TECHNICAL ADVISORY COMMITTEE

DRAFT AGENDA

DATE: June 28, 2012
TIME: 10:00 a.m. – 12:00 p.m.
LOCATION: ICTC Offices
1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

Chairperson: Jorge Galvan
Vice-Chair: Terry Hagen

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 actions on items that are not on the agenda.

DISCUSSION/ACTION ITEMS

1. Introductions

2. Adoption of the minutes for March 29, 2012
   Requesting a motion to adopt

3. EPA Sanctions – Review of Federal Aid Projects
   Presentation by ICTC Staff

4. STIP-TE 2012 Call for Projects; Guidelines,
   Application and Scoring Criteria
   Requesting motion to recommend adoption

5. ICTC Updates / Announcements
   Presentation will be made by ICTC staff

6. Caltrans Updates / Announcements
   Presentation will be made by Caltrans staff

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, Holtville, IMPERIAL, WESTMOORLAND,
IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL
7. SCAG Update / Announcements
   Presentation will be made by SCAG Staff
   DISCUSSION

8. General Discussion / New Business
   DISCUSSION

9. Adjournment

The next meeting of the ICTC TAC is scheduled for July 26, 2012. Meeting will be held at the ICTC offices at 10 AM. For questions you may call Cristi Lerma at (760) 592-4494 or contact by email at cristilerma@imperialctc.org.
1. The meeting was called to order by Acting Chair Hagen at 10:05 a.m. A quorum was present. Introductions were made.

2. A motion was made to adopt the February 23, 2012 minutes. (Arellano/Hamby) **Motion Carried.**

3. ICTC Updates / Announcements (Presentation by ICTC staff)
   - Ms. Williams had the following announcements:
     - The Regional Transportation Planner position closes on Friday.
     - Cities of Holtville and Westmorland have outstanding TDA audits for FY 2009-10. ICTC will retain funds on reserve until audits are received. The Transit Operators Financial Transactions and Compensation Report, or “90 day report,” is due September 30th. 90 day reports are pending for the cities of Imperial and Calexico for FY 2010-11. For FY 2010-11 staff has received TDA Audits for the cities of El Centro and Calexico.
     - The MOU between the City of Imperial and ICTC for the Imperial Transit Park was approved
under consent by the Commission.
- The MOU between the City of Brawley and ICTC for the Brawley Transfer Terminal was approved under consent by the Commission
- The Unmet Transit Needs process was approved by the Commission and will be submitted to Caltrans for final approval.
- Mr. Baza had the following announcements:
  - The SANDAG Border’s Committee will be visiting the Imperial Valley on April 27, 2012. Arrangements have been made to tour the Calexico West Port of Entry and cross border aggregate, and the Geothermal Plant in Heber, CA. The committee will meet at the ICTC offices at 10 a.m. if there is anyone interested in participating on the tour please rsvp to ICTC staff.
  - Mr. Baza traveled with the Mobility 21 group to Washington D.C. the week of February 27th for a meeting regarding the federal transportation bill. Mr. Baza met with several congressional members including Barbara Boxer. The new 2 year bill will cut back on CMAQ funds. It was requested that an extension of the current bill be granted until June. Any earmarks that are not obligated can be eliminated with the new bill adoption.
  - The LTA met with Standard & Poor’s and Bond Counsel. A rating is required for new agency’s participating in the financing of bonds using LTA funds.
  - The RSTP scoring process will take place on April 12, 2012 at the ICTC offices. It was requested that ICTC staff email participants a digital copy beforehand.

4. Caltrans Updates / Announcements
   - A Caltrans representative was not present however a handout with important deadlines was distributed to TAC members.
   - State-funded Safe Routes To School (SR2S) Deadline reminder: March 30, 2012
   - Bicycle Transportation Account (BTA) 2012-2013 Call For Projects: applications must be submitted by April 27, 2012 by 5 p.m.

5. SCAG Updates / Announcements
   - Mr. Oliva announced that the SCAG Regional Conference and General Assembly is scheduled for April 4-5, 2012 in Los Angeles. The approval of the RTP / SCS and SCAG budget and OWP will take place during this time.
   - A GIS rollout for Imperial County is taking place. Software will be given to each participating agency. The Cities of Calexico, Westmorland, Calipatria have not submitted their package to SCAG. The Cities of El Centro and Imperial and the County of Imperial would like more information. They are not currently on the participating list.

6. General Discussion / New Business
   - Mr. Meyehoff thanked all who participated in the pedestrian workshop. He was pleased with the turnout. Caltrans visited the City of Holtville to discuss possible relinquishment of SR-115.
   - Mr. Walker would like to invite a guest speaker for next month’s meeting. Mr. Jim Emerson would give a 15-20 minute presentation regarding reducing the carbon footprint on pavement. Mr. Walker stated that he will send an email with a YouTube video to give everyone an idea on what the presentation would entail.
   - The South Tehachapi meeting is scheduled for April 24, 2012 in Diamond Bar, CA.
   - Next Month’s TAC meeting will also include a meeting from Caltrans External Coordination Team Building.

7. Meeting adjourned at 10:34 a.m.
   - The next meeting will be held on April 29, 2012 at 10 a.m. at the ICTC Offices.
Transportation Enhancement (TE) 2012 Call for Projects
Guidelines, Application and Scoring Criteria

*Imperial County Transportation Commission*

June 22, 2012
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*ICTC 2012 TE Call for Projects (version 120622)*
Introduction

These guidelines describe the standards, criteria, and procedures for the development and submittal of Transportation Enhancement (TE) project applications in Imperial County. The purpose of the TE program is to fund projects that are over and above a normal project, have a direct relationship to the surface transportation system, and are consistent with one or more of twelve activity categories listed in US Code Title 23 Section 101 (a) described in the next section.

The Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTE, Public Law 102-240) established the Surface Transportation Program, including the TE program (Section 1107). Under 23 U.S.C.133 (d)(2), 10 percent of the STP funds apportioned every fiscal year to states may only be used for transportation enhancement activities. The TE program was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009; however, Congress has continued the programs in SAFETEA-LU because a new transportation reauthorization bill has not been approved.

In August 2003, the California Transportation Commission (CTC) approved the Transportation Enhancement Activities Program Reform, under Resolution G-03-13, which authorized the programming of TE projects into the State Transportation Improvement Program (STIP). The STIP Guidelines allow regional transportation planning agencies (RTPA), such as the Imperial County Transportation Commission (ICTC), to fund TE projects through the STIP – Regional Transportation Improvement Program (STIP-RTIP).

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. Caltrans developed the criteria listed below to assist project sponsors to comply with this law.

1. TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);

2. After all TE eligible projects described in paragraph (1) have been selected for funding, the remaining eligible TE projects may be selected.
TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. “Community Conservation Corps” shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the web at:

http://www.consrv.ca.gov/dor/grants/Pages/lcc.aspx
http://www.ccc.ca.gov
www.calcc.org

TE Funding Overview

ICTC, acting in its role as the RTPA for Imperial County, has issued this call for projects to program a total of $2,522,000 in TE funds available over a three-year period (FY 13/14 through FY 15/16) as listed in the table below.

<table>
<thead>
<tr>
<th></th>
<th>FY 2013/14</th>
<th>FY 2014/15</th>
<th>FY 2015/16</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$872,000</td>
<td>$871,000</td>
<td>$779,000</td>
<td>$2,522,000</td>
</tr>
</tbody>
</table>

A local match is not required because State Highway Account funds will be used to match the federal funds. However, up to 10 points will be assigned to projects that include a local match.

Transportation enhancement activity funds are reimbursable federal-aid moneys, subject to all the requirements of Title 23, United States Code. They are for capital improvements including preliminary engineering (including environmental studies), real property acquisition, and construction costs associated with conducting an eligible activity. These funds are not to be used for program planning; however, they may be used for bicycle and pedestrian safety activities and archaeological planning projects as further described in the next section.

Improvements to private property and commercial facilities are not eligible, but may include properties for public use, owned by a public not-for-profit corporation. Feasibility study projects are ineligible, which of themselves provide no enhancement to the public.

ICTC 2012 TE Call for Projects (version 120622)
Once projects have been selected and approved by ICTC, the projects will be forwarded to Caltrans for an eligibility review. Projects approved by Caltrans will be programmed in the STIP and the Federal Transportation Improvement Program (FTIP) by ICTC. Projects cannot begin until the CTC has allocated (voted) the TE funds and Caltrans has approved the E-76. Project sponsors submit their request for allocation of funds by the CTC and the E-76 through Caltrans Local Assistance.

**Scoring Committee**

The TE Scoring Committee will be comprised of one representative from each of the local jurisdictions in Imperial County (cities and the County), a Caltrans District 11 representative (preferably the local TE Coordinator), and maybe an ICTC staff member. The Committee is scheduled to meet to score project applications on Monday, September 10, 2012. The complete schedule is listed below.

**Timetable**

The tentative schedule for this **call for projects** is listed below:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>06/14/12</td>
<td>TE workshop</td>
</tr>
<tr>
<td>06/28/12</td>
<td>Technical Advisory Committee (TAC) recommendation of TE program</td>
</tr>
<tr>
<td>07/11/12</td>
<td>Management Committee recommendation of TE program</td>
</tr>
<tr>
<td>07/25/12</td>
<td>ICTC Board approval of TE program</td>
</tr>
<tr>
<td>08/01/12</td>
<td>&quot;call for projects&quot; process begins</td>
</tr>
<tr>
<td>09/03/12</td>
<td>Project submittals due*</td>
</tr>
<tr>
<td>09/10/12</td>
<td>TE scoring committee</td>
</tr>
<tr>
<td>09/27/12</td>
<td>Scored projects presented to TAC</td>
</tr>
<tr>
<td>10/10/12</td>
<td>Management Committee project approvals and recommendation</td>
</tr>
<tr>
<td>10/24/12</td>
<td>ICTC project approvals</td>
</tr>
<tr>
<td>11/01/12</td>
<td>Submit projects to Caltrans for review and approval</td>
</tr>
<tr>
<td>12/01/12</td>
<td>Program projects in the STIP and FTIP</td>
</tr>
</tbody>
</table>

*Please submit 12 hard copies of the application, and one electronic copy on a computer disk (CD). The application must include a locally adopted resolution in support of project applications. The electronic copy should include a “pdf” copy of the entire application including the resolution, and excel version of the main application.*

*ICTC 2012 TE Call for Projects (version 120622)*
Contact Information

If you have any questions related to the TE program or this call for projects, please contact David Salgado at (760) 592-4494.

Please submit all applications by 5:00 PM Friday, September 28, 2012 via mail, or delivered to:

Imperial County Transportation Commission
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243
ATTN: David Salgado
Eligible Projects

TE projects must meet three basic criteria established by the Federal Highway Administration.

"What is the direct relationship to the surface transportation system?"

Projects must have at least one direct relationship to the surface transportation system, which consists of all forms of the intermodal transportation system, exclusive of aviation. This relationship may be one of function, proximity, or impact. For example:

- A bikeway is a functional component of the surface transportation system.
- Removal of outdoor advertising in the viewshed of a highway is justified in light of its proximity. When the relationship is by proximity, how does the activity significantly enhance the transportation experience?
- Water pollution control alongside an existing highway to protect or improve a drinking water supply would qualify based on the impact of the highway in terms of water pollution.

"Is this over and above a normal project?"

Enhancement activities are over and above normal transportation projects. Typically, a normal transportation project may include mitigation, standard landscaping, other permit requirements and provisions negotiated as a condition of obtaining a permit for a normal [non-enhancement] transportation project. If this proposal is an enhancement to a larger project, check the environmental document for these items – Is the proposed enhancement part of the project description? Is it listed as mitigation? If so, the activity is not "over and above" a normal project. Is it a permit requirement? Permitting agencies might include federal agencies such as U.S. Forest Service, Bureau of Land Management, or U.S. Corps of Engineers. State permitting agencies might include State Department of Fish and Game. Regional permitting agencies might include a regional water quality control board. Maintenance activities are not eligible. Projects to retrofit existing sidewalks for compliance with Americans with Disabilities Act requirements are not eligible.
"Which category or categories encompass the transportation enhancement activities?"

Projects must be selected from one or more of the twelve activities categories. Only those activities listed in U.S. Code, Title 23 Section 101(a) are eligible to be accounted for as transportation enhancement activities. If project eligibility in these twelve categories is not clear, the applicant will provide reasoning for including it, and a determination will be made by Caltrans and the Federal Highway Administration. The funded activities must be accessible to the general public or targeted to a broad segment of the general public. The twelve categories are:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
10. Archaeological planning and research.
11. Mitigation of water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

Eligibility of projects has been interpreted broadly by Caltrans and the Federal Highway Administration. The following discussion presents the thinking behind decisions to define eligibility of the twelve categories.

**1. Provision of facilities for pedestrians and bicycles**

This category provides an opportunity to create linkages in the existing transportation system by funding bicycle and pedestrian modes of travel. The bicycle and pedestrian modes connect people to activity centers, such as businesses, schools, shopping and recreation areas, and to other modes.

Projects accommodate bicyclists or pedestrians beyond or in addition to what is necessary for safe accommodation. This includes activities that enhance the transportation system through more aesthetic routing or design or improving other existing facilities to make them more usable for pedestrians and bicyclists, such as adding bicycle parking at a rail station. The purpose of the project must be for transportation but if a recreation experience is gained as a
result of the transportation facility, this does not exclude the activity from consideration under this program.

Activities are not eligible where they are conducted as an incidental and routine part of new transportation projects in order to accommodate routine use by pedestrians and bicycles. Paved shoulders, wide curb lanes, sidewalks, and curb cuts are not eligible if incidental and routine to road construction or reconstruction; however, Class II bicycle lanes are eligible. Projects may not be for maintenance activities or other replacement facilities; for example, pavement overlays on the same alignment and same width are not eligible.

While all projects must meet the Americans with Disabilities Act (ADA) mandate of accessibility, projects to retrofit existing facilities solely for conformance to accessibility standards in the California Building Code do not qualify. Construction of neighborhood sidewalks is regarded as normal work.

Projects for parking lots for future bicycle or pedestrian facilities are not eligible. Projects for standard-type bus shelters are considered normal work. Bus shelters may be funded as a necessary and incidental part of a streetscape project, or when they are artist-designed.

Questions about standards for bikeway designs or for bicycle facilities such as lockers and parking facilities can be addressed by the Caltrans Bicycle Coordinator at (916) 653-0036. Bikeway Planning and Design (Section 1000 of the Highway Design Manual) is available from the Caltrans Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA, 95815. An unofficial copy is available on the Caltrans website at www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm.

Project examples:
- Bicycle lockers at rail stations, bus depots, and recreation facilities. Bicycle lockers over and above standard policy at park and ride lots.
- Bikeways: Class I (bike paths); Class II (bike lanes); Class III (bike routes).
- Bikeways or pedestrian paths that separate these modes of travel from the motorized transportation system.
- Bike racks on transit systems.
- Acquisition, development, and construction of separate pedestrian or bicycle facilities on or off road rights-of-way or in relation to transit facilities.
- Improvements to facilities that go beyond basic access and mobility.

2. Provision of safety and educational activities for pedestrians and bicyclists

This category includes non-construction safety-related activities and the reasonable costs to provide safety and educational activities such as bike/pedestrian safety training, cost of facilitators and classes. It may also include related training materials such as brochures, videotapes, other training aids, as well as rent for leased space and limited staff salaries. Long-term salary participation is not eligible.
The funded activities must be accessible to the general public or targeted to a broad segment of the general public. The activities must show a relationship to the surface transportation system.

Project sponsors are encouraged to integrate safety messages and educational opportunities for bicyclists and pedestrians into enhancement projects through the development of campaigns, programs, educational materials including maps and brochures, and pedestrian and bicycle enforcement activities. Project sponsors are encouraged to coordinate these activities with the National Highway Traffic Safety Administration and other modal administrations. This category is not intended to replace or duplicate existing Section 402 funding opportunities currently available through the State and Community Traffic Safety Program.

Bicycle maps are an eligible activity, and are encouraged as part of bicycle facilities funded as Transportation Enhancement Activities.

School crossing guards, speed trailers and radar are not eligible activities.

3. Acquisition of scenic easements and scenic or historic sites

This category may be applied to purchase, donation, transfer, or trade of lands, which possess significant aesthetic, historic, natural, visual, or open space values, acquisition of which enhances the transportation experience as part of the transportation system, or as a substantial contribution to the transportation viewshed.

Funds may be used for transaction costs including appraisals, surveys, legal costs, or purchase costs. Acquisition of scenic or historic sites includes expenditure of funds for the purchase or the use of funds to accept the donation, transfer, or trade of (a) less than fee interests, for example, easements, in land which possess significant scenic, historic, or cultural values and (b) fee title acquisition of such lands and any property listed in the California Register of Historic Resources or eligible for listing in the National Register of Historic Places.

Land acquired for its scenic qualities must be maintained for its scenic qualities. Mechanisms must be in place to enforce significant scenic or historic values, and the project sponsor must agree to enforce mechanisms to preserve them. The owner of any property acquired must be willing to participate in a preservation covenant attached to the deed of the property. Such a covenant ensures that future work on the property will respect the scenic or historic integrity of the property.

Lands acquired for scenic purposes may not be developed in a manner that degrades the scenic character and quality of the site. Public access is allowed.

The purpose of the project must be for scenic or historic acquisition, but if a wildlife habitat or corridor is gained as a result of the acquisition, this does not exclude the activity from consideration under this program.

ICTC 2012 TE Call for Projects (version 120622)
Scenic acquisition of a degraded area may be eligible on condition that the agency restores the site to scenic status within this or a later project phase. (Restoration does not have to be done using federal enhancement funds.)

Where proposed projects appear to be primarily park improvements with incidental transportation enhancement activities incorporated into the park improvement project, the transportation enhancement will be eligible, but not the park improvement.

Project examples:
- Acquisition of viewsheds.
- Acquisition of a historic bridge, historic transportation terminal, land around a historic site adjacent to a scenic highway.
- Acquisition of historic properties that qualify for protection under the National Register or California Register or are designated in a local register.

4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)

This category covers protection and enhancement of designated state scenic highways or federally designated scenic byways and state or federally eligible or designated historic highways. Funds may be used only for activities that will protect and enhance the scenic and historic integrity and visitor appreciation of an existing highway and adjacent area.

Tourist or welcome centers do not have to be on a designated scenic or historic byway, but must have a clear link to scenic or historic sites. Activities eligible under the National Scenic Byways Program are generally eligible under this category. A historic site should have evidence of documented consultation and concurrence with the State Historic Preservation Officer or similar authority for determining the historicity of a particular site.

Funding may be used for the construction of a new facility or the restoration of an existing facility. This includes those related construction actions necessary to provide the facility, such as interior fixtures and parking areas. Funds can be used to purchase and install items, which support or interpret the scenic or historic highway program or site including brochure racks for interpretive materials or maps or kiosks. Funds cannot be used for statewide programs, marketing, or promotion not related to the scenic or historic highway program. Staffing, operation costs and maintenance are not eligible. Items such as racks for advertising or brochures for local or national businesses are not eligible.

The visitor or welcome centers are to be publicly owned and open to the public.

Project examples:
- Historic bridge signing,
- Interpretive plaques or restoration of historic lighting standards,
- Historic aesthetic treatment on retaining walls and guardrails.
- Visually sensitive bridge rails (guardrails on bridges) which meet Caltrans and FHWA safety requirements, for use on scenic highways and in areas of high visual sensitivity.

5. **Landscaping and other scenic beautification**

This category includes landscape planning, design and construction activities, which enhance the aesthetic or ecological resources along transportation corridors, points of access, and lands qualifying for other categories of transportation enhancement activities.

Architectural treatment, applied or integrated, of transportation structures, including bridges and highways beyond Caltrans’ utilitarian design may be considered an enhancement activity, as long as it is beyond mitigation required to comply with CEQA, NEPA, and other permitting agencies' requirements. The primary purpose must be to enhance the scenic view.

Projects which blend the transportation system into the surroundings, making the system less intrusive, or otherwise enhance the aesthetic resources or beauty of the transportation system may include planning, design and construction of scenic vistas and overlooks, restoration of historic landscapes, and public art and design enhancements. Projects which enhance the ecological balance along a transportation corridor include planning, testing and planting for restoration or reintroduction of native plant communities and appropriate adaptive species, and the provision of interpretive information about the federal and state agency programs through which ecological resources are preserved.

Projects on the National Highway System must be consistent with Caltrans’ overall landscape program and policies, and will be approved by the Caltrans District 11 Landscape Architect.

Projects may not be for temporary, routine, incidental or maintenance activities such as grass cutting, tree pruning or removal, erosion control, screen planting, construction of noise barriers, drainage improvement or post-construction finish work such as replanting and reseeding.

Plantings on the State Highway System may only be for that portion which is over and above Caltrans’ policy no. 3.5.1, dated July 1990, for standard planting in warranted areas.

Projects mainly for museum facility or park development work are not eligible, although park development elements that are necessary for and incidental to the eligible transportation enhancement activity, such as interpretation elements, may be considered eligible.

Graffiti-resistant coatings do not qualify as scenic beautification because they do not change the appearance of the surface, they must be reapplied at least every three to five years (a maintenance activity) and they do not preclude the reapplication of graffiti.
Project examples:
- 'Gateway' plantings to communities.
- Rockwork in existing landscaping.
- Replacement of a utilitarian bridge with one of appropriate architectural qualities in a setting that calls for more than a utilitarian design.
- Landscaping transplants to move trees outside of clear zones and into more attractive, safer locations.
- Sculpture or other artwork at gateway entrance to communities or in California "Main Street" projects.
- Roadside Ecological Viewing Areas.
- Design and installation of visually sensitive bridge rails (guardrails on bridges), which meet Caltrans and FHWA safety requirements.

6. Historic preservation

Historic, cultural properties, and archaeological resources determined eligible for or listed in the California Register of Historical Resources or a locally designated resource, if the local designation is based on locally-adopted, written criteria, are eligible for transportation enhancement activity funding. Section 5024.1 of the California Public Resources Code defines the California Register as an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources. The California Register includes properties determined eligible for or listed on the National Register of Historic Places, most California State Historical Landmarks, and State Points of Historical Interest. In addition, the California Register may include locally designated historic and prehistoric resources as well as local survey inventories using the National Register standards.

This category includes acquisition, protection, rehabilitation, interpretation, restoration, and stabilization or any combination of the foregoing, of any prehistoric or historic district, site, building, structure, landscape, or object (and artifacts and records related to it) listed or eligible for inclusion in the California Register or the National Register of Historic Places.

All work must be done in compliance with the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, the Secretary of the Interior’s Standards for Treatment of Historic Properties, or the State Historic Building Code and must be managed under the direction of professionals meeting the standards published in the Code of Federal Regulations, 36 CFR, Part 61. The qualifications define minimum education and experience required to perform eligible historic preservation activities. In some cases, additional areas or levels of expertise may be needed depending on the complexity of the task and the nature of the historic properties involved.

A substantial transportation linkage is required for a project to be considered eligible.

Projects should enhance the transportation system by improving the ability of the public to appreciate the historic significance of the project itself or the area to be served by the project.
In some circumstances, the cultural and sacred values of Native American or other ethnic community sites may require the inclusion of additional viewpoints. Proposals referring to such sites must be accompanied by evidence that appropriate Native American and ethnic community representatives have been consulted.

Incidental Americans with Disabilities Act (ADA) compliance elements are eligible only as required by the transportation enhancement project.

This category does not include reconstruction, i.e., building replicas of historic structures or buildings. It does not include the creation of museums, or of visitor centers; however, restoration of a building that will later be modified and used as a public museum is eligible. Maintenance activities are not eligible.

A preservation project arising from the deferring of maintenance – which was to have been done as a condition of a previous agreement for its preservation – will not be eligible.

Tenant improvements are not eligible costs.

Project examples:
- Rehabilitation of historic buildings that serve the transportation system as multi-modal centers.
- Roadside Rest areas.
- Restoration of a historic landscape on a highway.
- Rehabilitation of historic places.
- Activities that encourage or facilitate historic interpretation for the public of sites associated with roads and other transportation facilities.
- Preservation or improvement of the appearance or quality of a historic property, district, or landscape.
- Assistance in providing research and educational opportunities or related services on individual or related historical resources.

7. Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)

Historic transportation buildings are buildings or related structures associated with the operation, passenger and freight use, construction or maintenance of any mode of transportation where such building is listed or eligible for listing in the California Register or the National Register of Historic Places.

Structures and facilities include tunnels, bridges, trestles, embankments, rails or other guideway, non-operational vehicles, canal viaducts, tow paths and locks, stations and other built transportation features integrally related to the operation, passenger and freight use, construction, or maintenance of any mode of transportation.

ICTC 2012 TE Call for Projects (version 120622)
Rehabilitation means the process of returning the property to a state, which makes possible a contemporary use while preserving the significant historic features of that property. Subsequent conversion costs or tenant improvements are not eligible.

Project examples:
- Restoration of historic railroad depots and train stations
- Restoration of historic ferry terminals.
- Interpretive displays as part of historic bridge replacement projects.
- Costs on historic bridges over and above normal mitigation.

8. Preservation of abandoned railway corridors (for conversion to pedestrian or bicycle trails)

This category includes the acquisition, rehabilitation and development of corridors for public bicycle or pedestrian use. In some cases it could allow preservation without capital improvements, although emphasis is placed on current enhancement value. This category permits the development and rehabilitation of privately owned rail corridors to bicycle or pedestrian facilities open to the general public without charge. This may not be used solely for rail preservation. A declaration of intent for future bike or pedestrian use is required. Failure to open the lands acquired for bicycle and pedestrian use within ten years from the start of the right of way phase means the administering agency will have to reimburse the Federal Highway Administration.

9. Control and removal of outdoor advertising

This includes the control and removal of existing nonconforming outdoor advertising signs, billboards, displays, and devices, which are in addition to removal of illegal signs required to exercise effective control of outdoor advertising under Section 131 of Title 23. "Nonconforming" is defined in the California Administrative Code, Title 4 Chapter 6. In general, a nonconforming sign was placed lawfully, but does not conform to subsequent enacted laws. Priority shall be given to the removal of outdoor advertising signs, displays, and devices in conjunction with other enhancement activities, and nonconforming displays along scenic highways. This category may include compilation of an accurate inventory of nonconforming outdoor advertising displays.

If displays are conforming, the agency with jurisdiction must have effective controls in place, such as an ordinance or other mechanism, to preclude replacement displays in the same transportation corridor.

Project examples:
- Purchase and removal of nonconforming billboards on designated scenic highways.
- Purchase of scenic easements along transportation corridors or viewsheds to prevent visual degradation.
10. Archaeological planning and research

This includes, but is not limited to, research on sites qualified for transportation enhancement funds; experimental activities in archaeological site preservation and interpretation; planning to improve identification, evaluation and treatment of archaeological sites; problem-oriented synthesis using data derived from (though not limited to) transportation-related archaeological activities; local and regional research designs to guide future surveys, data recovery, and synthetic research; and activities having similar purposes carried out in partnership with other federal, state, local and tribal government agencies and non-governmental organizations.

This category includes rehabilitating archaeological dig records and curation of artifacts previously recovered along the transportation corridor to enhance significance and public appreciation for the site through interpretative signs, displays, and publications.

Projects primarily for data entry into geographic information systems to accommodate future normal transportation projects are not eligible.

All work must be done in compliance with the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation or Secretary of the Interior’s Standards for Historic Preservation Projects and must be managed under the direction of professionals meeting the standards published in the Code of Federal Regulations, 36 CFR, Part 61. The qualifications define minimum education and experience required to perform eligible historic preservation activities. In some cases, additional areas or levels of expertise may be needed depending on the complexity of the task and the nature of the historic properties involved.

In some circumstances, the cultural and sacred values of Native American or other ethnic community sites may require the inclusion of additional viewpoints. Proposals referring to such sites must be accompanied by evidence that appropriate Native American and ethnic community representatives have been consulted.

This category is not for excavations.

Project examples:
- Regional or statewide research.
- Upgrade or expansion of regional curation facilities to meet federal and state guidelines, in order to regionalize archaeological collections and facilitate regional archaeological research.
- Statewide or regional archaeological study for State Routes in archaeologically sensitive areas, developing an Archaeological Inventory similar to the existing Bridge Inventory.
- Rehabilitation of archaeological dig records and artifacts previously recovered along a highway to enhance significance and public appreciation for the site through interpretive signs and publications.
- Construction of traveling displays of artifacts for schools.

ICTC 2012 TE Call for Projects (version 120622)
11. Mitigation of water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

These projects are for facilities and programs reducing or eliminating pollution from storm water runoff from highway facilities in addition to current requirements and procedures for such mitigation. The pollution must be due to materials washing off of the roadway surface. Projects that demonstrate aesthetic and ecological methods for mitigation and enhance recharge are encouraged.

Projects may have groundwater recharge, multiple resource benefits, and aesthetic preservation components, but only when secondary to the purpose of mitigating water pollution due to highway runoff.

No activity that has been identified as a requirement of a stormwater permit is eligible for enhancement funding.

 Acquisition of land in and of itself is not considered an eligible mitigation of water pollution unless the acquisition itself fulfills the mitigation objective. Projects to acquire degraded land to rehabilitate into mitigation for highway runoff must have absolute commitments of funds and completed plans for the mitigation work prior to application.

This category is not limited to threatened and endangered species, but includes any wildlife mortality directly caused by vehicles. Fish passage is not eligible.

Projects to reduce wildlife mortality on new highway construction are not eligible.

If non-motorized human use will be one result of the project to reduce wildlife mortality, this does not exclude the activity from consideration under this program.

Project examples:
- Water pollution control alongside an existing highway to protect or improve a drinking water supply.
- Storm drain stenciling projects.
- Wildlife underpasses or overpasses, measures at areas identified as crossings for wildlife, which include the necessary fencing and other markings and techniques associated with movement or wildlife across transportation corridors.
- Bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity. Monitoring and data collection on habitat fragmentation and vehicle-related wildlife mortality.
12. Establishment of transportation museums Transportation museums must meet the following definition of a museum.

The facility must:

a) Be a legally organized not-for profit institution or part of a not-for-profit institution or government entity;

b) Be essentially educational in nature;

c) Have a formally stated mission;

d) Have one full-time paid professional staff member who has museum knowledge and experience and is delegated authority and allocated financial resources sufficient to operate the museum effectively;

e) Present regularly scheduled programs and exhibits that use and interpret objects for the public according to accepted standards;

f) Have a formal and appropriate program of documentation, care, and use of collections and/or tangible objects; and

g) Have a formal and appropriate program of presentations and maintenance of exhibits.

Establishment of transportation museums means funding of capital improvements. Funds are not intended to reconstruct, refurbish, or rehabilitate existing museums, nor portions of museums, that are not for transportation purposes. It does not cover operations or maintenance of the facility. The museum must be related to surface transportation. Establishment of transportation museums includes the costs of the structure and the purchase of artifacts necessary for the creation and operation of the facility. Displays, segments of buildings, or objects not directly related to transportation are not eligible. Funds may be used to build a new facility, add on a transportation wing to an existing facility, or convert an existing building for use as a transportation museum.

The museum must be open to the public and run by a public, non-profit or not-for-profit organization meeting the definition of museums stated above in this section. If entrance fees are charged for the museum, a portion of the fee should be provided for the long-term maintenance and operation of the facility.

TE funds may not be used to preserve aircraft or create an airport or air museum. Objects or structures related to aviation are not eligible.

Activities, which are not explicitly on the list of 12 categories, might qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered a transportation enhancement activity. Similarly, environmental analysis, project planning, design, land acquisition, and construction activities necessary for implementing qualifying transportation enhancement activities are eligible for funding. For example, costs for environmental mitigation required for the enhancement project itself are reimbursable.

ICTC 2012 TE Call for Projects (version 120622)
Transportation enhancement activities may not in themselves be routine or customary elements of transportation projects or mitigation for project impacts in compliance with the requirements of environmental, or other federal, state, or local laws, even if those aspects will otherwise constitute a specified transportation enhancement. Project funding under the transportation enhancement program is not available for a non-applicant agency to perform its normal required review and permit functions. Convict labor is not a reimbursable cost. Costs involved in applying for funds are not eligible. Any costs incurred prior to written approval to proceed by Caltrans are not eligible.
The ICTC regional TE scoring criteria is summarized in the table below. The metrics “livability” was added to incorporate SB 375-related strategies into the TE program project selection process. Because State regulations require TE projects that partner with or employ the services of a Community Conservation Corps or the California Conservation Corps to be given priority, these projects will be funded first as long as they are eligible for TE funds.

**Funding Priority Categories**

1) Projects that partner with or will employ the services of a Community Conservation Corps or the California Conservation Corps.
2) All other eligible TE activities.

<table>
<thead>
<tr>
<th>up to 30 Points</th>
<th><strong>Livability</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Supports livable communities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>up to 20 Points</th>
<th><strong>Regional Significance</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Improves, enhances or provides access to a regional facility or facilities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>up to 20 Points</th>
<th><strong>Safety &amp; Security</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Improves the safety/security of existing transportation choices through improvements or enhancements of existing modal assets.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>up to 10 Points</th>
<th><strong>Project Readiness</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Project schedules should be fully identified in the project submittal with target dates, including any proposed capital purchases.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>up to 10 Points</th>
<th><strong>Local Match</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Project provides a local match.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>up to 10 Points</th>
<th><strong>Factors of Overriding Concern</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Consider factors of overriding concern, including but not limited to promotes energy conservation, improves quality of life, leverage other funds, etc.</td>
</tr>
</tbody>
</table>

| 100 | **TOTAL POSSIBLE POINTS** |
**TE ICTC Scoring Criteria Description**

### Livability

Projects will be evaluated based on whether and how the project provides the four benefits listed below:

1. Enhances or reduces the average cost of user mobility through the creation of more convenient transportation options for travelers;
2. Improves existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets;
3. Improves travel between residential areas and commercial centers or jobs;
4. Improves accessibility for economically disadvantaged populations, non-drivers, senior citizens, and/or persons with disabilities.

<table>
<thead>
<tr>
<th>Ranking Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project provides all four of the listed benefits</td>
<td>30</td>
</tr>
<tr>
<td>Project provides three of the listed benefits</td>
<td>25</td>
</tr>
<tr>
<td>Project provides two of the listed benefits</td>
<td>20</td>
</tr>
<tr>
<td>Project provides one of the listed benefits</td>
<td>15</td>
</tr>
</tbody>
</table>

### Regional Significance

Projects will be evaluated on a relative basis (i.e., how they compare to each other) based on whether and how projects improve, enhance or provide access to a regional facility or facilities.

### Safety & Security

Projects will be evaluated on a relative basis (i.e., how they compare to each other) based on whether and how projects improve the safety/security of existing transportation choices through improvements or enhancements of existing modal assets.

### Project Readiness

Project schedules should be fully identified in the project submittal with target dates, including any proposed capital purchases such as bike racks, pedestrian seating, etc.
<table>
<thead>
<tr>
<th>Local Match</th>
<th>up to 10 points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ranking Criteria</td>
<td>Points</td>
</tr>
<tr>
<td>Project provides a local match of at least 20%</td>
<td>10</td>
</tr>
<tr>
<td>Project provides a local match of at least 11.47%</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Factors of Overriding Concern</th>
<th>up to 10 points</th>
</tr>
</thead>
</table>

The Evaluation Committee may use this category to consider factors of overriding concern.
**Transportation Enhancement (TE) Application (PSR Equivalent)**

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming in the RTIP.

**PART ONE: GENERAL PROJECT INFORMATION**

<table>
<thead>
<tr>
<th>RTIP TE</th>
<th>ITIP TE</th>
<th>Is the project within Caltrans Right of Way?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Are you using Recovery Act TE funds? | Yes | No |

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? | Yes | No |

If you answered yes to the above question please list the contact information for the corps.

<table>
<thead>
<tr>
<th>Corps Name:</th>
<th>Contact Name:</th>
<th>Phone number:</th>
</tr>
</thead>
</table>

**PROJECT TITLE:**

**IMPLEMENTING AGENCY:** Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)

(Round dollars to nearest thousands)

<table>
<thead>
<tr>
<th>TE FUNDS REQUESTED</th>
<th>$__________</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Match (11.47%)</td>
<td>$__________</td>
</tr>
<tr>
<td>Local Match (if included)</td>
<td>$__________</td>
</tr>
<tr>
<td>TOTAL TE PROJECT COST</td>
<td>$__________</td>
</tr>
</tbody>
</table>

- [ ] TE is a stand-alone project.
- [ ] TE is part of a larger project.

**Person who can answer questions about this application (Name, title, phone, fax, email)**

**PARTNER(S) (Name, title, agency, address, phone, fax)**

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

Total Project Cost $ ____________

**PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES**

(Describe the project’s location, limits of work, size, etc. Not the justification or benefits).
NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)
ALTERNATIVES CONSIDERED

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. Inventory, control, and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation
   (i) To address water pollution due to highway runoff; or
   (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)
PART TWO: FUNDING

Prepared by ________________________________ Title ________________________________
Agency ________________________________ Phone ________________________________ FAX ________________________________

PROJECT COMPONENT COSTS (round to nearest $1,000s)

<table>
<thead>
<tr>
<th>Component</th>
<th>RTIP</th>
<th>ITIP</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td>E&amp;P (PA&amp;ED)</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
<tr>
<td>Right of Way Capital</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
<tr>
<td>Right of Way Support*</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
<tr>
<td>Construction Support*</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
<tr>
<td>Construction Capital</td>
<td>$_________</td>
<td>$_________</td>
<td>$_________</td>
</tr>
</tbody>
</table>

TOTAL PROJECT COSTS $_________

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
</table>

CONTINGENCY (%)

TOTAL CONSTRUCTION CONTRACT ITEMS

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

What is the source of maintenance funds?

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: ________________________________ Date: ________________

ICTC 2012 TE Call for Projects (version 120622)
PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009
Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

1. In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

2. After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

3. After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds
Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

1. TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);

2. After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.

(b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

ICTC 2012 TE Call for Projects (version 120622)
The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. “Community Conservation Corps” shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:
http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx
http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM
www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

☐ A corps can participate on the following items of work:

Name of corps: __________________________ and the contact for the corps is: __________________________

(Phone number)

☐ This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurring in by:

California Conservation Corps contact (Print Name) (Signature) Date
California Association of Local Conservation Corps contact (Print Name) (Signature) Date

RTPA Conservation Corps Partner Contacts
For Transportation Enhancement Projects

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>CCC Contact Title and Name</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Conservation Corps</td>
<td>Regional Deputy for Region 2 Virginia Clark</td>
<td>916-341-3147</td>
<td><a href="mailto:virginia.clark@ccc.ca.gov">virginia.clark@ccc.ca.gov</a></td>
</tr>
<tr>
<td>California Association of Local Conservation Corps (representing the Community Conservation Corps)</td>
<td>Association Manager Scott Dosick</td>
<td>916-285-8743</td>
<td><a href="mailto:manager@calcc.org">manager@calcc.org</a></td>
</tr>
</tbody>
</table>

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency’s governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation’s representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

ICTC 2012 TE Call for Projects (version 120622)
If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed______________________________________________________          Date__________________
(TEA Administering Agency Representative)

Printed (Name and Title) ________________________________

Administering Agency ________________________________

For State Projects:
Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.
PART FOUR: ICTC TE REGIONAL RANKING QUESTIONS

1. Livability

Please describe whether and how the project provides the four benefits listed below (limit response to half page per question):

- Enhances or reduces the average cost of user mobility through the creation of more convenient transportation options for travelers;
- Improves existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets;
- Improves travel between residential areas and commercial centers or jobs;
- Improves accessibility for economically disadvantaged populations, non-drivers, senior citizens, and/or persons with disabilities.

2. Regional Significance

Please describe whether and how the project improves, enhances or provides access to a regional facility or facilities; and why the project is important to the region (limit response to one page).

3. Safety and Security

Please describe whether and how the project would improve the safety/security of existing transportation choices through improvements or enhancements of existing modal assets. Please include historical facts and data in your response such as the number of incidents, complaints, public comments, accidents or accidents rates as applicable.
Resolution Supporting Delivery Schedule

TE projects selected for funding will be programmed in the STIP and the FTIP; therefore, STIP “Timely Use of Funds” requirements apply to TE projects. “Timely Use of Funds” requirements in the STIP are more stringent than requirements for projects not programmed in the STIP. This means that TE projects must be awarded and completed based on the following timelines to prevent funds from lapsing:

Funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated (between 24 to 36 months). Project sponsors must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

Funds allocated for construction or the purchase of equipment must be encumbered by the award of a contract within six months from the date of approval unless the California Transportation Commission (CTC) approves an extension as described below. After the award of the contract, the local agency or Caltrans has up to 36 months to complete (accept) the contract. At the time of fund allocation, the CTC may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. For local grant projects, the local agency has 180 days after contract acceptance to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

To avoid TE funds allocated by ICTC from lapsing, up to 10 points will be assigned to projects that demonstrate the project can be delivered as scheduled under the metrics “Project Readiness.” More importantly, each agency will be required to submit an adopted and certified Council/Board resolution ensuring their project(s) will be delivered as proposed in the application(s). A sample Council/Board resolution is provided on the next page to assist agencies with developing the required resolution.
Sample Council/Board Resolution

BEFORE THE
(NAME OF CITY/COUNTY/COUNCIL/BOARD)
RESOLUTION NO.:__

In the Matter of:

ICTC

TE Funds

RESOLUTION SUPPORTING Project Delivery Schedules and Timely Use of Funds

WHEREAS, section 65 of the 2012 State Transportation Improvement Program (STIP) Guidelines requires the “timely use of funds” to improve project delivery and to prevent federal funds from lapsing to Imperial County and the state; and

WHEREAS, the (City/County) is able to apply for and receive Federal and State funds under the SAFETEA-LU and State requirements; and,

WHEREAS, the (City/County) desires to ensure its projects are delivered in a timely manner to prevent funds from lapsing from Imperial County due to non-delivery; and,

WHEREAS, it is understood by the (City/County) that failure for not meeting project delivery dates for any phase of a project may jeopardize TE funding to the Region; and,

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

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Imperial County Transportation Commission (ICTC) to terminate an agency’s project and reprogram TE funds as deemed necessary.

BE IT FURTHER RESOLVED, the (City/County) does direct its management and engineering staffs to ensure all STIP and SAFETEA-LU projects are carried out in a timely manner as per the requirements of section 65 of the 2012 State Transportation Improvement Program (STIP) Guidelines.

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board) on September __, 2012.

AYES: ________________________________

Signed: ________________________________

NOES: Mayor, City of (-----)

Chair, Board of (-----)

ABSTAIN: Chair, (-----) Board

ABSENT Chair, (-----) Board

ATTEST: ________________________________

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board) duly adopted at a regular meeting thereof held on the ______ day of September 2012.

Signed: ________________________________

(______________, City/County Clerk)

ICTC 2012 TE Call for Projects (version 120622)