanimously.

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

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

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

A motion was made by Nava and seconded by Cox, 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 Management Committee met on October 14, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

1. Transferred 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 Nava and seconded by Nava-Froelich, 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 Management Committee met on October 14, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

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

A motion was made by Nava and seconded by Nava-Froelich, 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 Management Committee met on October 14, 2015 and forwarded this item to the Commission for review and approval after public comment, if any:

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

A motion was made by Nava and seconded by Nava-Froelich, 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. Transferred the Sunday Services from demonstration status and incorporate it into the regular fixed route system.

A motion was made by Nava and seconded by Nava-Froelich, Motion Carried unanimously.

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

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. Authorized 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.

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

VII. DISCUSSION CALENDAR

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

VII. 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.

VIII. ADJOURNMENT

A. Meeting adjourned at 7:00 p.m. Motion by Nava, seconded by Nava-Froelich. Motion Carried.
Present  Voting Attendees:
Leticia Zuno  (Chair)   Access to Independence
Maria Cordova   ARC – Imperial Valley
Gilbert Rebollar   Area Agency on Aging
Kathleen Lang   California Health and Wellness
Michael L. Hack  Consumer
Heddy McNeer   Consumer
Rosyo Ramirez   Imperial County Public Authority/IHSS
Raul Martinez   Imperial County Public Health
Ted Ceasar   IVC-DSPS
Alexa Garcia   Work Training Center
Kathi Williams   CTSA – ICTC
David Salgado   CTSA – ICTC

Non-Voting Attendees:
Cristi Lerma   ICTC
Charles Brockwell   IVT/IVT Access/IVT Ride
Cesar Sanchez   IVT/IVT Access/IVT Ride
Narcisa Montemayor  IVT/IVT Access/IVT Ride
Karla Pacheco   IVT/IVT Access/IVT Ride
Cynthia Atondo  Clinicas De Salud Del Pueblo
Mitzi Perez   ARC – Imperial Valley

1. Chair Zuno called the meeting to order at 10:06 a.m. A quorum was present. Introductions were made.


3. CTSA Reports:
   Mr. Salgado and Ms. Williams had the following announcements:

   - Items approved at the October Commission meeting were:
     o The SSTAC voting list was approved by the Commission.
     o Also approved were demo routes that were moved to the permanent bus system. The demo routes that were approved are: 35 minute headways, the Gold Line in Brawley, Saturday extended hours and Sunday service. The benefits to this are that users can now count on the service and there is job security for the drivers. Still under review are the Holtville Fast and the Brawley Fast. Both routes have low ridership and are
Currently in a demo phase. The options to recommend are to keep in demo phase, terminate it or suspend it.

- The MOU between ICTC, YCIPTA and the Quechan for the Turquoise Route and the Blue Routes was approved for FY 2015-16.
- ICTC was successful in obtaining $550K in CMAQ funds for the Calexico Intermodal Transit Center for design and Right-of-Way.

- Ms. Williams and Mr. Salgado attended the CalAct Conference in October. At this conference staff can see what other transit agencies are doing that ours may benefit from. One item of interest is installing Wi-Fi on IVT buses, particularly IVC Express buses and Transit terminals. Another item of interest is looking into 0 emission vehicles for IVT circulator routes, as a pilot project. These buses will reduce GHG emissions.
- The UTN Public Hearing will be on February 4, 2015 or February 11, 2015 and is on the Commission for approval in December.
- The Google Trip Planner for IVT is live.
- IVT will be participating in a “Stuff a Bus” event the week before Thanksgiving and it will benefit the Imperial Valley Food Bank. Everyone can ride for free with a non-perishable food item on all IVT services.
- IVT will be having a Veteran’s Day promotion the week of November 9, 10, 12, 13; all retired and active military can ride free of charge on those days.
- The City of Imperial will be having their Holly Trolley event on December 5th.

4. Ms. Williams has requested that each Social Service agency come prepared to provide a 5-8 minute presentation describing their agencies’ missions and clientele, agency transportation, and if they have any perceived transportation gaps.

Ms. Zuno presented on behalf of her employer, Access to Independence
- Access to Independence has 29 Centers for Independent Living (CIL) in California and only serves people with disabilities, in any age group, which may impact their daily lives.
- Services provided are: information and referral, housing resources, independent living skills training, peer counseling, systems/individual advocacy, youth transition services, transitions from institutions, employment services, assistive technology, services for older individuals who are blind or low vision, benefits counseling.
- Access to Independence does not provide transportation.

Ms. Ramirez presented on behalf of her employer, Department of Social Services, In-Home Support Services (IHSS), Public Authority and Adult Protective Services
- Ms. Ramirez read the Mission Statement of the Department of Social Services. The Department of Social Services provides the following programs: CalWORKS, CalFresh, General Relief Assistance, Medi-Cal, In-Home Supportive Services, Protective Services and Children and Family Services.
- The programs that Ms. Ramirez is responsible for are mentioned above. IHSS is a program for individuals that are disabled, blind or 65 and older; unable to live safely at home without assistance; and, meet financial need requirement. The Public Authority assists IHSS recipients in finding a provider, from the registry. Adult protective services are mandated by a state law that requires the reporting of suspected abuse or neglect of elders or dependent adults.
- Department of Social Services does not provide transportation.

Ms. McNeer, a consumer of transit services is retired and currently serves on the Board for United Way. She advocates for seniors in the community and enjoys helping others.

Ms. Perez and Ms. Cordova presented on behalf of ARC-Imperial Valley.
- ARC-IV is a non-profit social service agency that employs over 200 people. Their mission statement says “helping mentally and physically challenged people achieve their potential.
- ARC-IV does provide transportation services.
  - Currently they provide the Med-Express service linking the Imperial Valley to medical facilities in San Diego County.
  - El Centro Dial-a-Ride is a service provided for seniors over 60 years of age and disabled persons.
- The ARC-IV website is [www.arciv.org](http://www.arciv.org).

Dr. Lang presented on behalf of California Health and Wellness.
- California Health & Wellness, a wholly-owned subsidiary of Centene, was awarded a contract by the California Department of Health Care Services (DHCS) to serve Medicaid beneficiaries in 19 counties, as of November 1, 2013. Under the contract, California Health and Wellness serves members under the state’s Medi-Cal Managed Care Rural Expansion program. The expansion program covers members eligible for Temporary Assistance for Needy Families (TANF) and Children’s Health Insurance Program (CHIP), as well as other populations.
  - Services provided are coordinated healthcare, pharmacy and vision benefits to members.
  - In Imperial County, 55,000 people are being served.
  - Transportation services are provided only to doctors’ appointments and pharmacy.

Mr. Martinez presented on behalf of Public Health, Adolescent Family Life Program.
- Mr. Martinez works directly with the Adolescent Family Life Program which services pregnant teens (male and female) up to 20 years old. The objectives are to provide resources so that teens continue their higher education, case management, education and referrals. The program also assists in evaluating the baby’s development, including their social and emotional needs.
  - This program does not provide transportation services.

Mr. Rebollar presented on behalf of Area Agency on Aging (AAA).
- AAA is a local agency that provides information and services on a range of assistance for older adults and those who care for them. By contacting your local agency you get access to critical information including:
  - Available services in your area
  - Mobility assistance programs, meal plans & housing
  - Assistance in gaining access to services
  - Individual counseling, support groups and caregiver training
  - Respite care
  - Supplemental services, on a limited basis
  - AAA does not provide transportation services.
  - Their Board meetings are the 3rd Thursday of every month.

Ms. Garcia presented on behalf of the Work Training Center (WTC).
- Their mission statement says “to assist persons with disabilities, seniors, or individuals with other significant barriers in developing and realizing their goals in employment, lifestyle, and self-worth.
  - The programs offered by the WTC are:
    - Work Services: this program provides vocational training services to individuals with disabilities within the areas of janitorial services, grounds care services and maintenance services.
      - This service does provide transportation for its participants.
    - Employment Services Program (ESP): this program is designed to provide services through Imperial County WTC to shared consumers of Imperial County Behavioral Health Department and Department of Rehabilitation (DOR) as part of a cooperative program. These services are free of charge and are funded by the DOR.
    - Multipurpose Senior Services Program (MSSP): this program provides
social and health care management for frail elderly clients who are certifiable for placement in a nursing home but who wish to remain in the community.

- Currently there are 160 participants in this program.

Ms. Ceasar presented on behalf of Imperial Valley College, EOPS.
- This program provides educational accommodations to the currently 500 students enrolled in the program, such as note taking, test proctoring and sign language.
- The sub programs under EOPS also provide counseling and tutoring. The Care program serves foster youth and single parents.

Mr. Hack, a consumer of transit services currently serves on the People’s First Board. He is an advocate for people with disabilities in the community.

5. Transit Operator Reports:

This item was tabled until the meeting of December 2, 2015.

6. General Discussion

This item was tabled until the meeting of December 2, 2015.

7. Adjournment
- The next meeting of the SSTAC will be on December 2, 2015 at 10:00 a.m.
- Meeting adjourned at 12:00 p.m.
December 1, 2015

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

SUBJECT: LTF (SB821), Article 3, Bicycle and Pedestrian Project Distribution List, Fiscal Year 2015-16

Dear Committee Members:

The Transportation Development Act (TDA) makes funds available for facilities for the exclusive use of pedestrians and bicycles. The adopted Article 3 claims for funds must correspond to the prioritized list of eligible projects submitted by the agency.

This list is based upon agency input and subsequent review by the Subcommittee to remain within the funds available. Agencies file the claims on standard forms after governing body authorization.

The funds are allocated first with an even distribution of $10,000 among all agencies. The remaining funds are then distributed to all agencies based on percentage of population. The total allocation of Article 3 funding for all agencies in Fiscal Year 2015-16 is $180,000.

ICTC staff requests that the ICTC Management Committee recommend that the ICTC Commission take the following actions:

1. Adopt the attached LTF (SB821) Bicycle and Pedestrian Project Distribution List for Fiscal Year 2015-16.

2. Authorize the claimant agencies to file Article 3 Claims for the approved amount.

Sincerely,

MARK BAZA
Executive Director

BY: [Signature]

Kathi Williams
Senior Transit Planner

Attachment
MB/ksw/ds

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

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reviewed by the ICTC TAC
recommended by ICTC Management Committee
approved by ICTC
December 2, 2015

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

SUBJECT: California Transit Security Grant (CTGSP) Program FY 2013-14

Dear Management Committee:

The California Transit Security Grant Program (CTSGP) provides funds for use on a variety of transit capital improvement projects. These projects are designed to enhance security for transit systems and passengers. The program is administered by the State of California’s Governor’s Office of Homeland Security. No matching funds are required.

In previous years, ICTC has successfully applied for funding, approximately $133K each year, through this program for security cameras and lighting improvements to the Imperial Valley College Bus Transfer Terminal, security cameras with solar lighting improvements at the Brawley Transfer Terminal, and security cameras on board Imperial Valley Transit, IVT-Access and IVT RIDE buses.

ICTC Staff has recommended the use of FY 2013-14 funding to be used on the fixed route bus fleet in order to purchase Automatic Vehicle Locator (AVL) systems. The systems to be purchased will provide dispatch, Imperial Valley Transit (IVT) management staff, and the general public a tool to view via the internet, where the vehicles are located in real time. The importance of the AVL systems is vital to maintaining a safe and reliable system. The purchase will include hardware and any software required to manage data and reproduce the location of the vehicles for the public online.

The application process requires the submittal of grant documentation and a resolution from the Commission authorizing the Executive Director or his designee to act on behalf of the Commission.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
ICTC staff requests that the ICTC Management Committee forward this to the Commission to take the following actions after public comment, if any:

1. Adopt the attached resolution authorizing the Executive Director or his designee to take actions necessary on behalf of the ICTC for the purposes of obtaining FY 2013-14 financial assistance provided by the Governor’s Office of Homeland Security under the California Transit Security Grant Program for the purchase and install of AVL systems on the IVT fixed route fleet.

Sincerely,

MARK BAZA
Executive Director

BY: [Signature]

Kathi Williams
Senior Transit Planner

MB\kswdls

Attachment
A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) AUTHORIZING THE COMMISSION TO SUBMIT AN APPLICATION FOR THE CALIFORNIA TRANSIT SECURITY GRANT PROGRAM - CALIFORNIA TRANSIT ASSISTANCE FUND (CTSGP-CTAF) FOR FY 2013-14.

RESOLUTION NO. __________

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor’s Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Imperial County Transportation Commission is eligible to receive CTSGP funds; and

WHEREAS, the Imperial County Transportation Commission will apply for FY 2013-14 CTSGP funds in an amount up to $133,338 for the Imperial Transit Park, a new public regional transit transfer terminal, for solar lighting and security camera installation for the safety and convenience of passengers awaiting transport or changing buses, which satisfies the tenets of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and

WHEREAS, the Imperial County Transportation Commission recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires the Imperial County Transportation Commission to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of the Imperial County Transportation Commission to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

THEREFORE, IT IS HEREBY RESOLVED BY THE BOARD OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION, THAT MARK BAZA, THE EXECUTIVE DIRECTOR, AND/OR HIS DESIGNEE, is hereby authorized to execute for and on behalf of the Imperial County Transportation Commission, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor’s Office of Emergency Services under the CTSGP.
PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on __________.

By: _________________________________
Chairman

ATTEST:

By: _________________________________
CRISTI LERMA
Secretary to the Commission
V. REPORTS

A. ICTC EXECUTIVE DIRECTOR

C. CALTRANS—DISTRICT 11
Memorandum

Date: December 4, 2015
To: ICTC Management Committee
From: Mark Baza, Executive Director
Re: Executive Director’s Report

The following is a summary of the Executive Director’s Report for the Management Committee meeting of December 9, 2015.

1. 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 has released the draft report and is on the ICTC website at [link]. Staff is requesting that agency comments be submitted by December 11, 2015 to the consultant. The final plan is scheduled for approval in February 2016. David Salgado, Project Manager

2. Calexico East Commercial Vehicle Port of Entry Expansion Project: ICTC submitted the Calexico East Commercial Vehicle Port of Entry Expansion Project under the California Sustainable Freight Action Plan: Pilot Project Ideas. The project is a proposed public-private partnership for the construction costs of the freight elements of the Calexico East Expansion that include: bridge expansion, commercial vehicle primary inspection booths and road construction totaling $30 million. The California Environmental Protection Agency Air Resources Board will be review the project ideas submitted and will prepare a preliminary pilot project list for public comment at regional workshops planned for early 2016. A copy of the application is attached for your review.

3. IVT RIDE Update: ICTC staff is developing a Request for Proposal for the El Centro service area. David Salgado, Project Manager

4. Transit Vehicle Procurement Update: ICTC has submitted an order for 6 smaller 25ft. cutaway transit vehicles to be operated on the fixed route services with lower ridership. 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 eventually make the entire fixed route fleet owned by ICTC. The receipt of the vehicles should take place over the coming months with project completion scheduled for...
January 2016. ICTC is currently working with a vendor to receive a quote for the five (5) 25ft. cutaway transit vehicles for the IVT RIDE – El Centro service as well.

5. **Regional Mobility Coordinator (Transit):** Recruitment is underway for a new bilingual position at ICTC. This is a federally grant funded role that is a common position in transit service agencies. The primary duties will include the certification and eligibility process for the Americans with Disabilities Act, mobility travel training and other interaction with seniors and persons with disabilities. The recruitment is anticipated to take place in December 2015 with the hiring process completed in January 2016.

6. **Federal Triennial Review:** Every three years the Federal Transit Administration (FTA) conducts an intensive review of practices and procedures to determine compliance with twenty one (21) areas for the continued use of federal transit grant funding. The anticipated date of review is February 9th to 11th, 2016. ICTC staff have attended a review workshop and are preparing a preliminary submittal of documents and materials for the audit team in advance of the visitation. The review team will visit transfer terminals and the bus operations yard, and are expected to talk with staff from ICTC, Brawley, Imperial and El Centro and Imperial Valley Transit (IVT).

7. **Federal Homeland Security Safety and Security Review of Transit Operations:** Inspectors with the Department of Homeland Security visited the transfer terminals and bus operations yard 12/2 through 12/4 to complete a safety and security assessment. ICTC and IVT staff were also interviewed. A final report is expected in several months for the Commission which may recommend possible improvements and which may be able to be used as justification in future grant requests.

8. **Imperial Valley Transit “Stuff a Bus” week November 16th – 20th:** For the second year in a row, passengers were offered a free trip in exchange for a dry or canned food item during the week. There were approximately 400 to 500 items accepted. The food items were delivered to the Imperial Valley Food Bank on November 24th.

9. **Imperial Valley Transit “Military Appreciation Week” November 9th – 13th:** For the second year in a row, passengers with military ID were offered a free trip in appreciation of their military service.

10. **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 hosted an agency workshop in Imperial County on December 2, 2015. The meeting covered the study purpose, roundtable
discussion of criteria for locating mobility hubs, amenity priorities, and what are potential locations. The Consultant team is planning a public outreach event in the first or second quarter of 2016.

11. **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. Student surveys and campus workshops at SDSU-Calexico and IVC were held on Wednesday, November 18, 2015 and Thursday, November 19, 2015. Virginia Mendoza, Project Manager

12. **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 hosted a ground breaking for Phase 1 on November 12, 2015. The ceremony took place at both the old commercial port location and the Carmen Durazo Cultural Arts Center.

13. **Imperial–Mexicali Binational Alliance:** The last meeting was held at CETY’s University on November 5, 2015. The meeting covered border infrastructure updates, economic development updates and overview the Alliance’s Strategic Planning meeting that discussed the short and long term goals of the Alliance. The next meeting is scheduled for January 14, 2016 at 10:00 a.m. and will be held in the City of Mexicali. Virginia Mendoza, Project Manager

14. **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.

15. **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.

16. **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.
17. **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.

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

- 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
- November 5, 2015 – Imperial – Mexicali Binational Alliance (IMBA) meeting at Cety’s Universidad in Mexicali
- November 11, 2015 – Calexico Port of Entry Ground Breaking Ceremony by General Services Administration (GSA)
- November 11-12, 2015 – 2015 California Economic Summit in Ontario
- November 16-17, 2015 – Focus on the Future 2015 Conference - Self Help Counties Coalition in Newport Beach
- November 16-17, 2015 – Federal Transit Association (FTA) Triennial Review Workshop in San Francisco (attended by Kathi Williams, Michelle Bastidas, David Salgado)
- November 16-17, 2015 – Federal Transit Association (FTA) Procurement Workshop in San Francisco (attended by Kathi Williams, Michelle Bastidas)
- November 19-20, 2015 – California Transit Association (CTA) 50th Annual Fall conference and Awards Event in Pasadena (Attended by David Salgado)
- December 1, 2015 – California Association Council of Governments Director Meeting in Sacramento
- December 2-4, 2015 – 2015 California Transportation Planning Conference in Los Angeles
- December 3, 2015 SCAG Regional Council Meeting in Los Angeles
1. **Name and Contact Information**
   Mark Baza, Executive Director  
   Imperial County Transportation Commission  
   markbaza@imperialctc.org  
   760-592-4494

2. **Descriptive Project Title**
   Calexico East Commercial Vehicle Port of Entry Expansion Project

3. **Location of Project**
   State Route 7, Imperial County, Port of Calexico East, 1699 East Carr, Rd., Calexico, CA 92231. Longitude 32.6755° N Latitude 115.3887° W (See attached Vicinity Map, page 9)

4. **Executive Summary of Project**
   The total cost of improvements and Homeland Security infrastructure are estimated at $64.7 million. Our request for public funds is for $30 million for the construction costs of the freight elements of the project: bridge expansion, commercial vehicle primary inspection booths and road construction. This will eliminate bottlenecks for goods movement, increase capacity for commercial vehicles, reduce idling times and delay, and improve air quality emissions. The remaining elements of the project include: six new auto inspection lanes, booths and pavement; and, nearly 3,000 feet of covered (shaded) pedestrian pathway. This will provide additional capacity for autos, reduce delay and improve air quality as well as encourage more pedestrian crossings and transit access at the Calexico East POE. The project will also implement Intelligent Transportation System (ITS) and air quality monitoring technologies to help meet project goals of eliminating peak period delays and idling vehicles of up to three hours to 30 minutes or less with the POE expansion and additional CBP staffing. See attached Design Illustration on page 10.

   The project is a proposed public-private partnership sponsored by the Imperial County Transportation Commission (ICTC), the Regional Transportation Planning and Transit Agency for Imperial County. ICTC, the County of Imperial and Safer Community Foundation, Inc. (a non-profit entity) will implement the project in partnership with the U.S. Customs and Border Protection (CBP) and U.S. General Services Administration (GSA). ICTC proposes to finance the project with a combination of public funds and toll revenues for construction and for CBP’s Homeland Security operations and maintenance of facilities when completed. A contribution of public funds will help to minimize the daily toll fee costs for commercial trucks and autos. ICTC, County of Imperial and Safer Community Foundation have assembled a team of contractors to complete the Design-Build construction, the final Traffic and Revenue Analysis and the administration and operation of the toll collection operations.
5. **Detailed description of how the pilot project idea components will incorporate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development; and advance goals of improving freight efficiency, transitioning to zero emission technologies, and increasing competitiveness of California’s freight system**

Intelligent transportation systems (ITS) technologies will be put into place including air quality monitoring stations, loop and speed detection, changeable message signs, blue tooth technology to continuously monitor truck and auto delays, and other state of the art technologies which will enable and streamline the measurement of the success of this project. By utilizing these technologies, reporting can be enabled to gauge the impacts of these improvements.

This project will also use automated toll payment and RFID (Radio Frequency Identification) technologies for crossing through the Calexico East POE utilizing the most advanced wireless transponders available. The new commercial vehicle lanes and auto lanes will be outfitted with the pre-clearance technology which allows those companies and individuals in autos that have been pre-screened and approved to cross into the U.S. with expedited and minimal inspections (e.g., “Free and Secure Trade” or FAST for Trucks, and Secure Electronic Network for Travelers' Rapid Inspection or SENTRI for autos).

By widening the bridge over the All American Canal from the existing two lanes to six, the bottleneck that currently exists will be eliminated. This will improve freight efficiency and enhance California’s goods movement network as well as increase the competitiveness of the local economy.

The economic development of this severely depressed area will improve the safe movement of goods through the border, resulting in less delay to truckers, brokers, manufacturers, warehousing and supply chain logistics. The project emphasizes the three “E’s” of freight targets (efficiency, environment & economic) by providing congestion relief and targeting associated improvements in air quality, reducing the health impact on the disadvantaged communities of Calexico and Imperial County, California and providing for a capital investment which will drive a stimulation in trade. Expert estimates have concluded that traffic delays and economic losses are expected to double in ten years (source: **HDR: 2012 Economic Impacts Due to Cross - Border Delays**). By providing an improved infrastructure, delays and losses can be reduced. The economic development of this severely depressed area will improve the safe movement of goods through the border, resulting in less delay to truckers, brokers, manufacturers, warehousing and supply chain logistics.
6. **Estimated cost for implementation and existing funding commitments (include any funding limitations or constraints) by stakeholder and amount**

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<td>$1,500,000</td>
</tr>
<tr>
<td>Buildings</td>
<td>=</td>
<td></td>
</tr>
<tr>
<td>Primary Inspection Canopies</td>
<td>=</td>
<td>$2,080,000</td>
</tr>
<tr>
<td>Primary Inspection Stations</td>
<td>=</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Tolling Booths &amp; ATPM's*</td>
<td>=</td>
<td>$760,000</td>
</tr>
<tr>
<td>Operations Building</td>
<td>=</td>
<td>$240,000</td>
</tr>
<tr>
<td>Misc. Items (Surveying, Grading, Utility Installation, etc.)</td>
<td>=</td>
<td>$300,000</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>=</td>
<td>$56,245,000</td>
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<tr>
<td>CONTINGENCY 15%</td>
<td>=</td>
<td>$8,436,750</td>
</tr>
<tr>
<td><strong>TOTAL CONSTRUCTION COST</strong></td>
<td>=</td>
<td>$64,681,750</td>
</tr>
</tbody>
</table>

*Automatic Toll Payment Machines (ATPM's)*

The total cost of improvements and Homeland Security operations are estimated at $64.7 million. *Our request for public funds is for $30 million* for the construction costs of the bridge expansion for added truck lanes, the commercial vehicle primary inspection booths and road construction including asphalt paving of the new lanes from the bridge expansion, concrete curb and gutter. The remaining costs for the six new auto inspection facilities, pedestrian pathway improvements – including shaded sidewalks, and toll collection administration and operations will be financed with the toll revenues. There are additional costs associated with the expansion that are required for CBP enforcement officers and facility maintenance staffing that is estimated at $1.3 million annually. The staffing costs will also be financed through the toll revenues.
7. Timeline
The overall schedule for the project is approximately 16-18 months of preconstruction activities, including design and permitting and 14-16 months of construction. The most significant factor affecting construction will be the bridge expansion which is estimated to require the entire construction duration to complete. The additional work on site for the lane construction and inspection stations will be carried out concurrent with the bridge construction. As much work as possible will occur at night to reduce the impact to the border traffic. Night work has been incorporated into the preliminary budget and schedule provided as part of this proposal.

A detailed timeline for the entire proposed project is provided in Appendix A.

8. Means for measuring progress toward meeting goals over time.
*The Imperial County Air Pollution Control District’s 2015 Idling Vehicle Emissions Study* provides a baseline for the current emissions at the Calexico East POE and provides alternatives for improvements in air quality. By constructing this project, significant reductions are expected in accordance with the technical analysis of the data collected.

Ultimately, upon completion of the project and with the CBP commitment to additional staffing, reductions in peak period delays to 30 minute or less wait time will be achieved. To measure meeting this goal, Bluetooth and traffic detection loops will be used to determine on-going delays and tracking improvements to the infrastructure by traffic data, delays at the border crossings and confirming and ensuring that the target goal of delays of no more than 30 minutes is being met.

Further studies will be commissioned post-construction to verify that these minimum improvements have been realized. These studies will also identify, through expanded data collection and analysis, other potential improvements that can be put into place not only at this POE, but at other high volume border crossings throughout California and the nation.

9. Description of the potential roles each of the interagency partners could provide to support the project’s implementation.

**Project Lead, Owner/Developer**
The Imperial County Transportation Commission (ICTC) is the county transportation commission and regional transportation planning agency. The Imperial County Transportation Commission was established under Senate Bill 607 (SB 607 - Ducheny) in 2009. ICTC in partnership with the County of Imperial and Safer Community Foundation, Inc. will lead the project through construction and implementation as the proposed toll authority. The following describes key stakeholders and the project team.
U.S. Customs and Border Protection
Under the direction of the U.S. Department of Homeland Security, the U.S. Customs and Border Protection (CBP) is responsible for the daily operations at the land POEs. CBP provides security and enforcement operations at the POE.

U.S. General Services Administration
The U.S. General Services Administration (GSA) serves as the property owner of the land POEs. GSA develops and maintains processes, procedures and performs oversight to ensure Land Ports of Entry are developed consistent with established CBP standards.

California Department of Transportation
The Caltrans District 11 office represents both San Diego and Imperial Counties and is responsible for the daily operation of 1,200 employees and more than 1,000 centerline miles of highway. Each of the land POEs are directly served by state highways and the California Highway Patrol’s Commercial Vehicle Inspection Facilities located at the commercial vehicle land POEs. Caltrans will assist in this project by determining the appropriate access from the toll facility to the state highway system and working cooperatively with the project’s agencies.

Project Team
The Imperial County Transportation Commission, the County of Imperial and Safer Community Foundation, Inc. has assembled an experienced and capable team to design, engineer, enhance and expand the Calexico East Commercial POE. The Project Team brings together best-in-class designers, engineers, and consultants who can manage the project from inception through operation. The assembly of a team of this depth and experience is critical to not only the delivery of the facility, but also to its long term operational success. Each team member is uniquely qualified in this respect. The following identifies and highlights the capabilities and experience of each of the team members:

Transaction Consultant - CBRE
The CBRE Federal Lessor Advisory Group (CBRE FLAG) will serve as the transaction structuring and financing consultant and is a specialized consulting group which represents private sector investors and developers in real estate transactions involving the Federal Government on a nationwide basis. The success of this group is based on its ability to fully understand, comply with and capitalize on the Government’s rules, regulations, policies and requirements for transactions involving the Federal Government’s real estate needs.

Project Architect – Perkins+Will
Perkins+Will will serve as the project architect and will oversee all elements of the design and engineering of the project. As the project architect that worked with GSA and CBP on the design of the proposed DCWLPOE improvements, Perkins+Will is
uniquely qualified to lead the design efforts on this project. Perkins+Will worked with GSA to develop the complete construction drawings for the DCWLPOE improvements. While Perkins+Will has maintained all client confidentiality, their experiences with respect to the design of the DCWLPOE improvements will provide regional knowledge as well as important relationships as it brings its expertise to the Calexico East Commercial POE design development process.

**General Contractor - Lusardi Construction**

Lusardi Construction will act as general contractor for the construction of the planned improvements at the Calexico East Commercial POE. Lusardi brings extensive experience delivering large, complex projects on time and on budget for government users. The projects they have completed include technical infrastructure, state-of-the-art technology, and high security. Having the general contractor on board from the start of the project is critical to a comprehensive budgeting and scheduling process.

**Structural Engineer - ARUP**

ARUP will act as the structural engineer for the project. ARUP was a key member of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements on behalf of CBP and GSA. ARUP has extensive experience designing LPOEs having completed projects in New York, California, and Maine that integrate cutting edge solutions in sustainability and security.

**Civil Engineer - Psomas**

Psomas will serve as the civil engineer services for the project. They were also a critical component of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements.

**MEP Engineer – ARUP**

In addition to providing structural engineering services, ARUP will provide consulting (MEP) engineering services for the project.

**Toll Operator – HNTB**

HNTB will coordinate the design and installation of the tolling system and will manage the toll collection operations for the project. This firm bring extensive public private partnership experience and successful toll operation management experience to the project. HNTB is a technology driven firm with a dedicated focus on transportation.

**HDR**

HDR will prepare the Traffic and Revenue Study for the project. The study will analyze traffic demand for toll crossings and the project costs to determine the recommended toll fee structure for autos and commercial trucks.
Consultant – Crossborder Group, Inc.
Crossborder Group Inc. will provide expertise in business consulting and strategy in Mexico and along the US-Mexico border region – with a specialization in market research for manufacturing, transportation, regional policy issues, cross-border technologies, tourism, and consumer industries. Crossborder will assist HDR with the Traffic and Revenue Study through data collection of traffic and travel behavior surveys as needed.

Research and Analytics - Sutra
Sutra Research & Analytics will lend its expertise in pedestrian facility research and planning. An industry expert in technology project management & planning, systems engineering & architecture, Sutra also specializes in integrating real-world freight and commercial vehicle operations experience into strategic planning and systems engineering projects.

Legal Support – Norton Rose Fulbright
Norton Rose Fulbright will provide legal services and counsel on navigating the legal and regulatory complexities of executing this innovative and cutting edge project, at the federal, state and local levels and in connection with the expected project financing.

10. Additional Information
A 2015 study commissioned by the Imperial County Air Pollution Control District (ICAPCD) has estimated that with this improvement, 35 metric tons of GHG per day can be eliminated from this border area. The City of Calexico is an economically distressed area with an unemployment rate of 25.2%, the highest of any city in the state. The unemployment rate for Imperial County is 21.8%, the highest of any county in California. Calexico has an extreme level of air pollution resulting from emissions related to border delays, and the health of the residents suffers with asthma affecting over 12% of the population.

This project will be developed in cooperation with the GSA, CBP, ICTC, Caltrans, and the private developer Smart Community, Inc., as a Public-Private Partnership. Project coordination with the binational partners and the Mexican government has been undertaken and they are in full support of these improvements. The project is identified in the California / Baja California Border Master Plan as a priority, is identified in the Draft 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategies, and has wide support in the region.

In 2014, an estimated 650,000 trucks were processed northbound and southbound through this POE carrying $4.4 billion in imports and $3.3 billion in exports.
A 2012 study conducted by HDR Consulting determined that delays in border crossing causes significant losses in production output, employment and tax revenue. The following table shows over $1 billion of negative impacts to Imperial County and California and $1.3 billion of losses to Baja California and Mexico.

<table>
<thead>
<tr>
<th>Economic Impacts of Commercial and Passenger Vehicle Delays</th>
<th>Calexico West and Calexico East POE’s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact Metric</td>
<td>California</td>
</tr>
<tr>
<td>Total Output Losses, $million</td>
<td>-$620</td>
</tr>
<tr>
<td>Total Employment Losses, jobs</td>
<td>-4,844</td>
</tr>
<tr>
<td>Total Tax Revenue Losses, $million</td>
<td>-$88</td>
</tr>
</tbody>
</table>

The proposed Calexico East Commercial POE improvements will increase the handling capacity of the bridge across the All American Canal which can be a major choke point for northbound traffic entering the United States and will double the number of commercial vehicle entrance stations used by the CPB to screen commercial trucks and cargo seeking entry into the United States. As studies have shown, the Calexico East Commercial POE is currently operating at or near capacity with waiting times averaging over 45 minutes and exceeding three hours during peak periods. The proposed improvements will add sufficient capacity to address expected traffic increases for the foreseeable future. Further, this proposal includes an annual payment to CBP, which will escalate annually by the percentage change in the U.S. Labor Cost Index to fund the anticipated cost to staff and operate the additional entry control booths. The ultimate goal of this proposal is to reduce delay to no more than 30 minutes for the primary inspection of northbound vehicles crossing into the U.S.

The Calexico East POE Commercial Vehicle Improvement project ties directly into the NAFTA Network of Highways serving interregional, intraregional, and international traffic. This system provides connectivity beyond the Imperial County border area throughout Southern California, the Inland Empire, the Los Angeles/Long Beach Seaports and ultimately to destinations throughout California, the U.S. and to international markets. See page 11 for map NAFTA Net Freight System for Imperial County.
CALEXICO EAST PORT OF ENTRY DESIGN ILLUSTRATION
Imperial County NAFTA Net Freight System
APPENDIX A – DETAILED TIMELINE

See next page.
Date: December 4, 2015

To: ICTC Management Committee

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) Management meeting of December 9, 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 will begin construction in January 2016. The cost is estimated to be under $450,000.

3. **Maintenance:**

   During November, Caltrans Maintenance were involved with inspecting, cleaning and making repairs to all our drainage systems in preparation for El Nino storm events. This effort included all drains, culverts and washes on SR-7, I-8, SR-78, SR-86, SR-111, SR-115 and SR-186.

   On SR-86 between the Border Patrol Checkpoint and Salton Gty, the Brawley Maintenance crew has been removing and repairing distressed pavement sections in preparation for a sealing project due to start in early 2016.
4. **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 was released in late November 2015, with 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.

5. **Local Assistance**

**Training**

Federal Highway Administration (FHWA) in coordination with Caltrans District 8 (San Bernardino), Right-of-Way, is conducting a free training on Appraisal and Acquisition on February 23-25, 2016, in San Bernardino. The target audience are State and Local government employees as well as consultants. The training will cover the proper procedures and guidelines for conducting the appraisal process under the requirements of the Uniform Act and 49 CFR Part 24. The specific location in San Bernardino has not yet been determined. Registration will be handled on a first come, first served basis. If you have any questions or to register, please contact: Deborah Kassmann, deborah.kassmann@dot.ca.gov or by phone at (619) 220-5386.
New Signal Ahead on SR-78 and Hovley Road

SIGNAL FOR SAFETY

Motorists are reminded to drive safely, obey all laws and to pay special attention to vehicles crossing at intersections.

#WatchAtIntersections  www.dot.ca.gov/dist11
1. SR-166/I-8 Interchange Improvements
2. SR-86/"Heber Ave" Sidewalk, Transit, & ADA Improvements
3. SR-86 West Widening Phase 1B
4. I-8 Pavement Rehabilitation at Various Locations
5. SR-86/Dogwood Road Intersection Improvements*
6. SR-86/SR-111 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. New Signal at SR-78 and Hovely Rd.
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*

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

A. Congestion Mitigation and Air Quality (CMAQ) Call for Projects-FY 2016/2017 to FY 2018/2019
December 2, 2015

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


Dear Committee Members:

The Imperial County Transportation Commission directed staff to conduct a competitive call for projects for the Congestion Mitigation and Air Quality (CMAQ) starting August 3, 2015 and ending September 30, 2015. Approximately $4.14 million may be available over a three-year period beginning in federal fiscal year 2016/2017 and ending in FFY 2018/2019.

On October 20, 2015, members of the ICTC Technical Advisory Committee (TAC) met to review the scoring and ranking of the 19 projects totaling a fund request $5.8 million. With the use of the CMAQ Guidelines and the scoring and ranking of all projects, TAC members were able to agree upon a recommended list of projects. Attached is a list of the recommended projects by agency, project title, priority and average score. The recommendation of projects would utilize the programming capacity of each proposed federal fiscal year.

The Technical Advisory Committee forwards this item to the Management Committee for review and consideration. It is requested that the ICTC Management Committee forward this item to the ICTC Commission for their review and approval after public comment, if any:

1. Approve the 2015 CMAQ Programming Project List for FFY 2016/2017 to FFY 2018/2019; and
2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

Sincerely,

MARK BAZA
Executive Director

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
## 2015 CMAQ List of Recommended Projects

<table>
<thead>
<tr>
<th>City</th>
<th>Priority</th>
<th>Average Score</th>
<th>Project</th>
<th>FY 2016-17</th>
<th>FY 2017-18</th>
<th>FY 2018-19</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brawley</td>
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<td>69.06</td>
<td>Wildcat Drive</td>
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<td>$708,000</td>
<td>$892,000</td>
<td>$892,000</td>
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<td>De Las Flores Street</td>
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<td>$269,000</td>
<td>$325,000</td>
<td>$325,000</td>
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<tr>
<td>El Centro</td>
<td>3</td>
<td>73.38</td>
<td>Traffic Signal at Dogwood &amp; Danenberg</td>
<td>$35,000</td>
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<tr>
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<td>9th Street</td>
<td>$127,000</td>
<td>$127,000</td>
<td>$127,000</td>
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<tr>
<td>Imperial</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Imperial CTC</td>
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<td>H Street and 8th Street</td>
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<table>
<thead>
<tr>
<th>Category</th>
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<th>FY 2017-18</th>
<th>FY 2018-19</th>
<th>TOTAL</th>
</tr>
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<tbody>
<tr>
<td>Programmed</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>Proposed</td>
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<td>Available</td>
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<tr>
<td>Over/Under programmed</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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### Estimated Allocation

<table>
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<th>Allocation</th>
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<tbody>
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<td>$1,470,000</td>
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<tr>
<td>FY 2018-19</td>
<td>$1,470,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$4,140,000</td>
</tr>
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</table>

**http://www.dot.ca.gov/hq/transpr**
B. Regional Surface Transportation Program (RSTP) Call for Projects-FY 2016/2017 to FY 2018/2019
December 2, 2015

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


Dear Committee Members:

The Imperial County Transportation Commission directed staff to conduct a competitive call for projects for the Regional Surface Transportation Program (RSTP) starting August 3, 2015 and ending September 30, 2015. Approximately $6.795 million may be available over a three-year period beginning in federal fiscal year 2016/2017 and ending in FFY 2018/2019.

On November 19, 2015, members of the ICTC Technical Advisory Committee (TAC) met to review the scoring and ranking of the 16 projects totaling a fund request $15.8 million. With the use of the RSTP Guidelines and the scoring and ranking of all projects, TAC members were able to agree upon a recommended list of projects. Attached is a list of the recommended projects by agency, project title, priority and average score. The recommendation of projects would utilize the programming capacity of each proposed federal fiscal year.

The Technical Advisory Committee forwards this item to the Management Committee for review and consideration. It is requested that the ICTC Management Committee forward this item to the ICTC Commission for their review and approval after public comment, if any:

1. Approve the 2015 RSTP Programming Project List for FFY 2016/2017 to FFY 2018/2019; and
2. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

Sincerely,

MARK BAZA
Executive Director

Attachment

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
## 2015 RSTP List of Recommended Projects

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>Priority of Project</th>
<th>Average Total Score</th>
<th>RSTP Funds Request FY16/17</th>
<th>FY17/18</th>
<th>FY18/19</th>
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<tbody>
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<td>El Centro</td>
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<td>83.64286</td>
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<td></td>
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<tr>
<td>Holtville</td>
<td>9th Street</td>
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<td>79</td>
<td>$433,000.00</td>
<td>$217,000.00</td>
<td>$216,000.00</td>
</tr>
<tr>
<td>Holtville</td>
<td>6th Street</td>
<td>2</td>
<td>77.92857</td>
<td>$584,000.00</td>
<td>$584,000.00</td>
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</tr>
<tr>
<td>County</td>
<td>Dogwood Rd from EC-IMP City limits</td>
<td>2</td>
<td>74.85714</td>
<td>$2,067,000.00</td>
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<tr>
<td>Imperial</td>
<td>Dogwood Rd from Aten-SE City limits</td>
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<td>74.78571</td>
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<td>74.64286</td>
<td>$768,000.00</td>
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</table>

<table>
<thead>
<tr>
<th>FY16/17</th>
<th>FY17/18</th>
<th>FY18/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,265,000.00</td>
<td>$2,265,000.00</td>
<td>$2,265,000.00</td>
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C. 2016 State Transportation Improvement Program (STIP) Recommendations for Imperial County
December 4, 2015

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

SUBJECT: 2016 State Transportation Improvement Program (STIP) Recommendations for Imperial County

Dear Members of the Committee:

The State Transportation Improvement Program (STIP) provides funding for larger transportation projects on the State Highway System over a 5-year period. The STIP is administered by the California Transportation Commission (CTC) and is updated every other year (biennially). Additional funding is usually made available for programming during each STIP cycle. However, there is no additional funding for the 2016 STIP. The Imperial County Transportation Commission (ICTC) is required under State law to select STIP projects for Imperial County working closely with the California Department of Transportation (Caltrans).

The CTC-adopted 2016 STIP Fund Estimate provides no new STIP funds due primarily to the decrease in the price-based State gas excise tax. Because there is only about $46 million in new funding for the entire State, the CTC adopted $0 STIP County Share targets for the 2016 STIP. Furthermore, the CTC has clearly stated they will be forced to delay some of the existing projects programmed in the STIP to later years because cash flow is not sufficient to fund projects currently programmed in FYs 2016-17, 2017-18 and 2018-19.

ICTC staff met with Caltrans District 11 and ICTC’s STIP consultant, COH and Associates, Inc., on July 27, 2015 to discuss options for the 2016 STIP. Because the 2016 STIP Fund Estimate provides no new funding, ICTC staff and Caltrans agreed to not recommend any new capital projects to the 2016 STIP. Based on the consultation with Caltrans and the adopted 2016 STIP Guidelines, ICTC staff recommends the following changes to the adopted 2014 STIP for the 2016 STIP: 1) no new capital projects; and 2) maintain the existing projects as programmed in the 2014 STIP with the following funding changes:

**Imperial Avenue Interchange project**
- Decrease funding for construction by $2.238 million from $27.650 million to $25.412 million (remains programmed in FY17/18).
- Increase funding for PS&E (Design) by $1.489 million from $1.8 million to $3.289 million (remains programmed in FY14/15).
- Increase R/W Support by $0.689 million from $0.8 million to $1.489 million (remains programmed in FY14/15).

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
ICTC Management Committee (2) December 1, 2015

Planning, Programming and Monitoring (PPM)
- Add $300,000 in FY19-20 and $300,000 in FY20-21 to fully-fund PPM activities through the end of the 2016 STIP period.

These changes represent a $60,000 reduction in total project cost for the Imperial Avenue Interchange from the amount programmed in the 2014 STIP, and a total increase of $600,000 to continue to fund ICTC’s annual Planning, Programming and Monitoring activities.

The recommendations above maintain the integrity and priority of the projects in the current 20 Year Regional Transportation Plan (RTP) and the adopted STIP.

The recommended 2016 STIP for Imperial County is summarized in the tables in Attachment 1. Attachment 2 includes the STIP submittal “template” developed by regional transportation planning agencies to provide consistency statewide for the 2016 STIP. Project Programming Request (PPR) forms for both STIP projects are provided at the end of Attachment 2.

ICTC is required to adopt and submit the 2016 STIP for Imperial County by December 15, 2015. The CTC has scheduled a hearing in February 2016 prior to adoption of the STIP scheduled for March 2016.

Therefore it is requested the ICTC Management Committee forward this item to the ICTC Commission for their review and approval after public comment, if any:

1. Approve the 2016 STIP Recommendations for Imperial County, requesting:

   Imperial Avenue Interchange project
   - Decrease funding for construction by $2.238 million from $27.650 million to $25.412 million (remains programmed in FY17/18).
   - Increase funding for PS&E (Design) by $1.489 million from $1.8 million to $3.289 million (remains programmed in FY14/15).
   - Increase R/W Support by $0.689 million from $0.8 million to $1.489 million (remains programmed in FY14/15).

   Planning, Programming and Monitoring (PPM)
   - Add $300,000 in FY19-20 and $300,000 in FY20-21 to fully-fund PPM activities through the end of the 2016 STIP period.

Sincerely,

MARK BAZA
Executive Director

Attachments

MB/vm
## Attachment 1

### Existing 2014 STIP RIP Funding Summary ($1,000)

<table>
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<tr>
<th>Agency</th>
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### Project Programming Request

**State of California ● Department of Transportation**

**Project Programming Request**

**DTP-0001 (Revised September 2013)**

**General Instructions**

- **District**: 11
- **EA**: 212574
- **Project ID**: 1100020475
- **PPNO**: 7200
- **MPO ID**: IMP
- **TCRP No.**: 7200

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<td>Imperial County Transportation Commission</td>
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**Project Manager/Contact**

- **Name**: Mark Baza
- **Phone**: (760)592-4494
- **E-mail Address**: markbaza@imperialctc.org

**Project Title**

- Project Planning and Monitoring

**Location, Project Limits, Description, Scope of Work**

Plan, program and monitor

**Includes ADA Improvements**

**Includes Bike/Ped Improvements**

**Implementing Agency**

- **PA&ED**: Imperial County Transportation Commission
- **PS&E**: Caltrans
- **Right of Way**: Caltrans
- **Construction**: Imperial County Transportation Commission

**Purpose and Need**

To conduct regional planning, programming, and monitoring activities for Imperial County including those required by federal and state rules and regulations.

**Project Benefits**

- Supports Sustainable Communities Strategy (SCS) Goals
- Reduces Greenhouse Gas Emissions

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**Project Milestone**

- **Project Study Report Approved** (Existing 01/01/17, Proposed 01/01/17)
- **Circulate Draft Environmental Document** (Existing 01/15/17, Proposed 01/15/17)
- **Draft Project Report** (Existing 02/28/17, Proposed 02/28/17)
- **End Environmental Phase (PA&ED Milestone)** (Existing 02/28/17, Proposed 02/28/17)
- **Begin Design (PS&E) Phase** (Existing, Proposed)
- **End Design Phase (Ready to List for Advertisement Milestone)** (Existing, Proposed)
- **Begin Right of Way Phase** (Existing, Proposed)
- **End Right of Way Phase (Right of Way Certification Milestone)** (Existing, Proposed)
- **Begin Construction Phase (Contract Award Milestone)** (Existing 07/01/17, Proposed 07/01/17)
- **End Construction Phase (Construction Contract Acceptance Milestone)** (Existing 06/30/19, Proposed 06/30/21)
- **Begin Closeout Phase** (Existing 07/01/19, Proposed 07/01/21)
- **End Closeout Phase (Closeout Report)** (Existing 09/30/19, Proposed 09/30/21)

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.
## Project Planning and Monitoring

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Complete this page for amendments only

Date: 12/4/15

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For TCRP Projects Only

☐ Alternative Project Request (Please follow instructions at http://www.dot.ca.gov/trp/LETTER_guidelines.pdf)
☐ Letter of No Prejudice (LONP) (Please follow guidelines at http://www.dot.ca.gov/trp/docs/042706.pdf)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

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<th>Signature</th>
<th>Title</th>
<th>Date</th>
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Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map
December 04, 2015

Mr. Mark Baza
Executive Director
Imperial County Transportation Commission
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

Dear Mr. Baza:

This purpose of this letter is to explain the design support (PE) cost increase for the Imperial Avenue Interchange project - ID# IMP0515.

The PE support cost increased because the project was initiated and approved in 2004 using the current rate matrix for support at the time, and was then shelved until 2014. It was originally designed using metric units and had to be converted back to English units. In addition to the units conversion, the Department was in transition from CAiCE to Civil 3-D design software, so there was a learning curve for the design staff.

Sincerely,

[Signature]

SAM AMEN
Project Manager

Enclosures
Approved Project Programming Request

SA/jb
## PROJECT PROGRAMMING REQUEST

**DATE:** 7/21/15

### Amendment (Existing Project)

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<tr>
<td>Sam Amen</td>
<td>(619)718-7835</td>
<td><a href="mailto:sam.amen@dot.ca.gov">sam.amen@dot.ca.gov</a></td>
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</tbody>
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### Project Title

Reconstruct I-8 / Imperial Avenue Interchange

### Location, Project Limits, Description, Scope of Work

In El Centro, on Route 8 at Imperial Avenue. Reconstruct Interchange, improve traffic circulation with direct access to the south, improve drainage and replace overcrossing from two to four lanes.

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<td>Right of Way</td>
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<tr>
<td>Construction</td>
<td>Caltrans</td>
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### Purpose and Need

The purpose of this project is to improve the Interchange from a 2-lane to a 4-lane diamond type QC in the City of El Centro in Imperial County, which would realign the I-8 westbound off and on ramps, reconstruct the eastbound off and on ramps, provide access to Imperial Avenue south of I-8 which is an integral part of the region's circulation plan, and improve drainage at all quadrants of the interchange. This project is one of the highest priority interchange improvement projects for Imperial County.

### Project Benefits

The project benefits include improved drainage where it currently floods adjacent properties, improve safety by updating to current design standards, and enhance bicycle and pedestrian circulation between the north and south sides of El Centro.

### Supports Sustainable Communities Strategy (SCS) Goals

- [✓] Includes ADA Improvements
- [✓] Includes Bike/Ped Improvements
- [✓] Supports Sustainable Communities Strategy (SCS) Goals
- [ ] Reduces Greenhouse Gas Emissions

### Project Milestone

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### ADA Notice

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The project supports the Region's Sustainable Communities Strategy goal #5 - *Improved Access and Mobility.* It does this by helping with congestion and mobility including improvements to bicycle and pedestrian facilities, and by connecting to a future road to the south providing continuity for travel.
### Project Programming Request

**District**: 11  
**County**: IMP  
**Route**: 8  
**EA**: 41040  
**Project ID**: 1112000095  
**PPNO**: 0526  
**TCRP No.**:  

**Project Title**: Reconstruct I-8 / Imperial Avenue Interchange

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**Proposed Total Project Cost ($1,000s)**

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**Fund No. 1**: RIP - National Hwy System (NH)  
**Program Code**: 20.XX.075.000

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**Fund No. 2**: Demo - Demonstration-State TEA21 (DEMO521)  
**Program Code**: 20.30.010.680

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised September 2013)

Complete this page for amendments only

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SECTION 1 - All Projects

Project Background
The need for the project is to: 1) accommodate existing and planned growth and circulation system improvements within the City of El Centro and the local unincorporated Imperial County area south of the I-8 Imperial Avenue interchange, 2) improve safety and lower accident rates at the interchange, and 3) improve drainage at the interchange.

Programming Change Requested
This request is to shift some of the savings in Construction Capital to PS&E and Right of Way Support.

Reason for Proposed Change
The shortfall in the PS&E support is because the project was initiated in Metric, and extra effort was required for conversion to English units. There is a savings of $2,238k in the estimated construction capital cost that is proposed to make up a shortfall in PS&E and Right of Way support.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
The proposed change will not delay any components.

Other Significant Information

SECTION 2 - For TCRP Projects Only

☐ Alternative Project Request (Please follow Instructions at http://www.dot.ca.gov/TCRP/LETTERguidelines)
☐ Letter of No Prejudice (LONP) (Please follow Guidelines at http://www.dot.ca.gov/TCRP/docs/042706.pdf)

SECTION 3 - All Projects

Approvals
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

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Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map
VI. ACTION CALENDAR

D. Unmet Transit Needs Public Hearing for Fiscal Year 2016/17
December 2, 2015

ICTC Management Committee
Imperial County Transportation Commission
1405 N. Imperial Ave. Suite 1
El Centro, Ca. 92243

SUBJECT: Unmet Transit Needs Public Hearing - for Fiscal Year 2016-17

Dear Committee Members:

Section 99401.5 of the Public Utilities Code states that:

"The Transportation Planning Agency (TPA) shall hold at least one public hearing pursuant to 99238.5, for the purpose of soliciting comments on the Unmet Transit Needs that may exist within the jurisdiction."

Unmet Transit Needs that are determined to be “Reasonable to Meet” by ICTC may be established by providing transit services directly, by contracting for new transit services, or the expansion of existing services. In addition, consultant studies are also conducted when practical to evaluate options or complete evaluations.

In the recent past, these Public Hearings have been held in the January - March time frame at the IID Board Chambers in El Centro, at approximately 3:00PM. ICTC is required to select the Hearing Panel from the elected official members of the Commission. It has been customary to appoint five members with two alternates. Typically, two members from the County are selected, with three City representatives. The alternates are also from the Cities.

The Panel meets twice, once for the actual hearing and then reconvenes approximately one month later to review testimony and adopt the “Findings” or actions to be implemented in the subsequent fiscal year. The date of the second meeting is determined by the panel members during the preliminary meeting. ICTC staff issue the public notices and coordinates administrative arrangements, which includes bilingual translation.

Last year the panel members were:

Sedalia Sanders         Councilmember, City of El Centro
James Predmore          Councilmember, City of Holtville
Larry Ritchie           Mayor, City of Westmorland

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND,
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
A Thursday afternoon or evening hearing is recommended, as there are typically no regularly scheduled City Council Board meetings; and the public is generally able to attend.

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

1. Appoint the Unmet Transit Needs Hearing Panel: two members from the County, three City representatives with two City alternates

2. Select a Public Hearing date of February 4, or February 11, 2016

3. Select the time of the meeting

4. Direct staff to conduct the administrative arrangements

Sincerely yours,

MARK BAZA
Executive Director

BY:

Kathi Williams
Senior Transit Planner

MB/ksw/el
VI. ACTION CALENDAR

E. Americans with Disabilities Act (ADA) Reasonable Modification Policy
December 2, 2015

ICTC Management Committee
Imperial County Transportation Commission
1405 N. Imperial Avenue, Suite 1
El Centro, CA  92243

SUBJECT:  Americans with Disabilities Act (ADA) Reasonable Modification Policy

Dear Committee Members:

After nine years of consideration, on March 13, 2015, the U.S. Department of Transportation (DOT) issued revised regulations under the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973. The revised regulations require public transportation agencies to make reasonable modifications to their transit service policies, practices and procedures where necessary to make transit services more accessible to persons with disabilities. This rule requires ICTC to develop procedures in order to be compliant with the new regulation.

"... The Final Rule brings clarity to the issue of origin-to-destination policy which has had varied interpretations and was unevenly applied throughout the nation. The new rule requires paratransit providers that primarily operate curb-to-curb service to make reasonable modifications for those passengers who need assistance beyond the curb so that they can use the service. A significant number of paratransit operators already follow such an origin-to-destination policy..."


The new regulation requires ICTC to make reasonable modifications to its policies, practices and procedures of both fixed route and ADA paratransit services upon request to ensure those services are usable by a person with disabilities, unless it can be demonstrated that granting the request would:

(i) Fundamentally alter the nature of ICTC’s services, programs or activities
(ii) Fundamentally alter IVT’s, IVT Access’ or IVT RIDE’s services
(iii) Result in a direct threat to the health or safety of others
(iv) It is determined that the applicant is able to fully use the service or program without the requested modification to the IVT, IVT Access or IVT RIDE services
(v) Create an undue financial or administrative burden.
ICTC Management Committee  
Imperial County Transportation Commission  

ICTC is required to develop procedures to consider requests for modifications, as well as, to establish an appeal process for denials. These procedures must inform the public how to submit requests for reasonable modification, in a manner that is readily available to persons with disabilities, and provide appropriate due process standards for prompt resolution of appeals.

ICTC staff has developed the attached “ADA Reasonable Modification” Policy to acknowledge ICTC’s responsibilities under the reasonable modification regulations.

Additionally, this rule requires ICTC to designate a staff person for the coordination of the “ADA Reasonable Modification” compliance, training, and oversight. Since the anticipated designated position, Mobility Coordinator, has yet to be recruited, the Senior Transit Planner can serve as the interim designated responsible person to oversee and coordinate the implementation of the regulation.

Procedures for handling reasonable modification requests, a written appeal process, personnel training, and dissemination of public information about the program will be in place with an anticipated effective date of December 14th, 2015.

Examples of Reasonable Modifications include but are not limited to; allowing the IVT bus to stop a limited way from a bus stop to avoid an obstacle i.e. accumulated debris or damaged sidewalk. In the case of the paratransit services this could include providing some assistance by the driver in order for the passenger to travel to/from the door of the home or facility.

Financial impact if any will depend on the volume of requests for Reasonable Modification and their complexity, which could potentially have a negative impact on administrative staff resources and operations. However, ICTC staff does not anticipate a large volume of requests but will monitor demand and report to the Commission any negative operational or financial impacts observed.

The Social Services Transportation Advisory Council (SSTAC) reviewed the policy and appeals process on December 2, 2015 and recommends implementation by ICTC staff and Commission.

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

1. Authorize the Chairperson to sign the resolution adopting the ICTC Americans with Disabilities Act (ADA) Reasonable Modification Policy.
2. Direct staff to implement the ICTC Americans with Disabilities Act (ADA) Reasonable Modification Policy.

Sincerely,

MARK BAZA  
Executive Director

BY:  
Kathi Williams  
Senior Transit Planner

Attachments
RESOLUTION _____ OF
THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

ADOPTING THE AMERICANS WITH DISABILITIES ACT REASONABLE MODIFICATION POLICY FOR USE WITHIN THE REGIONAL COUNTY-WIDE TRANSIT SYSTEM

WHEREAS, on March 13, 2015, the U. S. Department of Transportation issues revised regulations under the Americans With Disabilities Act and Section 504 of the Rehabilitation Act of 1973 requiring public transportation entities to make reasonable modifications to their transit service policies, practices and procedures to make transit services more accessible to persons with disabilities; and

WHEREAS, the ICTC provides coordinated and integrated public transit services within the jurisdictions of its member agencies and the region of the Imperial Valley; and

WHEREAS, the new regulation requires ICTC to develop reasonable modification procedures for both the fixed route; Imperial Valley Transit (IVT), the ADA Paratransit service; IVT Access and the demand response service; IVT RIDE in order to consider requests for reasonable modification, as well as, establish a complaint process.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the ICTC does hereby adopt the ADA Reasonable Modification Policy, attached hereto and authorizes the Executive Director or his designee to take such actions as are reasonable and appropriate to implement the U.S. Department of Transportation Final Rule Effective July 13, 2015 regarding the reasonable modification of policies and practices to avoid discrimination and ensure accessible services for individuals with disabilities.

PASSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on ____________________.

By: _______________________
Chairman

ATTEST:

By: _______________________
CRISTI LERMA
Secretary to the Commission
Americans With Disabilities Act
Reasonable Modification Policy
December 2015
These policy and procedures are intended to guide the Executive Director and staff of the Imperial County Transportation Commission (ICTC) in administrative practices relative to the ADA Reasonable Modification policy. This policy is established by the Commission and may be modified by the Executive Director as he/she deems necessary or if warranted.

**SUBJECT:** Department of Transportation (DOT) ADA Reasonable Modification Regulation (2015)

**POLICY:** ICTC is committed to provide safe, reliable and accessible transportation services. To ensure equity and fairness, ICTC is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities, provided that doing so:

(i) Fundamentally alter the nature of ICTC's services, programs or activities
(ii) Fundamentally alter IVT's, IVT Access’ or IVT RIDE’s services
(iii) Result in a direct threat to the health or safety of others
(i) It is determined that the applicant is able to fully use the service or program without the requested modification to the IVT, IVT Access or IVT RIDE services
(iv) Create an undue financial or administrative burden.

Any person seeking a reasonable modification of ICTC policies, practices or procedures, who desires to appeal a reasonable modification determination may submit an appeal for handling in accordance with related ICTC procedures that are described on ICTC's website, or available from the ICTC's Administrative Office.
Requests for Reasonable Modification

ICTC is committed to providing safe, reliable and accessible transportation services for person in the Imperial Valley. To ensure equality and fairness, Imperial Valley Transit (IVT), IVT Access and IVT RIDE are committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to persons with disabilities.

Advance Request

You may make an advance request in person, by fax or email at the Administration offices. Please contact the ADA Certification Coordinator at:

Imperial County Transportation Commission
1405 N. Imperial Ave. Suite 1
El Centro, Ca. 92243
760-592-4494
760-592-4497

Your advance request must include:

1. Your contact information: name, address, phone number, email, IVT Access ID number (if certified), IVT Ride ID number (if certified)
2. What change or modification you would like to use in order to use one of our transit services
3. An explanation of why the modification is needed in order to use one of our transit services

ICTC will respond as soon as is practical but typically within ten (10) calendar days. Additional information may be required to process your request.

On the Spot Request

There may be cases where an advance request is impractical or not anticipated. You may make an on the spot request by asking the driver or other operations personnel for consideration. A response will be made at the time of your request. The driver or other operations personnel will make a decision based on the information available to them at that time, and in the best interest of the safety and health of everyone.
Basis for Denials

Please note a request for reasonable modification will not be considered or may be denied if it would:

1. Fundamentally alter ICTC’s services or programs
2. Fundamentally alter IVT’s, IVT Access’ or IVT RIDE’s services
3. Create a direct threat to the health or safety of others
4. It is determined that the applicant is able to fully use the service or program without the requested modification to the IVT, IVT Access or IVT RIDE services
5. Cause an undue financial or administrative burden

If ICTC determines a request for reasonable accommodation will be denied, ICTC will communicate the basis for the decision in writing to the individual requesting the modification. The explanation for the denial will state:

1. The specific reason(s) for the denial;
2. Any alternative accommodation if available that may create the same access to transit services as requested by the individual;
3. The opportunity to file an appeal relative to ICTC’s decision on the request.
**ADA Reasonable Modification Appeal Procedure**

Any person who believes she or he has been discriminated against in obtaining Reasonable Modification may file an appeal of the denial of the modification request. ICTC has a process for recording, investigating, and tracking appeals from qualified individuals. The appeal forms are available at ICTC offices or on the ICTC websites: www.ivtransit.com and www.ivtaccess.com and www.ivtride.com.

Any person who wishes to file an appeal regarding a request for Reasonable Modification that was denied may do so in writing via fax, email, or in person:

**Imperial County Transportation Commission**
1405 N. Imperial Ave. Suite 1
El Centro, CA. 92243
760-592-4494
760-592-4497

If more information is needed to evaluate the appeal, ICTC may contact the person filing the appeal. If the information is not received within 30 days from the date of the original appeal, the appeal will be marked undetermined and closed.

ICTC will coordinate a meeting of the Americans with Disabilities Act Advisory Committee (ADAAC), who will review the appeal and make a recommendation to the Executive Director.

The Executive Director will issue a Letter of Finding or Letter of Closure.

1. The Letter of Finding will summarize the appeal, interviews conducted and explain the actions to be taken by ICTC to address the appeal.
2. The Letter of Closure will summarize the appeal, interviews conducted and explain how ICTC has determined that the appeal is not warranted and the appeal will be closed.
F. Calexico East Land Port of Entry Section 559 Proposal to Customs and Border Protection (CBP) and General Services Administration (GSA)
December 4, 2015

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

SUBJECT:  Calexico East Land Port of Entry Section 559 Proposal to U.S. Customs and Border Protection (CBP) and U.S. General Services Administration (GSA)

Dear Committee Members:

In October 2015, the U.S. Government released a second opportunity for applications 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. A new proposal by Safer Community Foundation, Inc. is proposed to be submitted in partnership with the County of Imperial and if approved by the Commission, ICTC will also be a partner of the application submittal.

Since last year’s submittal, Safer Community Foundation, Inc., the County of Imperial and ICTC have been meeting with the U.S. Customs and Border Protection (CBP) and U.S. General Services Administration (GSA) to resolve their concerns for the locations of the toll collection facilities near enforcement operations. We have developed a concept of the proposed improvements and toll collection locations and we have received positive feedback from the federal agency staff.

ICTC staff considers the proposal a viable opportunity to fund the expansion of the Calexico East Port of Entry. An illustration of the improvements is included in the draft application. The improvements include an increase in truck and auto inspection lanes; expansion of the bridge over the All American Canal; and, pedestrian and transit improvements.
It is requested that ICTC Management Committee forward this item to the Commission for review and approval after public comment, if any.

1. Approve the Section 559 Donation Proposal for the Calexico East Land Port of Entry submitted by Safer Community Foundation, Inc. in cooperation with ICTC and the County of Imperial

Sincerely,

MARK BAZA
Executive Director
SECTION I – Offeror Information Page

Donation Proposal for the Calexico East Land Port of Entry

Presented to US Customs and Border Protection (CBP) and US General Services Administration (GSA)

Proposal Presented Pursuant to Section 559 Donation Acceptance Authority and the Proposal Evaluation Procedures & Criteria Framework Issued by CBP and GSA

This proposal is submitted by:

Safer Community Foundation, Inc.
In Cooperation with
Imperial County Transportation Commission and
The County of Imperial

Donation Proposal Contact Information:

T. Daniel Neveau
Safer Community Foundation
2697 Coventry Road
Carlsbad, CA 92010
(310) 729-0086
tdneveau@aol.com

Signed:

________________________
T. Daniel Neveau,
President, Safer Community Foundation

In Support:

________________________
Mark Baza, Executive Director,
Imperial County Transportation Commission

In Support:

________________________
Ralph Cordova, Jr., Executive Officer,
County of Imperial, California
SECTION II – Description of Proposal / Offer

This donation proposal is submitted as a revision to our 2014 submission and incorporates input and feedback from the Government as well as revised, preliminary design and analysis. The proposal contemplates expanding the passenger vehicle and commercial vehicle (truck) capacity at the Calexico East Land Port of Entry (CELPOE) through the addition of two to four new passenger vehicle lanes and three to five new commercial vehicle lanes along with three new access lanes on the bridge over the All American Canal leading to the CELPOE. Upon completion all of the proposed improvements will be donated to CBP and/or GSA. Implementation of a tolling program will provide the necessary funding for the capital, operations and maintenance costs required as part of the CELPOE expansion project. As such, the final size and scope of the design will be determined in coordination with the final tolling analysis and Government input.

As a result of the CELPOE expansion, average border wait times are expected to be reduced due to the expanded capacity. Current project goals suggest the border crossing time at the expanded facility will be maintained at or below 15 minutes for all types of vehicles. The required cost of building the infrastructure and operate the facility will be financed by the toll revenues. Initial estimates show that the expected revenue potential from the tolling once the expanded facility goes into full operation will be sufficient to fund the costs to design and construct the facility as well as provide an annual operating subsidy to CBP to fund costs of expanded operations together with various facility maintenance costs.

The Proposal is being submitted by Safer Community Foundation, Inc. (“SCF”), a California non-profit, with the Imperial County Transportation Commission (“ICTC”) and County of Imperial in support. It is anticipated that a to-be-formed Imperial Valley Port Authority (“IVPA”), a California joint powers authority, with membership consisting of representatives from ICTC and County of Imperial, will serve as the tolling authority with responsibility to meet the ongoing obligations outlined in this proposal once the improvements to the CELPOE are completed. To implement the proposal, SCF, subject to the approval of IVPA, has put together all of the key team members (CELPOE Project Team) necessary to develop, finance, design, engineer, construct, and implement the proposed expansion project. The CELPOE Project Team is described in more detail below to demonstrate the comprehensive scope that the team members will bring to the implementation of expansion of CELPOE.

Separate sections of this proposal describe (i) the proposed CELPOE improvements, (ii) the CELPOE Project Team, (iii) the methodology that will be used to implement the tolling concept of operations, (iv) an evaluation of the proposal based on the Government’s operational criteria, (v) an evaluation of the proposal based on the Government’s non-operational criteria, and (vi) a summary of the projects benefits. The economic forecasts presented in this proposal have been derived using high-level analysis of socio-economic and border-crossing conditions in the Calexico-Mexicali area and represent preliminary estimates of the revenue-generation potential for the facility. A more comprehensive and detailed traffic and revenue study will be prepared if the project is selected for Phase II consideration to validate its financial feasibility and support further consideration by CBP and GSA.
SECTION III – Proposed Land Port of Entry Improvements

Background

The CELPOE was constructed and opened for service in 1997 and is located approximately 12 miles east of the Downtown Calexico West Land Port of Entry (DCWLPOE). The CELPOE was constructed to relieve pressure on the DCWLPOE and allow for the re-direction of growing commercial truck traffic from the DCWLPOE to the new CELPOE.

Currently, the CELPOE is accessed via a bridge over the All-American Canal that connects the border crossing with Mexico. The bridge currently provides three northbound vehicular lanes and three southbound vehicular lanes for passenger and other non-commercial traffic and two northbound commercial truck traffic lanes and two southbound commercial truck traffic lanes. Additional lanes become available once the traffic leaves the bridge, transition to grade and approaches the CELPOE. At present, there are eight vehicular lanes for passenger and other non-commercial traffic that feed into eight inspection stations for inbound passenger traffic. There are three commercial truck lanes that feed into three inspection stations for inbound commercial truck traffic.

Below is an aerial view of the existing facility:

Proposed Improvements

The Offeror is proposing to design and construct improvements which will aid in the movement of the growing port of entry traffic including the following:
- Site improvements including grading, storm water management during and after construction, wet and dry utilities as required, and modifying the existing layout and improving previously unimproved areas for new lanes and inspection stations.

- Increasing the number of northbound lanes on the bridge crossing over the All American Canal accessing the CELPOE from seven (7) lanes to thirteen (13) lanes. The plan is to add 2 - 4 lanes on the vehicular side and 3 - 5 lanes on the commercial truck traffic side. This will require new foundations and possibly a temporary coffer dam for foundation placement. The bridge expansion will be poured in place concrete or precast construction, whichever design is deemed more cost efficient will be used.

- Road construction including asphalt paving of the new lanes from the bridge expansion, concrete curb and gutter at all perimeters as well as any required fencing and new landscaping.

- Six (6) new vehicle check stations servicing the new capacity for passenger vehicles and other non-commercial traffic. These check stations will include the conditioned prefabricated structures similar to what is in place now. Foundations and all utilities for the structures will be provided. Communication and security will be serviced from the main building.

- Four (4) new vehicle check stations servicing the new capacity for new commercial truck traffic. These check stations will include conditioned prefabricated structures similar to what is in place now. Foundations and all utilities for the structures will be provided. Communication and security will be serviced from the main building.

- New canopies, designed to be consistent with the existing canopy structure, will be installed over the new vehicle check stations. These structures will be tension structures and include all structural foundations.

- Tolling infrastructure to include concrete foundations, conduit for power and communication back to main building together with the tolling equipment as described in the next section of this proposal.

- New covered pedestrian walkways.

An aerial view indicating new facilities is shown on the following page.

**Schedule**

The overall schedule for the project is approximately 32 months with 16-18 months of preconstruction activities, including design and permitting, and approximately 15 months of construction. The most significant factor affecting construction will be the bridge expansion which is estimated to require the entire construction duration to complete. The additional work on site for the lane construction and inspection stations will be carried out concurrent with the bridge construction. As much work as deemed necessary will occur at night to reduce the impact to the border traffic. Night work has been incorporated into the preliminary budget and schedule provided as part of this proposal.

**Budget**

The estimated cost for the development, financing, design, engineering, permitting, constructing, testing, commissioning and placing the improvement in service is $82.5M. A proforma budget, funding plan and preliminary traffic analysis is included in the section of this proposal entitled Pro Forma.
An aerial view showing proposed new facilities is below:

*This aerial will also be submitted separately in larger scale. The exact size and scope of the final design will be determined in coordination with the final tolling analysis and Government input.*
SECTION IV – Project Team

The Donor/Offeror, subject to the approval by IVPA, has assembled an experienced and capable team to design, engineer, enhance and expand the CELPOE. The Project Team brings together best-in-class designers, engineers, and consultants who can manage the project from inception through operation. The assembly of a team of this depth and experience is critical to not only the delivery of the facility, but also to its long term operational success. Each team member is uniquely qualified in this respect. The following identifies and highlights the capabilities and experience of each of the team members:

**Project Lead, Owner/Developer – IVPA and Safer Community Foundation**
The IVPA will act as the development authority and contracting entity, while Safer Community Foundation will be the project coordinator and primary sponsor.

**Transaction Consultant - CBRE**
The CBRE Federal Lessor Advisory Group (CBRE FLAG) will serve as the transaction structuring and financing consultant and is a specialized consulting group which represents private sector investors and developers in real estate transactions involving the Federal Government on a nationwide basis. The success of this group is based on its ability to fully understand, comply with and capitalize on the Government's rules, regulations, policies and requirements for transactions involving the Federal Government's real estate needs.

**Project Architect – Perkins+Will**
Perkins+Will will serve as the project architect and will oversee all elements of the design and engineering of the project. As the project architect that worked with GSA and CBP on the design of the proposed DCWLPOE improvements, Perkins+Will is uniquely qualified to lead the design efforts on this project. Perkins+Will worked with GSA to develop the complete construction drawings for the DCWLPOE improvements. While Perkins+Will has maintained all client confidentiality, their experiences with respect to the design of the DCWLPOE improvements will provide regional knowledge as well as important relationships as it brings its expertise to the CELPOE design development process.

**General Contractor - Lusardi Construction**
Lusardi Construction will act as general contractor for the construction of the planned improvements at the CELPOE. Lusardi brings extensive experience delivering large, complex projects on time and on budget for government users. The projects they have completed include technical infrastructure, state-of-the-art technology, and high security. Having the general contractor on board from the start of the project is critical to a comprehensive budgeting and scheduling process.

**Structural Engineer - ARUP**
ARUP will act as the structural engineer for the project. ARUP was a key member of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements on behalf of CBP and GSA. ARUP has extensive experience designing LPOEs having completed projects in New York, California, and Maine that integrate cutting edge solutions in sustainability and security.

**Civil Engineer - Psomas**
Psomas will serve as the civil engineer services for the project. They were also a critical component of the design team led by Perkins+Will that developed the current design for the DCWLPOE improvements.

**MEP Engineer – ARUP**
In addition to providing structural engineering services, ARUP will provide consulting (MEP) engineering services for the project.

**Toll Operator – Cambria**
Cambria Solutions will coordinate the design and installation of the tolling system and will manage the toll collection operations for the project. Cambria Solutions bring extensive public private partnership experience and successful toll operation management experience to the project. Cambria Solutions is a technology driven firm with a dedicated focus on transportation.

**HDR**
HDR will provide transportation planning guidance and brings to the team its deep knowledge on border-related issues such as border-crossing procedures and economic integration that have a direct impact on the characteristics of people and freight movements along the U.S.-Mexico border. Specific to the Imperial Valley, HDR is very familiar with the impacts of various local, state and federal policies on traffic volumes, trade flows and security issues through previous engagements with a number of local and regional agencies.

**Consultant – Crossborder Group, Inc**
Crossborder Group Inc. will provide expertise in business consulting and strategy in Mexico and along the US-Mexico border region – with a specialization in market research for manufacturing, transportation, regional policy issues, technology, tourism and consumer industries. Crossborder will provide high-quality data, regional insights, and fact-based advisory services to the team.

**Research and Analytics - Sutra**
Sutra Research & Analytics will lend its expertise in pedestrian facility research and planning. An industry expert in technology project management & planning, systems engineering & architecture, Sutra also specializes in integrating real-world freight and commercial vehicle operations experience into strategic planning and systems engineering projects.

**Legal Support – Norton Rose Fulbright**
Norton Rose Fulbright will provide legal services and counsel on navigating the legal and regulatory complexities of executing this innovative and cutting edge project, at the federal, state and local levels and in connection with the expected project financing.
SECTION V – Implementation of Tolling / Concept of Operations

This section of the proposal describes the toll system Concept of Operations or the ConOps. A ConOps is a foundation document that frames the overall system and sets the technical course for the project. Its purpose is to clearly convey a high-level view of the system to be developed and implemented. It is understood that a more comprehensive ConOps will be required should the project move forward to support further consideration by CBP and GSA, the project financing, and to guide the detailed facility design and tolling system development. This Con Ops includes an overview of the guiding principles, operational philosophy, tolling concept, proposed tolling infrastructure configuration, operating scenarios, future considerations and implementation timeline contemplated for the CELPOE.

Guiding Principles

The proposed implementation of the toll system at the CELPOE passenger and commercial vehicle border crossing facilities is guided by six principles. The proposed system must:

- effectively coordinate with current and future CBP and CHP operations
- be simple and easy to understand for users,
- make use of proven technologies,
- incorporate a consistent process,
- minimize potential toll violations,
- be easy to operate and maintain.

Incorporating these guiding principles will help ensure a cost-effective, implementable toll solution that meets the operational and financing needs of the project. Other tolling concepts and approaches may be considered in the future, based on traffic mix and volumes, the availability of enforcement mechanisms for vehicles with Mexican plates, emerging technologies, and other similar border crossing deployment scenarios.

Operational Philosophy

The purpose for applying tolls to northbound lanes at the CELPOE facility will be to pay for the infrastructure expansion and associated on-going operations, maintenance, and additional CBP staffing for the toll facility. This ConOps assumes that tolling of designated lanes will begin after new infrastructure construction has been completed. It is expected that the expansion of the CELPOE passenger and commercial facilities will expedite traffic through the respective crossings enough that drivers will determine that it mitigates the cost of paying the toll. CBP will determine the number of lanes that will be SENTRI or Ready Lanes for the passenger facility, and FAST lanes for the commercial vehicle facility. The toll rate will be a standard flat rate toll, although it will vary based on vehicle type, i.e. passenger and commercial vehicles will pay different rates. The primary benefit of the fixed toll rate is that it will be easy to understand, easy to communicate, easy to reconcile, and consistently applied. Tolls will only be imposed on northbound lanes (inbound to the U.S.).

Tolling Concept

Lanes Tolled

The bridge and entry lanes to the inspection area will be expanded to a total of 7 passenger occupancy vehicle (POV) and 6 commercial vehicle (CV) lanes. At the inspection area, there will be a total of 14 POV and 7 CV inspection lanes as part of the expanded CELPOE facility. North of the secondary inspection area, there will be 7
POV lanes equipped with tolling capability and 5 CV lanes equipped with tolling capability, located north of the CHP Inspection facility. Both the POV and CV tolling areas will be located prior to exiting the Federal facility boundary. Studies will be conducted to determine which and how many passenger and commercial vehicles lanes must be tolled to pay for the infrastructure expansion and associated on-going operations and maintenance for the toll facility, and for additional CBP staffing.

**Toll Collection Technology and Operations**

The currently recommended tolling infrastructure consists of hardened field equipment that would be located near the north end of the Federal facility in the area depicted on the attached map. The toll device is known as an Automated Toll Payment Machine (ATPM). Information regarding ATPMs can be seen at [http://www.acs-inc.com/transportation/wp_atpm.pdf](http://www.acs-inc.com/transportation/wp_atpm.pdf). ATPMs have been in use throughout the world for many years and are proven to successfully operate in all weather and environmental conditions. Drivers are able to access the ATPM without exiting their vehicle. To accommodate trucks and buses, two vertical levels of access are offered with each machine to service different height vehicles. The ATPMs are housed within a weather-proof, lighted shelter to protect drivers and transactions. Bollards are also installed to protect the ATPMs in crash situations. Each ATPM will offer the ability to accept a toll payment via cash/coin, credit/debit card, or smartphone proximity reader. Monthly or annual passes can also be made available using the ATPM. Proximity cards or paper tickets can be accepted also. Credit/debit card processing at an ATPM is a three to five second transaction. The communications to/from the ATPM is through a wireless connection to a credit card processing service. The cash/coin transactions are retrieved daily by an armored car service. Lighting and CCTV cameras will be installed at each ATPM. ATPM area overview cameras will also be installed. Video and still camera images will feed to the Operations Building. Electrical power infrastructure will be installed to support the toll equipment and support equipment, such as cameras and lighting. A lift gate arm is positioned at the end of the lane island to ensure that the toll payment, or approved non-tolled transaction is made. After the toll payment is accepted by the ATPM, the gate arm rises and the driver is able to exit the lane. The gate arm responds within one to two seconds of toll payment or approved non-tolled transaction. There is a push-to-talk intercom capability which calls an onsite Lane Monitor, who is equipped with wireless/cellular notification application on a mobile device. The Lane Monitor will answer questions or service the ATPM if there are any issues. The Lane Monitor's responsibility is to keep traffic flowing through the facility, including overriding the tolling mechanism and gate arm if necessary. The Lane Monitor position is staffed at both the passenger and commercial facilities at all hours that the facilities are open, with three shifts per day. The Lane Monitor will have the use of a golf-cart-type vehicle at their disposal for quick response in the vicinity of the toll lanes.

The tolling infrastructure also includes non-intrusive vehicle detection and separation equipment in the lanes so that proper vehicle counts and reconciliation can occur. A static sign series (in English and Spanish) is placed before each access point to the toll lanes to provide drivers with information on the toll requirement and the current toll rate.

**Violation Enforcement**

Toll facilities using ATPMs and gate arms traditionally experience very low violation rates compared to facilities that rely on RFID or “pay by license plate” methods for toll collection. Violation enforcement of Mexican license plates is
problematic for U.S. based toll agencies, as they do not have the same access to department of motor vehicle as the preferred tolling approach.

If a driver chooses to not pay the toll, the driver will be directed by the Lane Monitor to move the vehicle to secondary processing, which will be located in an Operations Building, located in the vicinity of the toll lanes. The vehicle and driver information will be recorded by the security staff and if the driver is unable to pay the toll, the driver will be provided an envelope for mailing in the toll payment. The driver will also be informed that their information will be entered into a database for record-keeping purposes and potentially further violation processing, should they violate again in the future. It is our understanding that SANDAG is in discussions with CBP and California Highway Patrol regarding assistance with violation enforcement. To the extent these discussions result in new implementation policies, such cooperation could also be used at CELPOE.

**Toll Infrastructure Configuration**

Proposed ATPM locations will be finalized according to CBP requirements for safety, security, and other operational considerations. The red dots shown here on the graphic indicate the approximate ATPM locations as proposed and are also depicted in the conceptual aerial graphic included in this proposal.

**Tolled Crossers**

Crossers who wish to pay toll for expedited crossing and SENTRI card holders will be directed by signage to specific inspection booths. Once they complete the inspection process, they will proceed to the ATPMs and will pay their toll as indicated above.

**Non-Tolled Crossers**

Border crossers that do not wish to pay a toll will use dedicated inspection lanes, which are expected to have longer wait times than the lanes used by crossers wishing to cross more expeditiously by paying a toll (or who are SENTRI card holders). Crossers that choose not to pay the toll will, after completing primary or secondary inspection, will retrieve a one-time use paper ticket from a dispensing machine, located north of the inspection area (see aerial). The one-time ticket will only be good for use at selected ATPMs, which will be separated from the tolled lanes by flexible channelizers, in order to channel non-toll crossers to the appropriate lane(s).

**Staff, Vendors and Official Visitors**

Facility staff will be issued proximity cards that will allow access to the ATPMs without having to pay the toll. The same approach, or a one-time paper ticket, will be used for vendors and official visitors.

**Operations Building**

The proposed improvements include an operations building located approximately as depicted on the page 5 aerial. The Operations Building will house operations staff and will serve as a point of contact for crossers that cannot pay
the toll or otherwise have questions regarding to tolling process. The Operations Building will be accessible from the
POV and CV sides of the facility by signal or stop sign controlled access roads.

Operating Considerations

Staffing consists of the Lane Monitor team, which is anticipated to be comprised of eight personnel. This team is
managed by a Toll Manager, who is also responsible for the day-to-day operations, reporting, and general
management of the tolling facility. The Toll Manager is supported by an accountant, whose responsibility it is to
perform all the financial and fiduciary duties of the operation.

Non-staff operating costs will include electric utility expenses, communications, marketing expense and insurance.
Third-party support service contracts will be engaged for:

- Armored car services
- Credit card clearing house services
- Data processing and IT services
- Private security services
- Audit/tax/accounting services as needed

Emergency Operations

From an operational perspective, key consideration was given to keeping traffic flowing in the lanes should various
situations arise such as equipment malfunctions or emergencies. Therefore, a by-pass function for the lift gate arm
will be offered and available to CBP officers and/or available inside a keyed access panel for the Lane Monitor. In
addition, in case of a power outage, the default condition of the gate arm will be in the upright position allowing traffic
to flow. Should there also ever be a need to flow traffic through a lane without collecting a toll the gate arm will have
a mechanism to lock it in an upright position.

Operational Scenarios

The following two operational scenarios represent possible scenarios for the vehicular lanes and the commercial
truck lanes respectively. Each scenario depicts the operation of the toll system from the perspectives of the user, the
operator, and management.

Personal Vehicular Entry Scenario

A family from Mexicali travels north to the CELPOE border crossing to visit grandparents living in Calexico and to
shop at local stores for the day. Prior to approaching the inspection area, the driver will see a sign indicating the
approximate crossing time, both with and without paying a toll. The driver will make a decision to cross either “toll” or
“Non-toll.” As indicated above, after completing the inspection process, toll crossers will proceed directly to the
ATPM, where they will pay their toll and exit the facility. After completing the inspection process, non-toll crossers will
retrieve a one-time ticket, to be used at the designated non-toll ATPM machine(s). From this point forward, the
operating process is the same for both toll and non-toll crossers and occurs as follows. As the driver approaches the
ATPM area, red and white striped gate arm is dropped in front of the vehicle awaiting toll payment. At the ATPM, the
driver inserts a credit card into the card slot and removes the card. Cash (U.S. currency, coins or bills) may also be
used to pay the toll at the ATPM. Within a few seconds, the driver's card is validated, the payment is processed, and
the toll is paid. Sentri card holders will have the same experience, except that the ATPM will recognize their SENTRI
card as payment and no payment will be required. Non-toll crossers will insert the one-time use ticket in the same
manner as the toll crossers insert cash or credit card. No receipt is provided. Credit card and mobile application
payers will have a record of the transaction through the card issuing financial institution. The gate arm lifts and the family is on their way to enjoy a day with their grandparents and do some shopping before returning to Mexico later that evening.

Commercial Truck Entry Scenario

A trucker picks up a trailer load of green onions at a packing shed south of Mexicali and proceeds to the CELPOE commercial vehicle border crossing. The driver joins the queue into the Mexican northbound border crossing compound and is subsequently cleared for departure to the US. The trucker, trucking company, and packing shed are all CTPAT certified, so the trucker uses their FAST credentials and is expedited through the CBP commercial vehicle compound. Upon departure from the compound, the trucker pulls the tractor and trailer into the CHP inspection area. Upon completing CHP inspection, the trucker exits the CHP inspection area and approaches the ATPM payment booths. This ATPM is designed to be tall enough for the driver to access from inside of the cab of the truck. The driver has three options for payment because the ATPM accepts cash, credit cards and proximity payments via smart phone. The driver reaches out and deposits cash into the bill acceptor of the ATPM. A gate arm a few feet in front of the truck lifts to indicate that payment has been accepted. Once the trailer is clear of the gate arm, a sensor detects the absence of a vehicle and the gate arm returns to the lowered position and the system resets for the next truck.

Future Considerations

There are numerous considerations that may be included as future enhancements and expansions of the described toll facility concepts. Some of these considerations provide additional convenience to crossers while capitalizing on existing electronic toll automation in Mexico and commercial vehicle by-pass programs in the US. These additional opportunities will also be considered as the facility is designed to ensure ease of upgrade and expansion. Potential enhancements include: A) The deployment of a Title 21 compatible electronic toll collection system provides numerous efficiencies from the perspective of the border crosser and management and is a natural future consideration for the CELPOE border crossing facility. Title 21 is the technology protocol used by California FasTrak transponders. This type of deployment will require significant coordination among U.S. and Mexico stakeholders, particularly as it relates to violation enforcement. B) The current system of electronic toll collection in Mexico, IAVE (Identificación Automática Vehicular Electronica), offers an opportunity for collaboration such that current users of the system only will need one transponder for both the US and Mexico. If there is sufficient penetration of IAVE users in the population of Calexico border crossers – a future system may possibly use their transponders, communicate with their database, and, in general, create a cooperative system that benefits both border crossers and toll facility management. C) PrePass integration for commercial vehicles (PrePass Plus), provides an opportunity for commercial crossers to use a single transponder for both toll and Pre-pass by-pass facilities.

Implementation Timeline

The estimated time required for toll system development, installation, testing, commissioning is approximated at 18 months. ATPM procurement, including purchase, storage and warranties commensurate with actual installation is estimated at 4-5 months (for entire ATPM procurement and testing process for first article) plus 1 year to finalize delivery.
SECTION VI – Pro Forma Budget and Support Information

Below is a Pro Forma Project Budget which includes rough order of magnitude project cost numbers, estimated annual tolling revenue, annual facility operating costs, the annual contribution to CBP operations, annual debt service including debt service coverage and the annual payment to a repair and replacement sinking fund. Following the Budget are estimated traffic counts used to calculate anticipate toll revenue and a narrative traffic study providing the methodology used to determine the traffic counts. This Pro Forma Budget and support information shows a single tolling scenario. As noted there are numerous approaches to tolling that include tolling greater or lesser number of vehicles at varying tolling rates, but for the purpose of this Phase I this approach is intended to demonstrate the viability of funding the proposed CELPOE expansion improvements via tolling.

### Calexico East Land Port of Entry Expansion Project
**Preliminary Budget and Proforma**
December 22, 2015

#### Border Forecast Variables

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<td>Construction Cost (Roads and Infrastructure)</td>
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<td>Annual Debt Service Amount</td>
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<tr>
<td>Operating Expense (as a percentage of Gross Revenue)</td>
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#### Toll Financing Scenarios

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<tr>
<th>Pro Forma Project Budget</th>
<th>Preliminary Analysis</th>
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<tr>
<td>Year 1 Gross Revenue</td>
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<td>Less: Year 1 Operating Expenses</td>
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<td>Less: Year 1 CBP Operation Contribution</td>
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<td>Less: Req Debt Service Coverage</td>
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CELPOE Towed Pilot Preliminary T&R Forecasts

Introduction

This section of the proposal addresses revenue-generation potential for CELPOE tolling. As the required cost of building the infrastructure and operating the facility will be financed by the toll revenues it is important to quantify, at a preliminary level, the revenue potential for the expanded facility. The forecasts presented in this section are derived using high-level analysis of socio-economic and border-crossing conditions in the Calexico-Mexicali area and therefore represent preliminary estimates of the revenue-generation potential for the facility. A more comprehensive and detailed traffic and revenue study will be required should the project move forward.

Approach

This section describes the approach followed to assess the revenue potential of the proposed facility. The approach consists of two steps:

- Develop preliminary high-level projections of traffic, by vehicle type, at the CELPOE for the 2013 – 2047 period of analysis; and,
- Based on these projections and additional assumptions on diversion rates and average toll rates at the new facility, produce preliminary estimates of revenues for the proposed tolled facility.

Data Used in the Preliminary Forecast

The following materials were used in the forecast of preliminary traffic and revenue for the proposed tolled facility.

<table>
<thead>
<tr>
<th>Document Name</th>
<th>Main Contents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fact Sheet: Calexico East Land POE, County of Imperial, CA</td>
<td>Provides project scope, auto and truck volumes and POE configurations</td>
</tr>
<tr>
<td>2014 Calexico West POV survey-sample data</td>
<td>Contains data on willingness to pay tolls</td>
</tr>
<tr>
<td>Vehicle Idle Emissions Study at Calexico POEs, Cross Border Group</td>
<td>Provides border delays and volumes by time of day</td>
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<tr>
<td>Mexicali population and border crossing trends, Cross Border Group</td>
<td>Demographic projections for Mexicali</td>
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<tr>
<td>Calexico East POE: Proposed Bi-national Toll Project</td>
<td>P3 Concept</td>
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<tr>
<td>East Port Raw Data (from BTS)</td>
<td>Provides historical truck and auto volumes 1995-2012</td>
</tr>
<tr>
<td>West Port Raw Data (from BTS)</td>
<td>Provides historical truck and auto volumes 1995-2012</td>
</tr>
<tr>
<td>Goods Movement Border Crossing Study and Analysis by HDR for SCAG, June 2012</td>
<td>Provides Economic evaluation, Origin-destination data for traffic, willingness to pay and border crossing times</td>
</tr>
<tr>
<td>SR11 Toll and Revenue Study by SANDAG</td>
<td>Provides traffic forecast assumptions, toll estimates, willingness to pay data, diversion rates and revenue streams.</td>
</tr>
</tbody>
</table>
Assumptions Used in the Forecast of Overall Traffic Volumes

One of the key assumptions used in any toll and revenue estimates in a border crossing study relates to the growth rates utilized in projecting the overall traffic volumes crossing the border. Two sources of information are commonly analyzed to determine the future growth rate of traffic: historic border-crossing data at the POEs and future socio-economic projections in the region.

Based on historic border-crossing data collected from 1997 to 2012, the average annual growth in truck and passenger traffic across the CELPOE varies considerably. For truck traffic, the growth between 2000 and 2012 has been over 40 percent. With the exception of three different years (2005, 2006 and 2009), the annual growth in truck traffic at the CELPOE has been quite robust, according to the observed data. As for the auto traffic, the observed data shows a different pattern. From 1999 to 2006, auto traffic grew from 2.2 million to 3.7 million (or 72 percent) but since then it decreased to 3 million in 2012. It is not clear what factors contributed to this decline, but in general it is assumed the Great Recession is the main contributing factor.

The growth in cross border traffic is most correlated to growth in population and employment on both sides of the border. The demographic forecasts developed by California Department of Finance, Demographic Research Unit indicate over the 2008-2035 period, population in Imperial County is expected to increase by 69 percent (from 170,000 to 288,000 residents). Based on a comparative evaluation of these different demographic projections and similar traffic and revenue studies in the region, the growth rate assumption for extrapolating auto traffic used in this preliminary estimate is 2.00 percent annually. Similarly, an annual growth rate of 2.00 percent for trucks was assumed to be appropriate for these preliminary projections.

Assumptions Used in the Forecast of the Toll Rate for Users of the Proposed Tolled Facility

The estimation of the toll rate to be used at the proposed toll facility depends on a series of policy decisions (such as the choice of toll scheme, the decision to process all commercial vehicle crossings exclusively at the tolled facility or the guarantee of a maximum border-crossing wait time at the expanded CELPOE). The amount of toll a driver is willing to pay depends on his/her perceived value of time (VOT). In general, if the toll value relative to the amount of time saved is less than or equal to the VOT perceived by the driver, he or she is more likely to pay the toll to receive a better level of service. As part of other studies in the California – Baja California border region, HDR collected a large amount of data pertaining to the VOT perceived by auto drivers. The analysis indicates the VOT for northbound shopping trips is about $8.50 for general lane users and $12.50 for Ready/SENTRI users. For work and personal business trips, the VOT ranged from $6.50 to $7.50 for general lane users and $10 to $24 for Ready/SENTRI users.

The border crossing times at CELPOE collected by HDR in 2012 indicates on average auto passengers experience a delay of about 35 minutes in the northbound direction (adjusted for all lane types). Using the assumption that the
expanded tolled facility at the CELPOE would try to maintain a border crossing time of 15 minutes or less, this would imply, on average, an auto passenger using the tolled facility would save at least 20 minutes compared to current conditions. For most passengers, the time savings would be higher during the peak times. The toll rate assumed in the preliminary forecasts for auto traffic is $2.00. This would imply the toll value for auto passengers relative to time saved is about $6.00 for one hour. Since the toll value is less than the general VOT perceived by most passengers (based on similar studies conducted in the Southern California border region), a $2.00 toll is reasonable and affordable and therefore a majority of the passengers would be willing to pay the toll in exchange for expedited border crossing experience.

Similar to auto traffic, the amount of toll a shipping/truck company would pay is related to the VOT associated with the trucking operation and the type of goods being transported. For example, for trucks carrying perishable goods, faster crossing times through a tolled facility would be a great benefit but at the same time, the value of the goods itself may not be very high. Therefore the VOT associated with such a trucking operation may not be that high. In contrast, the VOT for a truck carrying sophisticated electronic goods with high retail value and having a time sensitive delivery schedule may be very high. As part of other studies in the California – Baja California border region, HDR conducted a series of detailed stated preference surveys and collected value of time data for trucking companies. Their results indicate the VOT for trucks using general lanes is around $18 to $20 and for FAST lanes, around $32 to $35.

According to the wait time data collected by HDR in 2012, the average delays at the CELPOE for trucks is about 48 minutes in the northbound direction. The maximum delays encountered were close to 3.5 hours. Again, working with average metrics, on a typical weekday, a truck on average, can save about 30 to 35 minutes by using the tolled facility when compared to current conditions. During peak border-crossing hours for trucks (11 am to 3 pm), the 2012 data show the truck delays are more than 90 minutes consistently. In this scenario, the travel time savings for truckers would be about 75 minutes. During those hours, a $20 toll would be slightly higher yet consistent with the results of a stated preference survey HDR conducted in 2012. As a result, the preliminary projections for the CELPOE assume a toll rate of $17.50 for trucks.
SECTION VII - Operational Criteria

Operational Impact
The CELPOE expansion proposal will be designed and implement to minimize any impacts of the actual construction at the CELPOE. The complete design supported by all necessary testing and due diligence will be place prior to the commencement of actual construction. This will allow the work to be scheduled and sequenced so as to have least impact on current operations at the CELPOE. Work requiring lane closures will be scheduled when the CELPOE is closed or at off peak hours to ensure minimum disruption to current operations. The construction of the CELPOE improvements and the installation of tolling equipment will not require the involvement of CBP personnel leaving them free to perform their core border security mission.

Operational Benefits
The proposed CELPOE improvements will significantly increase the handling capacity of the bridge across the All American Canal which can be a major chock point for northbound traffic entering the United States and will essentially double both the number of non-commercial and commercial vehicle entrance stations used by the CPB to screen cars and truck along with their occupants and cargo seeking entry into the United States. As studies have shown, the CELPOE is currently operating at or near capacity with waiting times averaging over 30 minutes and sometimes exceeding 3 hours. The proposed improvements will add sufficient capacity to address expected traffic increases for the foreseeable future. Further this proposal includes an annual payment to CBP, which will escalate annually by the percentage change in the US Labor Cost Index to fund the anticipated cost to staff and operate the additional entry control booths.

Funding Strategy
The funding for the proposal is based on well understood tolling metrics that have been implemented at numerous other land ports of entry and which have been used to fund road and related infrastructure improvements in this country for the past 150 years. As a result of well documented, existing passenger and truck traffic volume data, and the numerous studies which have been done regarding both expected increases in such traffic over the next 35 years and the public willingness to pay reasonable tolls to maintain a well operated border entry system critical for both personal and commercial operations, the foundation on which the funding strategy will be built is sound. Further the capital markets are familiar with and receptive to toll revenue bonds and the current investment climate ensures that more than sufficient capital will be available at reasonable interest rates to purchase the necessary bonds.

Health & Safety Requirements
The CELPOE expansion project construction timeline and sequencing of work will minimize disruption to the existing operations at the CELPOE and this in turn will minimize any health and safety impacts to both CBP employees as well as people accessing the border crossing facilities. As part of their construction approach, Perkins+Will and Lusardi are committed to both the safety of their workers and the safety of anyone effected by the construction project. For this purpose, the project team will have a dedicated safety officer assigned to the project who in addition to be responsible that the work is carried out in safe manner in accordance with all applicable State and Federal laws and regulations, will also hold a weekly safety meeting to which both GSA and CBP will be invited.

Economic & Community Benefits
We believe the proposal speaks for itself in terms of its economic and community benefits. Cross border commercial transportation both at the commercial level and at the individual level are the life blood of the Calexico – Mexicali community and the availability to cross border access in a manner that both promotes cross border activities while maintaining the vital national security interests of the United States is critical to the local and regional economies.
Community Support
The greater Calexico and Mexicali communities are fully in favor of the CELPOE expansion with project funding via a tolling program. The final two pages of this proposal is a letter from Imperial / Mexicali Bi-National Alliance evidencing its full support of the project. Further this letter of support is endorsed by among others the Mayor of Calexico, the Imperial County Farm Bureau, the Calexico Chamber of Commerce and the Mexican Counsel in Calexico.

Other Agency Support for Operations
As noted in the Operational Benefits Section above, the proposal not only provides for the construction of a critical land port of entry expansion, it also provides for the installation of a rational, well-conceived tolling system, the operation and maintenance of the tolling system, including replacements as necessary and for an annual payment to CBP with built in inflation protection to provide the funding for the increased staffing that will be required to operate the expanded facility. This amount was not arbitrarily chosen, but instead represents the amount calculated by CBP as the amount necessary to staff the expanded facility presumably including any sister agency staffing which may be added.

Project Duration & Timeline
The CELPOE expansion project is based on a realistic design and construction timeline and a sequencing of work which will minimize disruption to the existing operations at the CELPOE. As noted above all design, due diligence, permitting, approvals and full funding will be in place before any construction actually begins. This ensures that once the project begins it can be expeditiously pursued and completed within the anticipated timeline. Construction is anticipated to take 15 months as demonstrated by the schedule below. As the work mainly involves adding new lanes without changing the current right of ways, the work will have only minor impacts on the existing facilities. To the extent work will impact current facilities it will be scheduled for off-peak hours or when the CELPOE is closed.
SECTION VIII Non-Operational Criteria

Financial Feasibility
This proposal is made with the expectation that toll revenue bond financing will fund the infrastructure costs, all planning, design and construction fees, funding for capital maintenance and an annual contribution toward operations to be contributed to CBP.

As mentioned above, the financing of the project is dependent upon the projected toll revenue from the CELPOE and not on the full faith and credit of the US Government. To advance the design and due diligence to the point where the toll revenue bonds can be issued preliminary support funding is anticipated to be provided by the County of Imperial.

This financing strategy has been used to fund countless other infrastructure development projects nationally. Detailed studies will be conducted to show toll income with predicted traffic counts over time. From the studies, predictable income will be determined and that income stream is a financeable investment vehicle. This is not a newly created financing strategy for this specific project.

Legal Implications
The success of the donation is based on the mutually agreed upon improvements and their design and construction schedule, placement of the ATPMs, agreement on the tolling strategy to meet the projected income stream, and the implementation of the plan. Maintenance plans, routines and schedules will need to be agreed to in advance to ensure predictable maintenance conditions. There are no additional conditions precedent to the success of the donation and long term success of the maintenance and operation of CELPOE.

The legal authority to implement a new tolling mechanism resides with the Donor/Offeror. Such authority will be transferred to the IVPA upon its creation and reside with the IVPA as a condition to the financing of the project.

Real Estate Implications
The project team’s expansion plans have been designed to simplify the improvements and keep within the existing CELPOE real estate envelope with no intended additional real estate acquisition required. However, there is an expectation that easement agreements will need to be carefully reviewed for the planned bridge expansion. The team will include the research and any recommendations required in Phase II of this proposal development.

Given the Donor/Offeror’s experience with the parties associated with the CELPOE and the border crossing, including the US Army Corps of Engineers and other interested parties, the project team will develop a detailed strategy for identifying and acquiring the necessary right-of-way and/or easements determined to be required for the bridge expansion that are studied in Phase II of this project. The project team will need to research and meet with all of the effected parties to complete the infrastructure planning, design and scheduling.

An easement will also be required for the placement of the tolling equipment and its support infrastructure.

Environmental & Cultural Resource Implications
The benefits of this donation are robust. There are significant safety and environmental benefits to moving POVs and CVs through the LPOE at a higher rate due to the expanded capability. Commerce movement through the facility is the primary expected benefit and this alone will increase local, regional, national, and international exchange. Environmental improvements are expected as a result of improved traffic flow and reduced car and truck idling. Benefits will result from increased traffic finding CELPOE a more convenient crossing. The increased ease of the crossing is a response to the growth in the local and regional economies and will respond to the increased rate
that the economies are developing beyond original projections. The existing road improvements on both sides of the crossing are already in place to address the expanded facilities.

The project team expects to complete all of the required studies and approvals to complete the infrastructure improvements required for the success of this donation. All of the studies and approvals will be more thoroughly vetted and scheduled during Phase II of this proposal. Further, it is the project team's expectation that any existing environmental conditions will be reviewed, researched and addressed during Phase II so that the infrastructure improvement plan can be assessed as a complete CELPOE design. As the team moves into Phase II, any environmental concerns and their remedies will be reviewed with CBP and its partner agencies.

Technical Feasibility

It is the Donor/Offeror's intent that CBP and its partner agencies will find this proposal technically feasible. Many years of research and planning, meeting and political collaboration have culminated in this donation proposal attempting to respond to all of the project team's understanding of CBP's needs and concerns in an expanded facility. The Donor/Offeror has an extensive project team bringing all of their unique experiences to bare looking to incorporate the most current technologies with the intent to utilize the established securities and protocols. Phase II of this proposal process will flush out all of the requirements that will be incorporated into the planning, design and construction of the expansion of CELPOE.

Planning Implications

The expansion of the CELPOE has been included in the list of CBP's five-year project investment plan and it is the project team's understanding that it comports with out-year investment priorities of CBP's interagency and international partners. Although a newer LPOE, Calexico East has been a fast growing port as the commercial and industrial development of Mexicali has continued to migrate east. Actual expansion of the use of CELPOE has far outpaced the projections when CELPOE was developed. This LPOE is critical to the entire southern California commercial and agri-business development and movement of people and commerce will only continue to grow as Mexicali develops.

The project team has laid out a planning and delivery schedule that should meet construction project standards and, if selected for Phase II consideration, the team will work with the Federal Government stakeholders to refine the schedule and address in more detail the interactivity of the existing LPOE activities with construction activities.

One of the key success features of this proposal is the sustainability of the project, ongoing maintenance and operation of the expanded facility. The project team is committed to supporting CBP and its partner agencies expanded missions once operations are open. This is an important component of the financial planning and will weigh heavily as tolling studies are conducted in support of the financing plan.

Proposal Support

The project team has sought and received the political support of agencies and stakeholders at the local, regional, State, National and International levels. A letter of support from the Calexico Mexico Bi-National Alliance is included at the end of this proposal to demonstrate this support. In addition, the project team has received letters or other indications of support from the Governor of California, the California State Senate, US Senators Feinstein and Boxer, Congressman Juan Vargas, as well as many other local and national stakeholders.

The project team itself fully supports this proposal and has been engaged for several years to develop the expansion plan set forth. As part developing this plan, various members of the Project Team have communicated with the affected federal agencies to understand their needs and priorities for the expansion plan. Accordingly, the Project Team understands that all affected federal agencies support the expansion plans outlined in this Proposal.
SECTION IX  Summary of Project Benefits

The Donor/Offeror is pleased to submit this proposal to CBP and GSA for a unique collaborative effort to expand, renovate, upgrade, enhance and provide continuing facility operations for the CELPOE. The key benefits of this proposal include but are not limited to:

- A transaction which will be a model of public private cooperation;
- A project approach that will result in the completion of over $70M in improvements to a critical border station which currently handles 6M annual border crossings with no outlay of federal construction funding;
- A project which provides for an estimated annual contribution to the cost to operate the CELPOE of $1.2M escalating by the percentage change in the CPI.
- An overall project schedule that will place these critically needed improvements in service three (3) to five (5) years faster than with federal construction given that no appropriation is currently planned or projected for these improvements;
- A project that will address ever increasing border congestion at the CELPOE;
- A project that will enhance border and national security by providing CBP and the agencies it works with to protect our borders, the modern facilities they need to effectively carry out its mission;
- An undertaking that will provide major environmental benefits especially through reduced vehicle emissions as border wait times are lessened;
- A project that will spur economic growth throughout Southern California and Northern Mexico;
- A project implementation plan that relies on the design and development expertise of the private sector for the expansion of the CELPOE thereby freeing up CBP to focus on its primary mission – border security;
- A project approach that insulates and protects the Government from development and operating cost overruns;
- The implementation of tolling in a fashion that will reduce and/or eliminate capital and increased operating costs to the Federal Government while not overburdening pedestrian and non-commercial vehicles crossing the border.

The Offeror and its Project Team look forward to working with CBP and GSA in Phase II of the Section 559 donation process should this proposal be selected for further consideration.
IMPERIAL/MEXICALI BI-NATIONAL ALLIANCE (IMBA)

December 9, 2014

TO: Imperial County, California
    Imperial County Transportation Commission
    Safer Community Foundation

As you know, our working group has been meeting every month for over nine years to provide guidance and political lobbying efforts for social, political, economic and environmental issues related to border crossings between Mexicali, Baja and Imperial Valley. We appreciate your efforts and others, including the many appearances and reports to our group indicating the activities you and others have undertaken to realize the most timely delivery of the much-needed improvements and operations.

It has now come to our attention that you plan to submit a proposal to the U.S. General Services Administration (GSA) and Customs and Border Protection (CBP) utilizing the new legislation allowing private capital and resources to upgrade the East Port of Entry.

This letter is delivered as an indication of our strong support of these activities, specifically the proposal submission. Also, kindly use this letter as an indication of our strong desire to assist the proposal implementation.

The realization and acceptance of the proposal will require a clear understanding of the working arrangements between federal, State and local governments on both sides of the border. This bi-national group has long recognized this need. The recognition of the need was, in fact, the catalyst for its formation and its ongoing activity. The Cross Border Working Group stands ready to facilitate and assist the bi-national cooperation needed.

Sincerely,

Sergio Tecliapietra Nassri
President
Mexicali Economic Development Commission (CDEM)

Jesus "Jack" Arizas
District Supervisor
Imperial County Transportation Commission (ICTC)

Tom DuBose
Chairman
Imperial Valley Economic Development Commission (IVEDC)

This letter is also endorsed by the elected and appointed officials as indicated by signatures on the following page.
Imperial County, California
Imperial County Transportation Commission
Safer Community Foundation
December 9, 2014
Page Two

[Signatures]

Mayor City of Calexico
Assemblyman 36th AD

Consul of Mexico Calexico
VI. ACTION CALENDAR

G. Environmental Protection Agency (EPA) Brownfields Assessment Grant
December 4, 2015

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

SUBJECT: Environment Protection Agency (EPA) Brownfields Assessment Grant

Dear Committee Members:

Imperial County Transportation Commission (ICTC) proposes to submit an application for EPA Brownfields Assessment Grant funding as the lead applicant in partnership with the Imperial Valley Economic Development Corporation (IVEDC). The grant funding will assist in the identification of brownfield site inventories; prioritizing sites; conducting community involvement activities; site assessments; and, clean-up planning for sites that can be utilized for future transit center planning efforts as well as transportation corridors and economic development opportunities.

A primary goal of the grant activities will be to locate sites in communities, many of which are economically disadvantaged, to help promote economic vitality, reduction of greenhouse gas emissions, as well as promote equitable access to transportation for all Imperial County transit system users.

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

1. Authorize the Executive Director to submit the Brownfields Assessment Grant Application in partnership with Imperial Valley Economic Development Corporation (IVEDC) for $400,000.

Sincerely,

MARK BAZA
Executive Director
Environment Protection Agency (EPA) Brownfields Assessment Grant

Imperial County (EPA Region 9) identified priority – Leveraging New/Expanded Transit Investments to Reduce Air Pollution.

Overview:

Imperial County Transportation Commission (ICTC) is pleased to submit this application for EPA Brownfields Assessment Grant funding as the lead applicant in partnership with the Imperial Valley Economic Development Corporation (IVEDC). The grant funding will assist in the development of brownfield site inventories; prioritizing sites; conducting community involvement activities; site assessments; and, clean-up planning for sites that can be utilized for future transit center planning efforts as well as transportation corridors and economic development opportunities. A primary goal of the grant activities will be to locate sites in communities, many of which are economically disadvantaged, to help promote economic vitality, reduction of greenhouse gas emissions, as well as promote equitable access to transportation for all Imperial County transit system users. Securing these much needed EPA grant funds would provide a financial mechanism for our region to begin assessing and redeveloping existing brownfield sites which will increase our inventory of developable sites while taking advantage of existing water, wastewater and energy infrastructure that is not available in many of our greenfield areas throughout the county. Attraction of large employers to the region has been historically challenging due to our serious lack of sites with adequate infrastructure. Many of the existing vacant brownfield sites have the infrastructure frequently sought by today’s developers who need locations ready to permit their activities in the least amount of time and lowest cost.

Community Description & Need:

Imperial County is largely a rural agrarian economy characterized by chronically high seasonal unemployment. The current economic downturn has been especially hard on Imperial County. According to the California Employment Development Department (EDD), the unemployment rate in the Imperial County was 21.8 percent in October 2015, down from a revised 23.6 percent in September 2015, and below the year-ago estimate of 23.8 percent. This compares with an unadjusted unemployment rate of 5.7 percent for California and 4.8 percent for the nation during the same period. Furthermore, the County of Imperial has been subject to several industry closures in multiple markets throughout the county. For example, the Salinas based River Ranch Fresh Foods laid off 459 employees in May of 2012 when they closed their El Centro food-processing center and moved operations to Yuma, Arizona. Additionally in December of 2013 International Paper an agricultural container manufacturer closed down its El Centro operations laying off 110 employees. During 2014 nearly 50 employees between dislocated from their jobs at the Utah based Gosner Cheese plant near El Centro as they
relocated their operations to Idaho. The most detrimental of closures occurred in May of 2014 as National Beef closed its beef processing facility in Brawley faulting regulatory climate, laying off 1300 direct employees and displacing additional 3,000 estimated ancillary workers that support our $2 billion beef cattle industry. Lastly, in June of 2014 the U.S. Immigration and Customs Enforcement (ICE) El Centro processing facility, discontinued operations dislocating nearly 500 employees faulting high operational costs. The full impact of these closures, continue to be reflected in the unemployment statistics, further solidifying our unfortunate ranking of highest unemployment rate in the nation.

Environmental Health Status:

Poor outdoor air quality in the Imperial Valley is an environmental problem that harms the lives and health of countless local community residents. The Imperial Valley has witnessed over the decades an increase in air pollution due to the release of particulate matter from vehicles, power plants, pesticide use, and factories. This border region suffers from some of the worst particulate matter air pollution problems in the State of California, with some locations measuring more than ten times the maximum allowable federal standard (U.S. EPA). Research continues to show that air pollution can have long-term effects on the health of people and can contribute to incidence of the respiratory illnesses, asthma, and lung cancer. According to the Environmental Protection Agency, significant harm to health occurs when the air contains more than 600 micrograms of particulate matter per cubic meter during a 24-hour period. In the Imperial Valley, particulate matter concentrations have been measured at double this level and have consistently failed to pass federal and state standards for smog and airborne particulate pollution. As a result, Imperial County has one of the highest asthma diagnosis rates in the State of California.

<table>
<thead>
<tr>
<th>Hazardous Materials Assessment Funding</th>
<th>Project Management &amp; Reporting</th>
<th>Community Involvement</th>
<th>Phase I Assessments</th>
<th>Phase II Assessments</th>
<th>Clean-Up Planning</th>
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Project Lead Name: ICTC and IVEDC would prepare documentation/reporting – ICTC review and submit.

Authorized Organization Representative: Mark Baza, Executive Director, Imperial County Transportation Commission