



**1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410**

MANAGEMENT COMMITTEE AGENDA

**ICTC OFFICES
LARGE CONFERENCE ROOM
1503 N IMPERIAL AVE.
EL CENTRO, CA 92243**

**Wednesday, November 10, 2021
10:30 A.M.**

CHAIR: TYLER SALCIDO

VICE CHAIR: NICK WELLS

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

To participate remotely and join by Zoom Meeting click on the following link:

<https://us06web.zoom.us/j/81488522217?pwd=U0VSa1AyUEZEaGVvNFJGclhKYjBqUT09>

To participate remotely and join by Phone, dial 720-707-2699

Meeting ID: 814 8852 2217 #

Passcode: 587917 #

I. CALL TO ORDER AND ROLL CALL

II. ACTION CALENDAR

- A. Adopt resolution authorizing remote teleconference meetings in accordance with Assembly Bill 361 Page 5

With ICTC Counsel's direction, the Executive Director forwards this item to the Management Committee for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.

III. EMERGENCY ITEMS

- A. Discussion/Action of emergency items, if necessary.

IV. 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.

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

V. CONSENT CALENDAR

Approval of the consent calendar is recommended by the Executive Director

- A. Approval of Management Committee Draft Minutes: October 13, 2021 Page 9
- B. Receive and File:
 - 1. ICTC Commission Minutes: October 27, 2021
 - 2. ICTC TAC Minutes: September 23, 2021
 - 3. ICTC SSTAC Minutes: October 6, 2021
- C. Authorizing the filing and execution of Applications, Certifications, Financial Instruments and Reporting Documentation for various Federal Transit Administration (FTA) programs administered by the California Department of Transportation (CALTRANS) Page 19

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. Authorize the Chairman to sign the resolution authorizing the Interim Executive Director to sign and file any applicable application documentation, certifications, financial instruments and reporting documentation for FTA funded programs administered through Caltrans.
- 2. Direct staff to submit the resolution to Caltrans.

VI. REPORTS

- A. ICTC/LTA/IVRMA Executive Director
 - ICTC Executive Director Report Page 22
- B. Southern California Association of Governments
 - See attached report Page 29
- C. California Department of Transportation – District 11
 - See attached report Page 35
- D. Committee Member Reports

VII. ACTION CALENDAR

- A. Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Program 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025 Page 45

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

- 1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2022 Call for Projects Guidelines;
 - 2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective November 18, 2021 through February 25, 2022;
 - 3. Direct staff to convene an evaluation committee to score and rank the projects; and,
 - 4. Direct staff to return with a list of recommended projects for approval by the Commission.
- B. Award of Contract for Transit Drug and Alcohol Auditor Agreement, *LPM Consulting, Inc.*, FY 2021-22 and FY 2022-23 Page 97

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

- 1. Approve the award of a two year with three (3) additional one-year mutual options agreement for transit drug and alcohol auditing and reporting services with the firm of *LPM Consulting, Inc.* for the not to exceed annual fee of \$13,131 with an 4% annual inflation rate increase.
- 2. Authorize the Chairperson to sign the agreement.

VIII. NEXT MEETING DATE AND PLACE

- A. The next Management Committee Meeting is scheduled for Wednesday, December 8, 2021, at 10:30 a.m. tentatively in the City of Calexico and via Zoom Meeting.

IX. ADJOURNMENT

- A. Motion to Adjourn

II. ACTION CALENDAR

- A. Adopt a resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361

Within ICTC Counsel's direction, the Executive Director forwards this item to the Management Committee for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authority remote meetings in accordance with provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.



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November 5, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave., Suite 104
El Centro, CA 92243

SUBJECT: Resolution authorizing remote teleconference meetings in accordance with Assembly Bill (AB) 361

Dear Committee Members:

ICTC has been conducting remote public meetings since the beginning of the COVID-19 pandemic in compliance with Governor's Orders N-29-20 and N-08-21. Governor's Orders N-29-20 and N-08-21 suspended the Ralph M. Brown Act's requirements for teleconferencing.

AB 361 will authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. If the Commission wishes to continue to offer a remote meeting option and to comply with AB 361, ICTC will need to adopt a resolution authorizing ICTC to host teleconference meetings in accordance with AB 361, if the Governor's declaration of a statewide emergency continues.

With ICTC Counsel's direction, the Executive Director forwards this item to the Commission for review and approval after public comment, if any:

1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorize the Chairperson to sign the resolution.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Baza', is written over a light blue rectangular background.

MARK BAZA
Executive Director

Attachments

MB/cl

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

**RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION
AUTHORIZING REMOTE MEETINGS IN ACCORDANCE WITH THE PROVISIONS
OF STATE ASSEMBLY BILL 361.**

RESOLUTION NO. _____

WHEREAS, the County of Imperial is committed to preserving and nurturing public access and participation in meetings of the Imperial County Transportation Commission and other public meetings subject to the Ralph M. Brown Act (“Brown Act”); and

WHEREAS, with the adoption of State Assembly Bill 361 (“AB 361”), section 54963(e) of the California Government Code was amended to make provisions for remote teleconferencing participation in meetings by members of a local legislative body, without compliance with the requirements of 54953(b)(3) of the California Government Code, subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to section 8625 of the California Government Code, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in section 8558 of the California Government Code; and

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under 8625 of the California Government Code, that a state of emergency exists with regard to the novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021, did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to section 8629 of the California Government Code to lift the state of emergency, either by proclamation or by concurrent resolution in the State Legislature; and

WHEREAS, the Local Health Officer for the County of Imperial has recommended that the local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19; and

WHEREAS, Imperial County Transportation Commission believes that it is in the best interest of the public to continue holding remote meetings during the existing state of emergency in accordance with the requirements of AB 361.

NOW, THEREFORE, the Imperial County Transportation Commission resolves as follows:

- (1) The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
- (2) A proclaimed state of emergency exists as a result of the COVID-19 pandemic.
- (3) The Local Health Officer recommends that all local legislative bodies local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19
- (4) The staff of the Imperial County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including implementing social distancing measures at meetings, and conducting meetings in accordance with section 54953(e) of the California Government Code, and other applicable provisions of the Brown Act.
- (5) This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of thirty (30) days from adoption of the Resolution or such time the Imperial County Transportation Commission takes action to extend the time during which it may continue to meet remotely without compliance with section 54953(b)(3) of the California Government Code.

PASSED AND ADOPTED by the Imperial County Transportation Commission, County of Imperial, State of California, this 10th day of November 2021, by the following roll call vote:

Agency	Yes	No	Abstain	Absent
Brawley				
Calexico				
Calipatria				
El Centro				
Holtville				
Westmorland				
County of Imperial				
County of Imperial				
Imperial Irrigation District				

TYLER SALCIDO
Chair of the Management Committee

ATTEST:

CRISTI LERMA
Secretary to the Commission

IV. CONSENT CALENDAR

A. Approval of Management Committee Draft Minutes:

October 13, 2021

B. Receive and File:

ICTC Commission Minutes:

October 27, 2021

ICTC TAC Minutes:

September 23, 2021

ICTC SSTAC Minutes:

October 6, 2021

IMPERIAL COUNTY TRANSPORTATION COMMISSION**DRAFT MINUTES FOR OCTOBER 27, 2021****6:00 p.m.****VOTING MEMBERS PRESENT:**

City of Brawley	George Nava via zoom
City of Calipatria	Maria Nava-Froelich via zoom
City of Calexico	Rosie Arreola-Fernandez
City of El Centro	Absent
City of Imperial	Robert Amparano via zoom
City of Holtville	Michael Goodsell via zoom
City of Westmorland	Absent
County of Imperial	Luis Plancarte via zoom
County of Imperial	Ryan Kelley via zoom
Imperial Irrigation District	Absent

NON-VOTING MEMBERS PRESENT: Caltrans District 11 Ann Fox for Gustavo Dallarda via zoom

STAFF PRESENT: Mark Baza, David Aguirre, Cristi Lerma, Virginia Mendoza, Marlene Flores

OTHERS PRESENT: All via zoom – David Salgado: SCAG; Rafael Reyes, Ben Guerrero, Daniel Hernandez, Patrick Jenkins: Caltrans; Eric Havens: Counsel

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 27, 2021, together with staff reports and related documents attached thereto and incorporated therein by reference.

I. CALL TO ORDER AND ROLL CALL

Vice-Chair Arreola-Fernandez called the Commission meeting to order at 6:00 p.m. Roll call was taken, and a quorum was present.

II. ACTION CALENDAR

A. Adopt resolution authorizing remote teleconference meetings in accordance with Assembly Bill 361

1. Approved the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
2. Authorized the Chairperson to sign the resolution.

A motion was made by Amparano and seconded by Nava-Froelich to approve the consent calendar as presented, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Absent
City of Holtville	Yes
City of Imperial	Yes
County of Imperial Plancarte	Yes
County of Imperial Kelley	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion Passed.

III. CLOSED SESSION

- A. Motion to convene to Closed Session ([Amparano/Plancarte](#)) Motion carried
- B. CONFERENCE WITH LABOR NEGOTIATORS (Government Code § 54957.6)
Agency Designated Representative: Eric Havens
Unrepresented Employee: Interim Executive Director
- C. Announcement of Closed Session Action(s)
The Commission met in closed session regarding conference with labor negotiators under Government Code section 54957.6. Direction was given to appoint David Aguirre as the Interim Executive Director with a 10% salary increase effective December 1, 2021. Final action regarding compensation shall occur at next month's action calendar.

IV. EMERGENCY ITEMS

There were none.

V. PUBLIC COMMENTS

There were no public comments received.

VI. CONSENT CALENDAR

- A. Approval of the ICTC Commission Draft Minutes: September 29, 2021
- B. Receive and File:
 - 1. ICTC Management Committee Minutes: October 8, 2021
 - 2. ICTC TAC Minutes: July 22, 2021
 - 3. ICTC SSTAC Minutes: September 1, 2021
- C. Update authorized signers for the ICTC Bank Accounts at Community Valley Bank
 - 1. Remove the following signers from the ICTC bank accounts with Community Valley Bank (CVB):
 - a. Mark Baza, Executive Director
 - b. Kathi Williams, Program Manager (retired)
 - 2. Add the following signers to the ICTC bank accounts with CVB:
 - a. Virginia Mendoza, Program Manager

A motion was made by [Nava-Froelich](#) and seconded by [Amparano](#) to approve the consent calendar as presented, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Absent
City of Holtville	Yes
City of Imperial	Yes
County of Imperial Plancarte	Yes
County of Imperial Kelley	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion Passed.

VII. REPORTS

- A. ICTC Executive Director
 - Updates were provided by Ms. Mendoza and Mr. Aguirre. All updates are on the Executive Director report on page 22 of the agenda.
- B. Southern California Association of Governments (SCAG)
 - Updates were provided by Mr. Salgado. All updates are on the SCAG report on page 37 of the agenda.
- C. California Department of Transportation (Caltrans)- District 11
 - Updates were provided by Ms. Fox. All updates are on the Caltrans report on page 44 of the agenda.
- D. Commission Member Reports
 - There were none.

VIII. ACTION CALENDER

- A. 2022 State Transportation Improvement Program (STIP) Recommendations for Imperial County
 - 1. Approved the 2022 STIP Recommendations for Imperial County, requesting to fund Planning, Programming and Monitoring (PPM) activities in the following distributions:
 - a. Program a total of \$506,507 (\$394,000 from 2022 STIP RIP funds and \$112,507 from COVID STIP Relief Funds) for ICTC staff PPM activities as follows: \$98,000 in fiscal years 2022-23, 2023-24 and 2024-25, and \$212,507 in fiscal year 2025-26.
 - b. Carryover the remaining available balance of \$10,821,642 (\$8,684,000 from STIP RIP and \$2,137,642 from COVID STIP Relief Funds) for the Forrester Road improvement project.

A motion was made by [Nava-Froelich](#) and seconded by [Plancarte](#) to approve the consent calendar as presented, roll call:

Agency	Roll Call
City of Brawley	Yes
City of Calipatria	Yes
City of Calexico	Yes
City of El Centro	Absent
City of Holtville	Yes
City of Imperial	Yes
County of Imperial Plancarte	Yes
County of Imperial Kelley	Yes
City of Westmorland	Absent
Imperial Irrigation District	Absent

Motion Passed.

IX. NEXT MEETING DATE AND PLACE

- A. The next meeting will be tentatively on November 18, 2021, at 6:00 p.m. at the ICTC Offices, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243 and via Zoom Meeting.

X. ADJOURNMENT

- A. Meeting Adjourned at 7:28 p.m.



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TECHNICAL ADVISORY COMMITTEE **DRAFT** MINUTES

September 23, 2021

Present:

Gordon Gaste	City of Brawley
Abraham Campos	City of El Centro
Veronica Atondo	County of Imperial
Jesus Villegas	City of Imperial
Lili Falomir	City of Calexico
Joel Hamby	City of Westmorland
Frank Fiorenza	IID
George Galvan	City of Holtville/ City of Calipatria

Others:

Virginia Mendoza	ICTC
Marlene Flores	ICTC
David Salgado	SCAG
Catherine Gutierrez	City of El Centro
Andres Miramontes	City of El Centro
Angel Hernandez	City of El Centro
Manuel Cabrera	City of Brawley
Andy Miramontes	City of Brawley
Ana Gutierrez	City of Brawley
Marco Coronel	City of Imperial
Jim Minnick	County of Imperial
Ryan Fallica	Caltrans
Ben Guerrero	Caltrans
Kevin Hovey	Caltrans
Daniel Hernandez	Caltrans
Alex Araiza	Caltrans

1. The meeting was called to order at 10:01 a.m. A quorum was present and introductions were made. There were no public comments made.
2. A *motion* was made to adopt the minutes for July 22, 2021 (Falomir/Galvan) **Motion Carried.**

3. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2022 Call for Projects DRAFT Guidelines (Presented by: Marlene Flores)

Marlene Flores introduced the 2022 Call for Project Guidelines for the Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) Programs. The guidelines were introduced to TAC members as an information item and plan to request TAC members consideration for Action during the October 28, 2021 TAC meeting.

Marlene Flores summarized the CMAQ and STBG funds that will be available for programming for the three-year period FFY 2022/2023 to 2024/2025.

CMAQ Funding Estimates			
FFY 22/23	FFY 23/24	FFY 24/25	TOTAL
\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306

STBG Funding Estimates			
FFY 22/23	FFY 23/24	FFY 24/25	TOTAL
\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117

**FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by winter of 2021.*

ICTC is currently working on releasing the 2022 Call for Projects Guidelines for both STBG and CMAQ Programs. Program Guidelines highlight eligible and ineligible project types as well as an overview of each program and submittal instructions. Funding availability is projected for FFY2022/2023 thru FFY 2024/2025. The Call for Projects is open to all cities and the County of Imperial. Below is the proposed Call for Projects implementation schedule for both CMAQ and STBG.

Marlene Flores mentioned how the new guidelines have been combined into one set. A sample application has been added to the guidelines to guide local agencies with the application. A DRAFT copy of the Call for Project Guideline was provided to all TAC members. Marlene Flores asked TAC members to review both program guidelines and to provide input to ICTC before the next TAC meeting on October 28, 2021.

4. Caltrans Updates / Announcements (Presented by: Ben Guerrero):

- September 3, was the deadline to submit Inactive invoices. Agencies that did not invoice prior to September 30, 2021, must submit a justification on the Inactive Justification Form spreadsheet.
- Exhibit 9-A This form was updated and needs to resign the agreement.
- CTC Schedule is updated. Please review and follow the deadlines.
- The Clean California Local Grant Program will provide approximately \$296 million in funds to communities to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces. Clean California Local Grant Program Guidelines Workshops available. Workshop will be on October 7, 2021.
- DBE Goal Methodology Mid- Year Adjustments- OCR issued the following temporary guidance to increase the DBE goal for the rest of the current year. When the Exhibit 9-D: Contract Goal Methodology is sent to OCR for review and approval, OCR may modify the reduction factor from 80 percent to 100 percent. This modification will be on a contract by

contract, district by district basis. When local agencies set DBE goals for their contracts, they will still use the factor of 80 percent.

- Active Transportation Resource Center Webinar on October 19, 2021. During this webinar they will inform two State active transportation- related non-infrastructure funding programs, one focused on plans and another on education and encouragement. You will also learn how to leverage existing local funding sources and other technical assistance resources available to help your agency's non-infrastructure application be more competitive in the next ATP funding cycle.
- At-Risk Preliminary Engineering (PE)- local agencies may begin reimbursable Preliminary Engineering (PE) work prior to receiving federal authorization for such work, assuming the project and PE phase are included in a federally-approved Federal Statewide Transportation Improvement Program (FSTIP) document or an FSTIP amendment prior to incurring costs.
- QAP Updates- City of Imperial is about to expire. Please see the updated list provided by Ben Guerrero. Updated QAP packages must be submitted to the Local Area Engineer, Ben Guerrero. Otherwise, no Construction funding authorization requests will be processed.
- Virtual Training Updates available. Federal Aid Series is coming up as well as other trainings.
- Daniel Hernandez from Caltrans provided a brief update on the I-8 interchange project.

5. SCAG Updates / Announcements *(Presented by David Salgado):*

- **SCAG Broadband Action Plan** at the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a "Broadband Action Plan." The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to complement SCAG's ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
- **SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real time, and draw insights from local trends. More specifically, it will be an online tool or SCAG and local jurisdictions to access data necessary for local general plan development trends, housing and economic growth, and sustainability conditions.
- **SCAG Kit of Parts-** David Salgado mentioned the GoHuman Kit of Parts and how it is available for the region. The engagement tool to temporarily demonstrate potential and planned street design treatments and safety infrastructure.

6. Cities and County Planning / Public Works Updates:

- Local agencies gave an update on their local projects in progress.

7. ICTC Updates / Announcements

Presented by Virginia Mendoza

a. Transit Planning Updates

- ICTC is still operating under COVID-19 requirements those which include Free fares for Transit riders with the exception of Medtrans.

b. Transportation Planning Updates

1. **Active Transportation Plan Update-** The project is moving forward as ICTC has completed pop-up workshops in the month of July and August. Over 200 public input surveys. The next Project Technical Advisory Committee (TAC) meeting is scheduled for October 19, 2021. Upcoming events include public workshops during the month of October and November.
2. **FY 2020-21 Programmed Project Obligation Updates**

- Federal and State project list was presented. The list is a list of projects that reflects projects that have funding in FFY 21/22. Virginia mentioned that the list will be reviewed and revised with more in detail information on each project. The list will be brought back to TAC on the next TAC meeting in October.

8. General Discussion / New Business

- a. Schedule of Remaining Meetings in 2021- Virginia Mendoza proposed moving the November 18 TAC meeting to November 17, 2021 due to conflict with another meeting. Virginia Mendoza did highlight how on the master calendar schedule the TAC meeting is scheduled on the 18th of November, ICTC recommends to meet November 17, 2021. A motion was made and All Local Agencies agreed in moving the meeting to November 17.
- b. Hybrid Meeting Discussion- Virginia Mendoza post the question to the TAC group in regards to make the TAC meetings hybrid. If TAC members are interested in meeting in person. George Galvan from the Holt Group provided feedback in regards to meeting in person and also through zoom. Abraham Campos from the City of El Centro agreed with George Galvan in having a hybrid meeting, but also included in maybe meeting in person quarterly.

Next TAC meeting will be on October 28, 2021, via Zoom

9. Meeting adjourned at 11:33 a.m.



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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

DRAFT MINUTES

October 6, 2021

Present

Voting Attendees:

Ted Ceasar	Consumer
Mike Hack	Consumer
Dr. Kathleen Lang	California Health & Wellness (CH&W)
Mitzi Perez	ARC-IV
Karen Teran	Access to Independence
Sarah Enz	Area Agency on Aging (AAA)
Maricela Galarza	CTSA-ICTC
Gustavo Gomez	CTSA-ICTC

Non-Voting Attendees:

Cesar Sanchez	IVT/IVTAccess/IVTRide/IVTMedtrans
Helio Sanchez	IVT
Jose Guillen	IVT MedTrans
Karla Pacheco	IVT Access
Karla Aguilar	IVT Ride

1. Dr. Lang called the meeting to order at 10:01 a.m. **A quorum was present.** Introductions were made.
 - Zoom attendance.
2. Minutes were adopted for September 1, 2021. ([Hack](#), [Perez](#)), **Motion Carried.**
3. CTSA Reports:

Mr. Gomez had the following updates:

- ICTC offices are open to the public from Monday through Friday, 8 am to 5 pm.
- Service registration and/or application are still conducted remotely but individuals may come to the office to sign up or pick applications.
- Free fares for passengers on most services are ongoing, expected to last the beginning of the following year.

Ms. Galarza had the following updates:

- The Niland IVC Express route that passes through Calipatria will have two new stops within Calipatria. The new stops are on the east side of Calipatria. More information on these two stops will be posted on social media.

4. Reappointment of Voting Positions Cont’:

Ms. Galarza explained to SSTAC members that 2 voting positions are set to expire and were rolled over from the previous meeting due to the absence of voting representatives, which includes;

- 2 position for Category 4, Service Providers for Seniors.
 - Ms. Teran, a representative from Access to Independence, was present and accepted to continue serving another three-year term as an SSTAC voting member under Category 4, Service Providers for Seniors.

A reappointment was made with Ms. Teran to serve an additional three-year period ([Lang, Perez](#))
Motion Carried.

- Mr. Daske was not present to accept the nomination to continue as a voting member. Further contact will be made via email.
- 1 position for Category 5, Service Providers for the Disabled.
 - Mr. Varela was not present to accept the nomination to continue as a voting member. Further contact will be made via email.

5. Transit 101 Presentation

- ICTC staff presented on Transit 101, all services.
 - Ms. Galarza encouraged SSTAC members to participate in providing information on their agencies as it is vital to know when referring clients to other resources. Sample questions will be shared with all SSTAC members via email.

6. General Discussion

- Mr. Hack asked if the meeting can be held in person again because of his technical issues when joining through zoom.
 - Ms. Galarza stated that if he wishes to come to the office for future meetings a hybrid setting can take place. We can accommodate his request.

7. Adjournment

- The meeting adjourned at 11:03 a.m. ([Hack, Ceasar](#)), **Motion Carried.**
- The next meeting will be held on Wednesday, November 3, 2021, at the Imperial County Transportation Commission Office, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243.

V. CONSENT CALENDAR

C. Authorizing the filing and execution of Applications, Certification, Financial Instruments and Reporting Documentation for various Federal Transit Administration (FTA) programs administered by the California Department of Transportation (CALTRANS)

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. Authorize the Chairman to sign the resolution authorizing the interim Executive Director to sign and file any applicable application documentation, certifications, financial instruments and reporting documentation for FTA funded programs administered through Caltrans.
2. Direct staff to submit the resolution to Caltrans.



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November 5, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Authorizing the filing and execution of Applications, Certifications, Financial Instruments and Reporting Documentation for various Federal Transit Administration (FTA) programs administered by the California Department of Transportation (CALTRANS)

Dear Committee Members:

The California Department of Transportation (CALTRANS) administers several Federal Transit Administration (FTA) funding programs. The Imperial County Transportation Commission consistently submits funding applications for various FTA programs through CALTRANS.

Each FTA funded program requires various types of documents to be filed and executed by ICTC when applying for specific funding opportunities. Such documents may include applications and support documentation, certifications and assurances and request for reimbursement documents to name a few.

As a result of the Executive Director's retirement, it is requested that the Interim Executive Director be provided authorization by the Commission to file and execute any required documentation for FTA funded programs administered by CALTRANS.

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. Authorize the Chairman to sign the resolution authorizing the Interim Executive Director to sign and file any applicable application documentation, certifications, financial instruments and reporting documentation for FTA funded programs administered through Caltrans.
2. Direct staff to submit the resolution to Caltrans.

Sincerely,

MARK BAZA
Executive Director

BY:

A handwritten signature in blue ink, appearing to read 'D. Aguirre', written over a light blue horizontal line.

David Aguirre
Transit Programs Manager

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

RESOLUTION _____ OF

THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS AND EXECUTION OF
FINANCIAL INSTRUMENTS AND REPORTING DOCUMENTATION FOR
APPLICABLE FEDERAL FUNDING PROGRAMS UNDER VARIOUS FTA SECTIONS
WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance and transportation projects for non-urbanized public transportation systems under various sections of the Federal Transit Act; and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer various section grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, each grant requires the execution and filing of various documents including applications and support documentation, certifications and assurances, request for reimbursements and other financial instruments, and various reporting documents,

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the *Imperial County Transportation Commission* does hereby Authorize the *Interim Executive Director or his designee*, to file and execute applications, financial instruments, reporting documents and any other applicable documents on behalf of the agency with the Department to aid in the financing of capital/operating assistance and transportation projects of the Federal Transit Act, as amended.

That *Interim Executive Director or his designee* is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That *Interim Executive Director or his designee* is authorized to provide additional information as the Department may require in connection with the application.

That *Interim Executive Director or his designee* is authorized to submit and approve request for reimbursement of funds from the Department.

PASSED AND ADOPTED by the Imperial County Transportation Commission at a regular meeting of said Commission on _____.

By: _____
Chairman

ATTEST:

By:

CRISTI LERMA
Secretary to the Commission

VI. REPORTS

- A. ICTC/LTA/IVRMA EXECUTIVE DIRECTOR REPORT
- B. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REPORT
- C. CALTRANS REPORT
- D. COMMITTEE MEMBER REPORTS



1503 N IMPERIAL AVE SUITE 104
EL CENTRO, CA 92243-2875
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Memorandum

Date: November 4, 2021
To: ICTC Committee Members
From: Mark Baza, Executive Director
Re: Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Management Committee on November 10, 2021.

- 1) **Calexico Intermodal Transportation Center (ITC):** A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. Environmental phase has been completed. *Design and Right of Way Acquisition is underway and is expected to be completed in December 2021. ICTC is exploring funding opportunities for the \$12.5 million needed for construction.*
- 2) **Potential Bus Stop in Calipatria:** ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. ICTC and City staff have begun coordination to implement final location and infrastructure associated with the potential bus stop(s). *ICTC has begun utilizing the IVC Express route to service both bus stops along the east side (intersection of Bonita Place and Commercial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria.*
- 3) **Imperial Valley Transit (IVT) FREE FARES PROGRAM:** On August 7, 2020, the Imperial County Transportation Commission (ICTC) announced the implementation of a **Free Fares Program** for various Imperial Valley Transit (IVT) services. Eligible services include IVT Fixed Route, IVT Circulators (Blue, Green and Gold Lines), IVT ACCESS and IVT RIDE (EL Centro, Imperial, Heber, Brawley, Calexico, Westshores). All passengers are eligible to benefit from the Free Fares Program. The fares are subsidized by a State of California grant and fare contributions to IVT RIDE passengers by the County of Imperial's Area Agency for the Aging (AAA). *The Free Fares Program received an additional grant that will allow for the continuation of free fares until grant funds are fully expended. All regular service eligibility requirements and restrictions remain in effect.*
- 4) **Regional Active Transportation Plan:** Imperial County Transportation Commission is undertaking a Regional Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel,

including walking, bicycling, and riding trans it. The Regional ATP is grant funded by the Southern California Association of Governments (SCAG). ICTC staff kicked off this project in April 2021 and has conducted two (2) Technical Advisory Committee meetings with City, County, SCAG, and Caltrans staff to start data gathering and early outreach efforts. A dedicated project page has been developed for the project: <https://ictcatp-ktuagis.hub.arcgis.com/>

The KTUA consultant team and ICTC staff recently completed a total of 10 Community Outreach Events during the month of July and August to receive input from the community:

- **July:** Brawley Public Library, El Centro Aquatic Center, and Sunbeam Lake
- **August:** Salton Sea Public Library, Calipatria Public Library, Holtville Public Library, City of Imperial Library and Movie Pool Event, Westmorland Pool Day, Calexico Public Library, Imperial Valley College Student Welcome Event.

To date we have received over 200 surveys, primarily from the outreach events. We are also encouraging the community to participate in the online survey that will be available until November 2021:

Survey link in English: <https://www.surveymonkey.com/r/ictcatp>

Survey link in Spanish: <https://www.surveymonkey.com/r/ictcatp?lang=es>

The 5th Project Technical Advisory Committee (TAC) meeting is scheduled for Tuesday, October 19, 2021 to discuss the preliminary draft recommendations and promote upcoming public workshops. The ICTC and Consultant team have completed four (4) public workshops at:

- *October 28, 2021 from 5:00pm – 7:00pm – Calexico Halloween Family Night*
- *October 30, 2021 from 4:00pm – 7:00pm – Heber Fall Festival*
- *November 6, 2021 from 10:00am – 2:00pm – Brawley Chili Cookoff*
- *November 6, 2021 from 10:00am – 2:00pm – Holtville Veterans Parade*

ICTC staff has also coordinated with Caltrans planning staff leading the state's ATP effort. Participation and information sharing will continue between the two planning efforts. Additional public education and engagement has been conducted with help of the Go Human Program from SCAG.

- 5) **Imperial Mexicali Binational Alliance Meeting:** *The strategic planning meeting and last IMBA meeting of the year will be hybrid in-person and via Zoom at Cety's University in Mexicali on Thursday, November 18, 2021 at 9:30 am.*
- 6) **Organic waste: reduction regulations: local jurisdiction compliance:** *Current law requires the State Air Resources Board to complete, approve, and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state to achieve, among other things, a reduction in the statewide emissions of methane by 40%. Current law requires the methane emissions reduction goals to include specified targets to reduce the landfill disposal of organics. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations to achieve those targets for reducing organic waste in landfills, and authorizes those regulations to require local jurisdictions to impose requirements on generators or other relevant entities within their jurisdiction, to authorize local jurisdictions to impose penalties on generators for noncompliance, and to include penalties to be imposed by the department for noncompliance. This bill would authorize a local jurisdiction facing continuing violations that commence during the 2022 calendar year of those regulations to submit to the department no later than March 1, 2022, a notification of intent to comply, as prescribed. For a copy of the senate bill go to: [Senate Bill \(SB\) 619 \(Laird D\)](#)*
- 7) **\$60 million for SB 1383 Implementation - SB 170:** *The Legislature recently released language for a new budget bill jr., SB 170, that includes \$60 million for grants to local jurisdictions to assist in implementation of SB 1383 (Lara, 2016). Should SB 170 be passed by the Legislature and signed by Gov. Newsom, CalRecycle would be in charge of creating the grant application and timeline for submittal. Cities would need to apply for the funding and CalRecycle would determine that amount of the grant award. The specific details, however, are forthcoming.*

Additionally, there is approximately \$110 million in SB 170 for organic waste infrastructure, such as anaerobic digesters and compost facilities. For a full breakdown of the funds in SB 170, please see the Senate Budget and Fiscal Review's analysis here: [September 7, 2021 Hearing Agenda Final.pdf\(ca.gov\)](#)

- 8) **Calexico East Port of Entry Bridge Widening Project:** The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four-lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. *ICTC staff completed the procurement process and award action was taken on March 24, 2021. Design phase is underway. ICTC has recently advertised a Request for Proposals for Construction Management services to provide engineering support on behalf of ICTC through design and construction. Proposals were due on May 21, 2021. After review and selection process, the ICTC Board approved the award to Jacobs company.*
- 9) **State Route 86 (Northbound) Border Patrol Checkpoint:** State Route 86 (Northbound) Border Patrol Checkpoint: In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Following our ICTC Board meeting in late September 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 17th ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol has committed paying for all other construction related costs and Border Patrol will lead the construction contract. *Border Patrol, Caltrans and ICTC are having weekly meetings toward completing design plans and Caltrans Permits with a goal to begin construction in Fall 2021 with construction completed in approximately six months after construction begins.*

- 10) **I-8 / Imperial Avenue Interchange Reconstruction:** Caltrans and construction team have been meeting with City of El Centro and ICTC to discuss details of construction phases and the public information campaign for both the Interchange Project and the Imperial Avenue Extension South Project. Stage 1 of construction began on Monday, May 6, 2020. During the extended closure, motorists on eastbound I-8 will be detoured along 4th Street/State Route 86 (SR-86) located east of Imperial Avenue. On July 23rd closure of the I-8 was needed to demolish and remove the existing bridge. Crews have completed the demolition of the existing bridge at the I-8/Imperial Avenue Interchange. There were no reported incidents and detoured traffic was flowing with no major delays. Over the next month, the community will see crews performing general earthwork operations. There will be construction equipment, noise (including OSHA required backup alarms), dust and some minor traffic control. Stage 2 work on the northern portion of I-8 is anticipated to take four to six months to complete and could begin as early as December. During Stage 2, all I-8/Imperial Avenue on- and off- ramps will be fully closed. *The bridge deck pour was completed the night of August 25, 2021. The interchange is expected to open to traffic by the end of 2021 with project completion in 2022.*

- 11) **State Route 98 Widening from Ollie to Rockwood:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. Caltrans' SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. Widening was completed in October 2019. Caltrans has completed the design and right of way phase for SR-98 Widening between Rockwood Avenue and Ollie Avenue. On June 24, 2020, CTC authorized construction funding. The total project cost is estimated at \$7 million using a combination of 2016 Earmark Repurposing, Demonstration, Traffic Congestion Relief, ICTC and local funds. *The construction start date was delayed due to environmental impacts and other utility projects in progress within the project area. Construction of the project has begun on August 6, 2021.*
- 12) **US Census 2020:** The Imperial County Transportation Commission received a presentation from the U.S. Census Bureau regarding the U.S. Census Bureau 2021 – Imperial County Data Summit & Community data on July 14, 2021 at the Management Committee meeting. It was announced that many cities had a double digit increase in response for Imperial Valley cities, with more than a 4% increase compared to 2010.

The Census Bureau held their first kickoff workshop on July 14, 2021, hosted by the Census Legacies table, the U.S. Census Bureau, and the center for Social Innovation at UC Riverside. The purpose of the workshop was to empower community members through a series of live demonstrations and training on how to easily access the U.S Census data and tools directly on their official websites. The event was also an opportunity to establish a partnership with local U.S Census Bureau representatives that can answer questions, provide resources, as well as hear community feedback and ideas. The next event with a total of five workshops is set to be on held on July 30, 2021, at 4:00 p.m. The goal is to promote Regional Equity, targeting the input of the youth department.

For more information, please contact Guadalupe Camacho at Guadalupe.n.camacho@2020census.gov or Karla Lopez del Rio at KarlaLo@ucr.edu. Further information of the reports that have been produced in partnership with local community partners and funders can be found on <https://socialinnovation.ucr.edu/state-inland-empire-series>. Copies of the Self Response rates comparison and Population Estimates are on our ICTC website at: <http://www.imperialctc.org/ictc-news-and-announcements/&/view/event/id/224/>

- 13) **Imperial County Regional Climate Action Plan:** After the kick-off meeting on June 28, 2019, ICTC established Project Management Procedures and Communication Protocols with the Consultant as well as reviewing the Scope of Work and Schedule. The consultant is working on the draft Climate Action Plan (CAP) and finalizing the inventory, forecasts, and targets; anticipating a Final Draft of the CAP by Mid-March, 2021. ICTC member agencies' will have the opportunity to review the Final Draft CAP with a goal of having comments back by March 31, 2021. As we move forward with public comments, ICTC will post the CAP on their website with the intent to get feedback and comments from the public. The Draft Regional CAP is posted in the ICTC website at <http://www.imperialctc.org/regional-climate-action-plan/>. The public review period took place April 6, 2021 to May 10, 2021. A final draft CAP has been presented to some city councils as an information item during the month of June 2021. The final draft Regional CAP was presented to the ICTC Technical Advisory Committee on May 27, 2021 and ICTC Management Committee on June 9, 2021. The Plan has also been presented to the Coalition of Labor, Agriculture and Business (COLAB) on June 9, 2021; the Imperial Valley Vegetable Growers Association (IVVGA) on June 16, 2021; and the Imperial County Farm Bureau on June 17, 2021. The Regional CAP was presented to the ICTC Commission on June 23, 2021.
- 14) **Funding for Phase II of the Calexico West Port of Entry:** As previously noted, Congress authorized \$98 million for Phase 1. The U.S. General Services Administration (GSA) began construction for Phase 1 in December 2015 with completion now scheduled for July 2018. Phase 2A was awarded in the amount of \$191million and will include six additional northbound privately-owned vehicle (POV) inspection lanes, permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure. *Funding for phase 2B is in the President's Budget Proposal in the amount of \$99.7million. Work for phase 2B will include demolition of the old port building and construction of the new pedestrian building. The total estimated cost for phases 2A plus 2B are \$276million. According to GSA Phase 2A is anticipated to be completed Spring 2023.*

- 15) **State and Federal Local funding Obligations:** Projects programmed in programmed in Federal Fiscal Year (FFY) 2019/2020 were fully obligated according to Caltrans Local Assistance. Beginning October 1, 2020, agencies can move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant program (STBG) programmed in FFY 2020/2021. Other state funding also included in the Federal Transportation Improvement Program (FTIP) include the Active Transportation Program (ATP). *See complete project list attached.*
- 16) **2018 Trade Corridor Enhancement Program:** The Trade Corridor Enhancement Program (TCEP), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC in partnership with Caltrans and the San Diego Association of Governments (SANDAG) were successful in receiving TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry (POE). The goal project is to implement Intelligent Transportation System (ITS) strategies that will improve border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help track vehicle delays, as well as implement changeable message signs on State Routes to inform border travelers of POE delays. Caltrans will serve as the implementing agency of this project and has an estimated completion date of early 2020. *Caltrans has initiated the environmental phase and preliminary design of the project. TCEP funds will be used in collaboration with the BUILD grant award for the design and construction phases. ICTC is making a request for allocation from the California Transportation Commission (CTC) for the \$7.5 million for design and construction at their June 23, 2021 meeting.*
- 17) **State Legislation for Transportation Funding – SB 1 Road Maintenance and Rehabilitation Account (RMRA):** \$1.5 Billion annually will go to cities and counties for local road improvements. The following are projected annual revenues of RMRA for the FY 20/21. This list of projects for all cities and the county can also be found on the ICTC website at: <http://www.imperialctc.org/senate-bill-1/>

Below are the projected annual revenues for FY 2020/2021. All Imperial County cities and the county are required to submit their list of projects in order to be eligible for funding distribution.

Agency	RMRA Amount FY 2020-2021
Brawley	\$469,831
Calexico	\$725,242
Calipatria	\$132,423
El Centro	\$794,848
Holtville	\$116,508
Imperial	\$342,513
Westmorland	\$42,296
County of Imperial	\$8,185,798
TOTAL	\$10,809,459*

**Estimate source is from the California League of Cities dated May 15, 2020*
<http://californiacityfinance.com/LSR2005.pdf>

- 18) **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 was conducted.

A final report was completed in the fall of 2020. The report can be found at:
<https://sandag.org/index.asp?classid=19&projectid=535&fuseaction=projects.detail>

- 19) **State Legislation for Transportation Funding – SB 1 2018 Local Partnership Program (LPP):** Local Partnership Program is comprised of formulaic program and competitive programs. In FY2017/2018 total amount available statewide is \$200M and distribution is 50/50 for both formulaic and competitive programs. The formulaic program share distributions for the Local Partnership Program were presented at the CTC meeting in December 6-7, 2017. The Imperial County received \$1,632 of Local Partnership Formulaic Program (LPFP) funds in Cycle 1 (\$1,076) and Cycle 2 (\$556) for a total of \$1,632.

List of projects for Imperial County:

Local Partnership Program (LPP) Programing for FY19/20						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
Brawley	2020 Legion Street Improvements	\$ 209,000	\$ 209,000	\$ 418,000	2019-2020	1/30/2020
Calexico	Scaroni Road Improvements	\$ 305,000	\$ 550,000	\$ 855,000	2019-2020	5/16/2019
Calipatria	Calipatria Date Street Sidewalk Improvement Project	\$ 41,000	\$ 41,000	\$ 82,000	2019-2020	5/16/2019
County	Overlay of Picacho Road from Winterhaven Road to Quechan Drive	\$ 523,000	\$ 523,000	\$ 1,046,000	2019-2020	5/16/2019
Imperial	Aten/Clark Road Improvements	\$ 154,000	\$ 327,000	\$ 481,000	2019-2020	5/16/2019

Local Partnership Program (LPP) Programing for FY20/21						
Agency	Project Name	LPP Formulaic Funds	Local Match	Total Cost	Project Implementation Fiscal Year	Proposed CTC Programming Date
Holtville	Orchard Road/Cedar Avenue	\$ 60,000	\$ 60,000	\$ 120,000	2020-2021	Jun-20
El Centro	Dogwood Road from Villa Road to Commercial Avenue	\$ 339,000	\$ 339,000	\$ 678,000	2020-2021	Jun-20

The following is the link to the 2019 Local Partnership Program guidelines:
http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf

20) Partnerships with IVEDC:

- a) **Southern Border Broadband Consortium (SBBC):** For FY 2020/2021, SBBC continues to work with local stakeholders to identify, prioritize and advance broadband infrastructure and improvement projects; facilitate and promote broadband education community wide using survey data; work with the Boys and Girls Club of IV and the Workforce Development Board to create Digital Literacy Centers throughout Imperial County; and develop a preferred scenario for 98% deployment in Imperial County and present to the California Advanced Service Fund and the CPUC. Recent updates to SBBC's role in the region include a partnership with local healthcare organizations including ECRMC, Pioneers Hospital and Alliance Healthcare to identify telemedicine broadband needs and funding opportunities in Imperial County; working with the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium as part of a SCAG project to identify transportation broadband strategies to reduce VMT and greenhouse emissions; and

working with local internet services providers including AT&T to assist successful applications for funding opportunities with the CPUC in locations such as north County, central Imperial and the Imperial Business Park by end of July 2020. SBBC completed the objectives of the 2017-2020 CPUC CASF Consortia Grant cycle, which ended in June 2020. SBBC applied for a second grant cycle in summer of 2020 and was approved in the Fall for a start date of December 1, 2020. This cycle will have bi-annual reporting, every 6 months, starting this upcoming May 31, 2021 through the end of the cycle, November 31, 2023. The 2020-2023 grant cycle is currently underway. We are getting ready for the first report of the cycle, due at the end of May. SBBC is also working on the final reporting for the previous cycle and subsequent payment from CPUC with the help of CPA, Roger Tubach and our contacts at CASF.

As of September 02, 2021 a total of \$109,369.48 have been submitted and approved for reimbursement. The remaining grant balance is \$340,630.52 out of the original \$450,000 grant award.

- b) **The Brawley Transit Corridor Brownfield Assessment:** ICTC in partnership with IVEDC received a U.S. Environmental Protection Agency (EPA) Brownfields Communitywide Assessment Grant award of \$300,000 from the Environmental Protection Agency's Brownfields Assessment Program. This assessment is focused along the transit circulator route within the 13-mile Imperial Valley Transit's (IVTs) Brawley Gold Line Transit Route and the Brawley Transit Center that serves as the IVTs North Imperial County transfer terminal. The commercial corridors in the target assessment area include over 100 known commercial properties and suspected historical gas station sites with known or suspected underground tanks in the target area. ICTC is the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) of ICTC and IVEDC. SCS Engineers Tasks include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA.

- (1) The Finnell Property has 3 parcels. Phase 1 and Phase 2 reports have been finalized and 3 underground storage tanks have been excavated and disposed of. Currently assisting the property owner in identifying grant dollars to apply to the site cleanup that is being required after uncovering significant contamination.
- (2) The Chai Property has 2 parcels. It received DTSC approval on March 28, 2019. Phase 1 report completion occurred on October 15, 2019 and no further action is required. Completed and closed out.
- (3) The Lesicka Property has 2 parcels. It received DTSC approval on August 29, 2019 and Phase 1 and Phase 2 reports have been finalized and no further action is required. Completed and closed out.
- (4) The Dek Property has 1 parcel. It received DTSC approval on April 22, 2020. Phase 1 was improperly completed by a previous engineering firm. 95% of the re-development was completed when the contractor discovered concerning amounts of underground contamination on site. We stepped in and completed a phase 2 and we are currently assessing the situation while collecting additional soil samples and pending laboratory results. With our guidance on where to relocate the project's retention basin they were able to complete construction and open the business in early 2021. Completed and closed out.
- (5) The Pioneers Property has 3 parcels. It received DTSC approval on May 11, 2020. Phase 1's were completed on all parcels. 1 parcel which is the site of a former Chevron station closed on 1975 will require a phase 2. The Field Sampling Plan is currently under review for approval with the EPA staff. Approvals of this nature have been significantly stalled due to COVID. We expect resolution by mid May.
- (6) The Gibson property received DTSC approval on April 28, 2021. This is a former fueling station and will likely have a recommended Phase 2 site assessment.
- (7) We are working on a new potential site being considered for redevelopment by a company who wishes to develop a manufacturing facility on the north end of the City of Brawley. We are currently negotiating with the land owner and the developer for inclusion into the brownfield program.

As of September 02, 2021, there is a remaining grant balance of \$112,339. Of the \$112,339, \$106,074 is the remaining contract balance for SCS Engineers.

Memorandum

Date: November 10th, 2021
To: ICTC Management Committee Meeting
From: David Salgado, Regional Affairs Officer (RAO)
Re: Southern California Association of Government's (SCAG) Report

The following is a summary of the SCAG Executive Director's Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Commission's regular meeting for the month of November 2021.

- 1. 12th Annual Southern California Economic Summit: From Inclusive Recovery to Inclusive Growth! *Save the Date December 2nd, 2021.*** On Thursday, Dec. 2, SCAG will be hosting the 12th annual Southern California Economic Summit. Unfortunately, due to health and safety concerns regarding COVID-19 the summit will be held virtually again this year. This summit will come at a time when the regional economy is still recovering from a time of unprecedented crisis. Save the date to join civic and business leaders from across Southern California for this vital conversation on how we can further our economic recovery and build strength and resilience in a post-COVID world. *The event will be free for elected officials and city managers in the region. Registration is now open!!*
- 2. SCAG GO-Human:** SCAG was awarded a \$1.25 million grant from the California State Office of Traffic Safety (OTS) to fund ongoing work around regional active transportation safety. The Go Human program provides marketing and promotional materials which can be tailored to meet the needs of participating agencies. The *Go Human* campaign launched in 2015 in an effort to reduce collisions, improve safety for people walking and biking and raise awareness of the importance of traffic safety.
The new OTS grant will fund continued Go Human activities through September 30, 2022 which include:
 - Local and regional communication campaigns and storytelling strategies, centering community narratives;
 - Safe & Resilient Streets Strategies to implement street activations and demonstrations utilizing Go Human's Kit of Parts Lending Library of resources;
 - Community Streets Mini-Grants to fund local engagement projects led by community-based organizations; and
 - Co-Branded Safety Advertisements, print and digital graphics provided at no cost to jurisdictions who have committed to the Go Human Safety Pledge.

- 3. SCAG Regional Data Platform (RDP):** The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. More specifically, it will be an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.

Moving beyond just technology, this platform will help government engage with data in a simpler way, allowing the interpretation of information into actionable insights and knowledge, and provide a digital venue for local agencies to engage with their residents using data as a medium.

Process wise, SCAG will enable users to improve the platform through data revision and insight sharing, empower local partners to use the platform for their own initiatives (thereby spotlighting best practices), and ultimately foster continuous experimentation at the local level by helping jurisdictions understand how their plans could impact the region's most significant challenges – transportation, jobs, housing, and sustainability.

- **Housing Element Parcel Tool (HELPR):** The HELPR tool is a readily available mapping and data tool available to SCAG member agencies and partners. The tool drills down on parcel specific data and demographics which will support the development of housing plans and general plan updates.
 - **Local Information Services Team (LIST):** SCAG has created the “Local Information Services Team” to support the roll out of the Regional Data Platform (RDP) and other housing and data support needs.
- 4. SCAG Broadband Action Plan:** At the February 4th SCAG Regional Council (RC) Meeting, the SCAG RC adopted a resolution which directs SCAG staff to develop a “Broadband Action Plan.” The development of an action plan would provide a model resolution and policy paper for local jurisdictions, pursue funding opportunities and partnerships to assist local jurisdictions with broadband implementation, convene a working group, and further support broadband planning and data research. These efforts would also be developed to complement SCAG’s ongoing efforts to support an Inclusive Economic Recovery and efforts supporting Racial Equity and Social Justice.
- 5. SCAG Aerial Imagery Project 2020-21 Update:** The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.

SCAG HOSTS FIRST HOUSING POLICY FORUM AND LAUNCHES APPLICATION PROCESS FOR THE HOUSING POLICY LEADERSHIP ACADEMY

On Nov. 1, SCAG hosted its first Housing Policy Forum, which was the first in a planned four-part series that will culminate in the fall of 2022. Funded in part by the state's Regional Early Action Planning (REAP) grant program, the forum offered a comprehensive overview on recent federal and state housing policy, legislation, and funding. Nearly 300 people participated, including SCAG President Clint Lorimore, members of the Regional Council and Policy Committees, and other elected officials from throughout the six-county SCAG region. At the close of the Forum, SCAG announced the launch of the application for the Housing Policy Leadership Academy (HPLA), which will be a 10-month intensive training – for eight subregional cohorts of up to 40 participants each – on housing policy and development. Applications are due Jan. 10, 2022 and the first training session will follow in February 2022. Please visit the [Housing Policy Forum webpage](#) for materials from the event and the [HPLA webpage](#) for more information about the academy and the application.

LEGISLATIVE UPDATE

The Assembly Housing Working Group hosted a series of regional meetings across the state to examine barriers and explore solutions to the state's housing production and affordability crisis. Three separate roundtables were held around Southern California. SCAG was invited to all the roundtables and presented at two of them. Each of the roundtables was attended by representatives from local government, labor, affordable housing developers, and business and each roundtable offered a forum for attendees to share their perspectives on how to solve the state's housing crisis.

- On Oct. 11, Assemblymember Laura Friedman (D-Burbank) hosted a roundtable in Los Angeles County, which was attended by President Clint Lorimore and Second Vice President Carmen Ramirez. As part of the panel of experts that opened the program, SCAG staff provided remarks that described the region's housing need and housing development trends.
- Assembly Majority Leader Eloise Gómez Reyes (D-San Bernardino) hosted another roundtable in San Bernardino County on Oct. 12, and First Vice President Jan Harnik participated in the event.
- On Oct. 13, Assemblymember Sharon Quirk-Silva (D-Fullerton) hosted a housing roundtable in Orange County. President Clint Lorimore and SCAG staff had the opportunity to present for a second time. Policy ideas gathered from the listening sessions may be introduced as legislation in the next legislative session beginning in January 2022.

SOUTHERN CALIFORNIA TRANSFORMATION WORKSHOP ON CONNECTING PUBLICLY SUBSIDIZED HOUSING COMPLEXES TO HIGH-SPEED INTERNET

On Oct. 21, SCAG, the San Diego Association of Governments (SANDAG), and California Emerging Technology Fund (CETF) hosted the Southern California Workshop on Connecting Publicly Subsidized Housing Complexes to High-Speed Internet. The goal of the workshop was to explore the needs and opportunities to: A) Connect all residents in publicly subsidized housing complexes to high-speed internet service; B) Help residents acquire affordable computing devices; and C) Provide digital literacy training to ensure that residents can utilize the internet to improve their lives. Panelists included affordable housing developers, internet service providers, and staff from various state agencies. Each panelist presented opportunities, challenges, and potential solutions to bring broadband to affordable housing developments. A video recording of the workshop is available at <https://youtu.be/Zkalhg-UhC0>.

SCAG PARTICIPATES IN REGIONAL BROADBAND WORKSHOP

On Oct. 8, I participated in the BizFed Institute and Los Angeles/Orange County Regional Broadband Consortia's Regional Broadband Workshop as the moderator of the "Municipal Success Stories" panel, which included a dynamic panel of municipal leaders, including Immediate Past President Rex Richardson (Long Beach), Councilmember Bob Blumenfield (Los Angeles), and Councilmember Dan Kalmick (Huntington Beach). The discussion focused on the innovative and creative ways these regional leaders are working to address the many challenges constituents and businesses face in closing the digital divide. The program included opening remarks from Supervisor Hilda Solis, Chair of the Los Angeles County Board of Supervisors, as well as Andrew Do, Chair of both the Orange County Board of Supervisors and Orange County Transportation Authority (OCTA).

GO HUMAN UPDATES

SCAG RECEIVES GRANT FOR GO HUMAN SAFETY CAMPAIGN

SCAG was recently awarded a \$1.25 million grant from the California Office of Traffic Safety (OTS) to fund continued work on *Go Human*, the agency's regional active transportation safety and encouragement campaign. SCAG launched the *Go Human* campaign in 2015 in an effort to reduce collisions, improve safety for people walking and biking and raise awareness of the importance of traffic safety. The new OTS grant will fund continued *Go Human* activities through Sept. 30, 2022, which include:

- Local and regional communication campaigns and storytelling strategies, centering community narratives.
- Safe and Resilient Streets Strategies to implement street activations and demonstrations utilizing *Go Human's* Kit of Parts Lending Library of resources.
- Community Streets Mini-Grants to fund local engagement projects led by community-based organizations.
- Co-Branded Safety Advertisements, print and digital graphics provided at no cost to jurisdictions who have committed to the *Go Human* Safety Pledge.

SCAG will continue to focus engagement efforts in collaboration with local elected officials, city staff, and community-based organizations that serve communities disproportionately impacted by collisions. With this funding from OTS, SCAG's *Go Human* campaign continues to play a role in recovery and resiliency efforts amid the pandemic. Since the pandemic began in 2020, SCAG has distributed more than \$490,000 directly to community-based organizations to implement safety projects and distributed thousands of co-branded safety advertisements to local jurisdictions. Through the programs supported by this funding, SCAG will continue to build partnerships to implement projects across the region, guided by a holistic, equity-centered approach to safety.

Funding for the *Go Human* campaign is provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. Please visit the [Go Human webpage](#) for more information about the campaign.

FROM DEMONSTRATION TO IMPLEMENTATION: GO HUMAN PROJECTS MOVE FORWARD

In 2019, *Go Human* collaborated with the City of Palm Desert to host "Vision San Pablo," a large temporary demonstration project to create opportunities for community feedback on proposed improvements to San Pablo Avenue. The vision of this project was to create a city center that invites people to bike, walk, or use their golf carts to shop and dine at locally owned businesses, attend classes at College of the Desert, or connect with CV Link. Last month, the City celebrated the completed improvements at the [San Pablo Avenue Grand Opening & Street Party](#). The event drew hundreds of attendees and included music, food trucks, vendors, games, and a kids' zone. The event also featured the unveiling of a *Go Human* bus wrap ad with custom messaging, which was created in collaboration with the SunLine Transit Marketing team.

GO HUMAN SUPPORTS LADOT SCHOOL STREETS SAFETY DEMONSTRATION PROJECT ON WALK TO SCHOOL DAY/CLEAN AIR DAY

With support from SCAG's *Go Human* campaign, the Los Angeles Department of Transportation (LADOT), in partnership with Magnolia Avenue Elementary School, demonstrated temporary street improvements alongside Walk to School Day and Clean Air Day on Wednesday, Oct. 6. The demonstration included "School Streets," creating a student plaza adjacent to the school that was closed to vehicle traffic and open to students and families with opportunities to play in the street, provide feedback, and more. The street was reconfigured as a one-way school pick-up and drop-off zone with safety improvements like bulb-outs and wave delineators to improve safety and streamline access. Air quality monitors were placed to assess impacts. SCAG was thrilled to partner with LADOT to showcase and test out these temporary improvements to improve the safety of students and families traveling to school on Walk to School Day, Clean Air Day, and every day.

SCAG'S SUSTAINABLE COMMUNITIES PROGRAM (SCP) – FY 2022 Q1 PROGRESS & PROJECT HIGHLIGHTS

Since 2005, SCAG's various sustainability planning grant programs (i.e., Compass Blueprint, Sustainability Planning Grants, and Sustainable Communities Program) have provided resources and technical assistance to jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), now known as "Connect SoCal." Of the 241 projects funded since 2013 through SCAG's Local Implementation efforts, 138 projects have been completed as of fiscal year (FY) 2021, totaling approximately \$19.8 million in funding. Additionally, by the end of FY 2023, it is estimated that an additional 58 projects will be completed, totaling an additional \$10.3 million in funding. To date, the 2020-2021 Sustainable Communities Program has added an additional 45 projects, totaling approximately \$12.2 million in funding with projects anticipated to be completed in FY 2024. Two projects completed as of the first quarter of FY 2022 are highlighted below, reflecting innovative and creative approaches and outcomes:

- City of San Fernando – Parking Management Plan:** The City of San Fernando launched a [Citywide Parking Management Master Plan](#) study in fall 2020 and completed the study in summer 2021. A parking management plan helps jurisdictions comprehensively address both the location and amount of parking in specified locations, providing a road map to maximize the efficiency of existing parking and support future parking needs. The plan will allow the City of San Fernando to: 1) Make parking more convenient for community members, visitors, and local businesses by engaging community members in identifying parking solutions; 2) Promote more efficient use of existing parking; 3) Support future parking needs; 4) Explore options to stimulate the local economy by making commercial districts more inviting for people who walk, bike, and use public transportation; 5) Position the city to capture the full benefit of potential transit-oriented development; and 6) Support the San Fernando Corridors Specific Plan.
- Cities of Long Beach and Pasadena – Urban Heat Island Study:** This project studied impacts of extreme heat from climate change on [Long Beach's Washington Neighborhood](#) and [Pasadena's Lincoln and Holly/Ramona Neighborhoods](#). The studies also included toolkits on mitigation strategies for extreme heat, identifying sustainable design strategies to cool temperatures; improve walking, biking, connections to transit, and key community destinations; and increase the climate resiliency and well-being of the communities surrounding the project areas. These toolkits will serve as resources for both the respective neighborhoods and cities. Outreach was conducted in partnership with community-based organizations such as Habitat for Humanity, Washington Neighborhood Association, Day One, and Pasadena Complete Streets Coalition.

TOOLBOX TUESDAY: EQUITABLE ENGAGEMENT

On Oct. 19, staff hosted a SCAG Toolbox Tuesday training on Equitable Engagement in which a dynamic set of speakers discussed effective strategies through case studies in the SCAG region and beyond. This training was a thought-provoking and practical discussion on effective strategies involving inland, rural, and underserved communities, relationship building, supporting trust, and building a personal story that aligns with equitable community engagement. The panel included Christine Corrales from the San Joaquin Council of Governments, Jenny Yu from KOA Corp, Yoliviviana Sanchez from Imperial County Public Health, and Brenda Buzane from the Imperial County Office of Education. Presentation materials and recordings of this Toolbox Training, as well as past trainings, can be found on the [SCAG website](#).

AIA LA DISCUSSION SERIES: REINVENTING LOS ANGELES' BOULEVARDS

On Oct. 26, SCAG staff served on a panel for the American Institute of Architects Los Angeles chapter's Government Outreach Committee webinar on Reinventing Los Angeles' Boulevards. Staff was joined by former SCAG President and Los Angeles County Supervisor Zev Yaroslavsky, architects Angela Brooks and John Kaliski, and Max Podemsky, Planning and Transportation Director for Los Angeles City Council President Nury Martinez to discuss mixed-use zoning, affordable housing, transit, and pedestrian-friendly streets. A recording of the panel can be found [here](#).

CALIFORNIA ACTIVE TRANSPORTATION SYMPOSIUM

On Oct. 26-27, staff presented at the [California Active Transportation Symposium](#), a virtual event hosted by the Active Transportation Resource Center. The goals of the symposium were to bring together active transportation stakeholders, share information on relevant active transportation topics, and provide attendees with implementable solutions. Staff shared information and case studies on SCAG's *Go Human* efforts to support demonstration projects that allow communities to envision future roadway improvements. Staff also presented highlights from the "[Recommendations for Statewide Guidance on High Injury Networks](#)" and explained that the work is especially impactful in light of the recent signature of [Assembly Bill 43 \(2021\)](#), which would allow local jurisdictions to have more flexibility in establishing traffic speeds.

California Department of Transportation

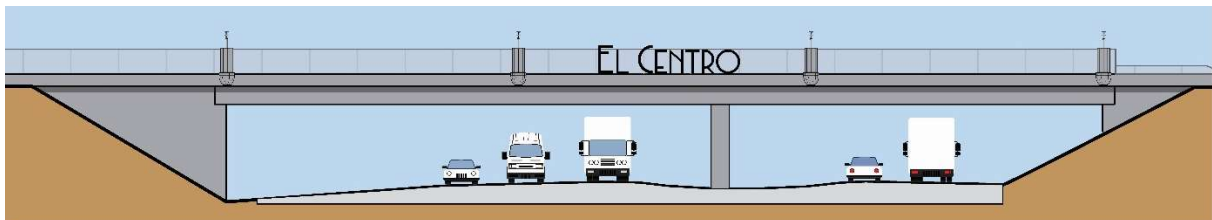


To: ICTC Management Committee

Date: November 2021

From: GUSTAVO DALLARDA
Caltrans District 11 DirectorSubject: **DISTRICT DIRECTOR'S REPORT****CONSTRUCTION**

1. **I-8/Imperial Avenue Interchange:** The project includes installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to southern El Centro. Work will take place weekdays over regular and extended day shifts for the next two months. Westbound I-8/Imperial Avenue ramps were reopened on November 4th. The El Centro City community identifier is being fabricated and is estimated to be installed in November as well.



The contractor is continuing with the remaining work of AC paving, sidewalks, bridge rails and other items. The project is expected to open to traffic in early 2022, with plant establishment/close out work continuing through 2023.



Project Website: <https://dot.ca.gov/caltrans-near-me/district-11/current-projects/i8-imp-interchange>

2. **SR-98 Widening Project:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. widening was completed in October 2019 by the City of Calexico. Construction for stage 1 of the SR-98 widening between Rockwood Avenue and Ollie Avenue is underway. Stage 2 is expected to start in January 2022. The project is expected to be substantially completed and open to traffic in late 2022. The total project cost is estimated at \$8.2 million.
3. **SR-111 Niland Geyser/Mud Pot:** The SR-111 Niland Geyser/Mud Pot is active. The caldera has moved and is now 13 feet from the SR-111 edge of travel way, another smaller caldera recently appeared a few feet to the east of the original and is being investigated. Water from the Mud Pot continues free-flowing through the subsurface drainage installed in 2019. The original temporary detour road was opened to traffic in August of 2020. Due to the Mud Pot's unpredictable change in direction, a revised detour was required. The revised detour was completed on April 30, 2021. The detour will remain in place as the mud pot moves beyond the original freeway.
<https://www.youtube.com/watch?v=Ek1buV2HA68>

PROJECT DELIVERY

1. **SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US GSA. *Project Milestones: Project Approval/Environmental Clearance 9/2023. The Anticipated funding fiscal year for construction is 2025/26.*

MAINTENANCE AND TRAFFIC OPERATIONS

All Imperial County Crews – Litter control 1st and 3rd Thursday of the month.

1. El Centro Travelway Crew – Sweeping-I-8/SR-111, mowing-SR-115, lateral support SR-111, drainage inspection SR-98, Rest Area maintenance/repairs.
2. Midway Travelway Crew – Drainage inspection I-8, brush control-SR-7/98, mowing-I-8, sweeping-I-8/SR-7.
3. El Centro Functional/Landscape – Sign/landscape maintenance, sign installation orders at various locations, chemical control-SR-86.

4. Brawley Travelway Crew – Guardrail repair-SR-86, drainage inspection SR-86, brush control-SR-78.
5. **SR-86/Customs & Border Protection Checkpoint Expansion:** ICTC received confirmation from Customs & Border Protection (CBP) HQ that they will move forward with the original canopy design similar to the I-8 Pine Valley checkpoint. Caltrans has received the 65% plans for circulation from ICTC and their consultant, AECOM. The environmental studies are being prepared by AECOM and will soon be sent for review. Caltrans will assist ICTC in coordinating upcoming meetings.

An environmental document as well all other appropriate studies will be needed to finalize the project. A series of permits will be required for existing traffic control at the checkpoint, for the inspection operations and equipment within the facility, and for a temporary checkpoint while the project is in construction. A new Freeway Maintenance Agreement will be required for the portion of the existing canopy that is within Caltrans ROW.

PLANNING AND LOCAL ASSISTANCE

1. **District 11 Active Transportation Plan:** The D11 CAT Plan survey period has ended. Caltrans will begin determining the location-based needs and compile a needs list over the next months. The District 11 CAT Plan is scheduled for completion in summer 2022. For more information please visit: <https://www.catplan.org/district-11>
2. **Project Study Report: Forrester Road Improvements:** This study will propose improvements to Forrester Road from I-8 to the SR 78 intersection in the City of Westmorland. This is a critical goods movement corridor that handles a high volume of interregional and local agricultural trucks and it's anticipated volumes will continue to increase. Caltrans and ICTC are preparing a PSR spearheaded by a Technical Working Group (TWG) that includes the County of Imperial, the Imperial Irrigation District (IID), and the cities of El Centro, Westmorland, Imperial, and Brawley. To address the needs of this corridor, likely improvements will include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the city of Westmorland. Caltrans will provide an update at the November Commission meeting.
3. **Grant Opportunities:**
Caltrans Internal Project Nominations of SB1 Competitive Programs for the Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) Cycle 3 kicked off in September. Caltrans is working with our transportation partners to properly identify competitive

projects for nomination and to develop high-quality applications. Each District may submit up to five (5) projects for nomination consideration for each Programs, respectively, by December 15, 2021.

Program dates (internal) to consider:

- September 2021 – December 2021: Call for projects
- February 1: Project nominations due
- July 2022: Final project approval
- August 2022: Draft applications due from districts - *subject to change based on final program schedules*
- October 2022: Final applications due to HQ (for signature) – *subject to change based on final program schedules*

<https://catc.ca.gov/programs/sb1>

October 21, 2021 – “Clean California” Local Grant Program Workshop (online)

The California Department of Transportation (Caltrans) will administer approximately \$296 million as part of a two-year program to improve and beautify rights-of-way, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Applicants must be local, regional or tribal governments or public transit agencies. Nonprofit organizations may be sub-applicants.

A call for projects is anticipated in December 2021 with the application deadline expected in February 2022.

<https://cleancalifornia.dot.ca.gov/local-grants>

Attached is an announcement for the *third online workshop from 10 to noon Thursday, November 18, 2021*, recordings of the prior workshop is available through this link below.

<https://www.youtube.com/watch?v=eP2Kv6R058c>

4. Local Assistance:

November 9, 2021 – Active Transportation Program Guideline Virtual Workshop

The California Transportation Commission (CTC) is hosting a series of Active Transportation Program (ATP) Guideline Development Workshops in preparation for projects to be awarded by 2023 (ATP Cycle 6).

Attached is a tentative schedule for these workshops, which begin 9:30 to 12:30 Tuesday, November 9, 2021.

Updates appear on this webpage –

<https://catc.ca.gov/programs/active-transportation-program>

Quality Assurance Program (QAP) – Renewal for 2022

As a reminder, Quality Assurance Program (QAP) approval expires in January 2022 for the City of Imperial. Updated QAP packages must be submitted to the Local Area Engineer, Benjamin Guerrero. Otherwise, no Construction funding authorization requests will be processed.

California Transportation Commission (CTC) Allocation Requests

Please review the attached schedule of deadlines to send requests for California Transportation Commission (CTC) allocation at the January 26-27 CTC meeting. Caltrans District 11 must receive all documents at least two months prior to the preferred CTC meeting date. Friday, November 24, 2021 is the deadline for the January 26-27, 2021 CTC meeting.

RELINQUISHMENTS

1. **SR-86** from *SR-111 to Countryside Dr, West Ralph Rd to Calle Estrella, and east of Brandt Rd to SR-78*. Relinquishment to County of Imperial, estimated completion 2026. (#11 on Status Map)
2. **SR-86** from *Countryside Rd to Treshill Rd*. Relinquishment to City of El Centro, estimated completion 2026. (#12 on Status Map)
3. **SR-111** from *2nd St to SR-98*. Relinquishment to City of Calexico, estimated completion 2024. (#13 on Status Map)



CLEAN CALIFORNIA

LOCAL GRANT PROGRAM APPLICATION WORKSHOP

WORKSHOP #3
NOVEMBER 18, 2021
10 AM - 12 PM

[REGISTER HERE](#)

Stakeholders are invited to participate in an online workshop on how to complete the application for the Clean California Local Grant Program.

A Draft Application is accessible [HERE](#).

The Clean California Local Grant Program will provide communities approximately \$296 million to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

For more information on this program, click [HERE](#).

Register at: <https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

Join our mailing list [HERE](#)

Questions? CleanCA.LocalGrant@dot.ca.gov



California Transportation Commission

SAVE THE DATE

2023 Active Transportation Program Guideline Development Workshops

Please mark your calendars for the upcoming California Transportation Commission guideline development workshops for the Active Transportation Program (ATP). Registration information and workshop agenda/details will be posted in advance of each workshop on the [ATP website](#). Until further notice, all workshops will be held via virtual meeting format. **All workshop dates are subject to change. Additional workshops may be scheduled in 2022.**

Kick-Off Workshop

Tuesday, November 9, 2021 9:30am – 12:30pm

Central Workshops	
Topic	Date
Guidelines	Wednesday, November 17, 2021 1:00pm – 4:00pm
PSR Equivalent	Wednesday, December 1, 2021 1:00pm – 4:00pm
Guidelines	Wednesday, December 15, 2021 9:30am – 12:30pm
Guidelines	Tuesday, January 11, 2022 1:00pm – 4:00pm
Applications	Wednesday, January 19, 2022 9:30am – 12:30pm
Scoring Rubrics	Tuesday, February 8, 2022 1:00pm – 4:00pm
Optional Workshop	Wednesday, February 23, 2022 9:30am – 12:30pm

To schedule a virtual Branch Workshop or site visit, please contact Elika Changizi.

For more information, please contact:

Laurie Waters at Laurie.Waters@catc.ca.gov

Beverley Newman-Burckhard at Beverley.Newman-Burckhard@catc.ca.gov

Elika Changizi at Elika.Changizi@catc.ca.gov

Get the latest updates from the Commission on [Twitter](#) and [Facebook](#).

2022 PREPARATION SCHEDULE

CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS

AGENDA ITEM(S) DUE DATES

Prepared by:
OFFICE OF CTC LIAISON
DIVISION OF FINANCIAL PROGRAMMING
CALIFORNIA DEPARTMENT OF TRANSPORTATION

As of:
August 2021

2022 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts	District Submits Off System and On System Requests to HQ Divisions	HQ Divisions Submit Final Off System and On System Requests to Budgets	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date and Location:	10:00 AM District & CTC	10:00 AM HQ Divisions	5:00 PM Email to HQ Budgets	10:00AM Email to CTC Liaison	10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov
Jan 26-27 - Sacramento	Mon, Nov 29, 21	Mon, Dec 6, 21	Fri, Dec 10, '21	Fri, Dec 17, '21	Fri, Dec 17, '21
Mar 16-17 - San Diego	Tue, Jan 18, 22	Mon, Jan 24, 22	Mon, Jan 31, '22	Wed, Feb 9, '22	Thu, Feb 10, '22
May 18-19 -Central Valley	Mon, Mar 21, 22	Mon, Mar 28, 22	Mon, Apr 4, '22	Wed, Apr 13, '22	Thu, Apr 14, '22
June 29-30 - Sacramento	Mon, May 2, 22	Mon, May 9, 22	Mon, May 16, '22	Wed, May 25, '22	Thu, May 26, '22
Aug 17-18 - Bay Area	Mon, Jun 20, 22	Mon, Jun 27, 22	Tue, Jul 5, '22	Wed, Jul 13, '22	Thu, Jul 14, '22
Oct 12-13 - Santa Barbara	Mon, Aug 15, 22	Mon, Aug 22, 22	Mon, Aug 29, '22	Wed, Sep 7, '22	Thu, Sep 8, '22
Dec 7-8 - Riverside	Mon, Oct 10, 22	Mon, Oct 17, 22	Mon, Oct 24, '22	Wed, Nov 2, '22	Thu, Nov 3, '22

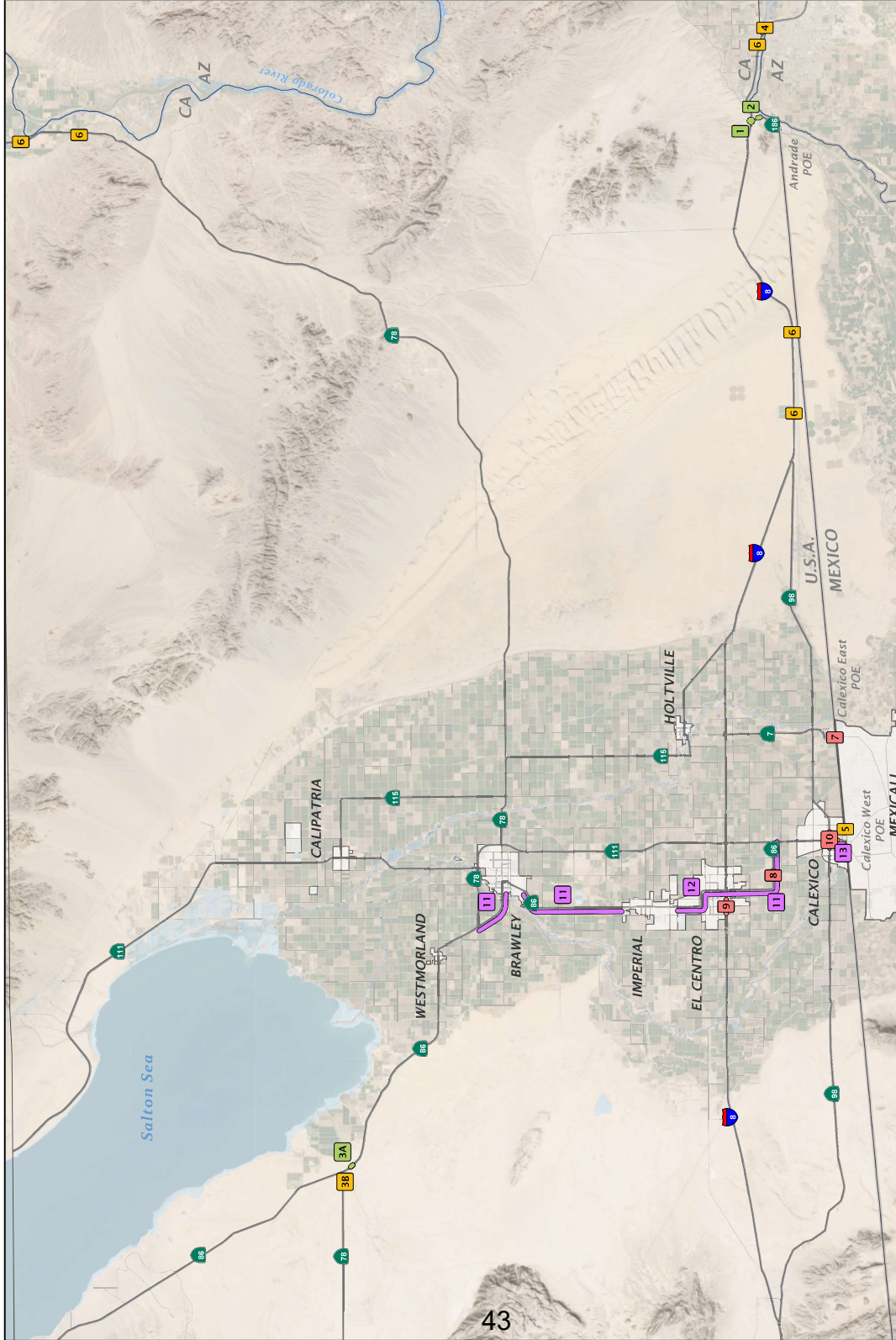
* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas
Moved - July 4

Moved - Christmas

Moved - Christmas

IMPERIAL COUNTY STATUS OF TRANSPORTATION PROJECTS



ENVIRONMENTAL

1. SR-186/I-8 Quechan Interchange Improvements*
Complete June 2022
2. SR-186 All-American Canal Bridge
Complete Mar 2023
- 3A. SR-86 USBP Checkpoint Canopy*
Complete July 2022

DESIGN

- 3B. SR-86 USBP Checkpoint Canopy*
Complete July 2022

4. I-8 Colorado River Viaduct
Complete April 2021; Begin Construction September 2022
5. SR-111 Pavement Rehabilitation: Border to SR-98
Complete Nov 2020. Begin Construction late July 2021
6. Bridge Rehab Projects on I-8 and SR-78
Ready to List Spring 2022

CONSTRUCTION

7. Calexico East POE Bridge Widening
Design/Built Begin Mar 2021; Complete June 2023
8. SR-98/Dogwood Road Intersection Improvements County Per
Complete Oct 2022

9. I-8/Imperial Ave Interchange Improvements
Open to Traffic May 2022; Complete May 2023
10. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave
Complete Dec 2022

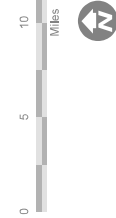
RELINQUISHMENT

11. SR-86 Relinquishment to County of Imperial
Date Estimate 2026
12. SR-86 Relinquishment to City of El Centro
Date Estimate 2026
13. SR-111 Relinquishment from 2nd St to SR-98 to City of Calexico
Date Estimate 2024

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

- Environmental
- Design
- Construction
- Relinquishment

Project funded by Senate Bill 1
Abbreviations:
GSA: General Services Administration
POE: Port of Entry



Portions of this map contain geographic information copyrighted by the Imperial County GIS program. All rights reserved. The data provided is "as is" without warranty of any kind. Questions can be directed to 619) 688-4699 or public.information@icgovt.ca.gov
Date 09/21/2021



VII. ACTION CALENDAR

- A. Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Program 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025
1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2022 Call for Projects Guidelines;
 2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective November 18, 2021 through February 25, 2022;
 3. Direct staff to convene an evaluation committee to score and rank the projects; and,
 4. Direct staff to return with a list of recommended projects for approval by the Commission.



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410

November 5, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave Suite 104
El Centro, CA 92243

SUBJECT: Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Program 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025

Dear Committee Members:

The Imperial County Transportation Commission has received revenue information for the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant Program (STBG) funding by staff at the Southern California Association of Governments (SCAG).

Approximately \$12.9 million may be available over a three year-period beginning in FFY2022/2023 and ending in FFY2024/2025. SCAG staff has recommended that the subregions proceed with a call for projects according to the estimated funding projections for both CMAQ and STBG programs.

The CMAQ Program is a federally-funded program that provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Each CMAQ project must meet three basic criteria: must be a transportation project, generate an emissions reduction, and located in or benefit an air quality nonattainment or maintenance area. The following is the projected funding amounts for the CMAQ program.

CMAQ Funding Estimates			
FFY2022/23	FFY2023/24	FFY2024/25	TOTAL
\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306

The STBG Program is a federally-funded program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015. The FAST Act changed the name of the program from "Surface Transportation Program (STP)" to STBG. The program will provide funds for transportation projects located on federal-aid roads system. The following is the projected funding amounts for the STBG program.

STBG Funding Estimates			
FFY2022/23	FFY2023/24	FFY2024/25	TOTAL
\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117

*FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by Winter 2021.

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

The proposed STBG and CMAQ 2022 Call for Projects will be open to all cities and the County of Imperial. Below is the proposed Call for Projects implementation schedule for both CMAQ and STBG.

2022 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
September 23, 2021 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2022 CMAQ & STBG Guidelines
October 28, 2021 (Thursday)	TAC approves the draft 2022 CMAQ & STBG Guidelines
November 10, 2021 (Wednesday)	Management Committee reviews and approves the 2022 CMAQ & STBG Guidelines
November 17, 2021 (Wednesday)	ICTC reviews and approves the 2022 CMAQ & STBG Guidelines
November 18, 2021 (Thursday)	Call for Projects begins. The Approved 2022 CMAQ & STBG Guidelines application document is posted on the ICTC website
February 25, 2022 (Friday)	Call for Projects ends. Project applications deadline is 5:00 pm
March 3, 2022 (Thursday)	Project selection process begins
March 17, 2022 (Thursday)	Project selection process ends (ICTC staff generates list of projects recommended for funding)
March 24, 2022 (Thursday)	TAC reviews and approves project selection recommendations
April 13, 2022 (Wednesday)	Management Committee reviews and approves project selection recommendations
April 27, 2022 (Wednesday)	ICTC reviews and approves project selection recommendations
May 27, 2022 (Friday)	Executed Resolutions due to ICTC

ICTC staff recommends that a competitive call for projects be conducted for member agencies under the local program guidelines approved by ICTC and used previously in 2015 and 2018. The attachments include a copy of both STBG and CMAQ Program Guidelines that summarize the revenue estimates, the eligibility criteria under both programs, the proposed schedule, the selection criteria and a draft application. It should be noted that STBG and CMAQ are two separate programs and different backup documentation is required, please refer to the attached guidelines for details.

The Technical Advisory Committee met on October 28, 2021 and forwards this item to the ICTC Management Committee review and consideration.

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

1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2022 Call for Projects Guidelines;
2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective November 18, 2021 through February 25, 2022;
3. Direct staff to convene an evaluation committee to score and rank the projects; and,
4. Direct staff to return with a list of recommended projects for approval by the Commission.

Sincerely,



MARK BAZA
Executive Director

MB/vm/mf

Attachment



2022 CALL FOR PROJECTS

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

GUIDELINES, APPLICATIONS AND INSTRUCTIONS

IMPERIAL COUNTY
TRANSPORTATION COMMISSION 

SEPTEMBER 23, 2021 DRAFT

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INTRODUCTION

The Imperial County Transportation Commission (ICTC) is responsible for selecting and programming federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) program funds. The 2022 Call for Projects will provide additional funds for programming in federal fiscal years¹ (FFY) 2022-23, 2023-24, and 2024-25. A total of \$5,221,306 million in CMAQ and \$7,706,117 in STBG funds are available for programming over the three-year period. Projects approved by ICTC will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to “obligate” the funds.

Specific CMAQ and STBG program information and eligibility requirements are provided in the individual program sections included in these Guidelines. The process for obligating non-transit projects is described in the Caltrans Local Assistance Procedures Manual available at <https://dot.ca.gov/programs/local-assistance>.

GENERAL INSTRUCTIONS APPLICABLE TO BOTH PROGRAMS

The Call for Projects information and procedures described in this section apply to both CMAQ and STBG programs.

APPLICATION SUBMITTAL & CONTACT INFORMATION

CMAQ and STBG project **applications are due by 5:00 p.m. on Friday, February 25, 2022** (or postmarked no later than February 25, 2022). Applications should be delivered or mailed to:

Imperial County Transportation Commission
1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243

For additional information, please contact Marlene Flores at (760) 592-4494 or marleneflores@imperialctc.org.

CALL FOR PROJECTS SCHEDULE

The schedule on the next page provides the major milestones of the 2022 CMAQ and STBG Call for Projects process.

¹ The federal fiscal years begins October 1 and ends September 30.

2022 CMAQ AND STBG CALL FOR PROJECTS SCHEDULE	
September 23, 2021 (Thursday)	ICTC Technical Advisory Committee (TAC) reviews preliminary draft 2022 CMAQ & STBG Guidelines
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FUNDING & PROGRAMMING CYCLE

The 2022 Call for Projects provides three years of new CMAQ and STBG funds for projects in FFYs 2022-23, 2023-24, and 2024-25. ICTC plans to program a total of \$5,222,420 million in CMAQ and \$7,704,064 in STBG funds over the three-year period. The funding estimates were developed by Caltrans and listed in the table below by FFY.

CMAQ and STP Apportionment Estimates for FY 2022/23 – FY 2024/25

Program	FFY 22-23	FFY 23-24	FFY 24-25	Total
CMAQ	\$1,740,810	\$1,740,248	\$1,740,248*	\$5,221,306
STBG	\$2,570,088	\$2,570,088	\$2,565,941*	\$7,706,117
Total	\$4,310,898	\$4,310,336	\$4,306,189	\$12,927,423

**FFY 24/25 amounts shown for CMAQ and STBG are estimated apportionments. Updated estimates for FFY 2024-2025 for CMAQ and STBG are expected to come from Caltrans by Winter 2021.*

ELIGIBLE PROJECT PHASES

All project phases are eligible for funding under both CMAQ and STBG programs. The phases are:

- Preliminary Engineering (includes both PA&ED and PS&E phases)
- Right-of-way acquisition
- Construction (includes construction engineering)
- Purchase and installation of eligible activities

LOCAL MATCH REQUIREMENT

The minimum local match requirement is 11.47% for both CMAQ and STBG program funds. Local, state and private funds are eligible local match sources.

AB 1012 TIMELY USE OF FUNDS

AB 1012 (enacted 1999) requires that state and federal funds be expended in a timely manner. To avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012, project sponsors must “obligate” or encumber project funds on time as proposed in the application or as programmed in the FTIP if different than the date listed in the application. The commitment to deliver projects in a timely manner will be provided through City Council or Board of Supervisors resolution (see section below for additional information).

COUNCIL/BOARD RESOLUTION

Projects must be approved by the local agency submitting the project application through City Council or Board of Supervisors resolution. Adopted resolutions should be included in the applications. If a resolution has not been adopted by the February 25th application deadline, a draft resolution should be included in the application with a note indicating the expected adoption date. Resolutions must indicate:

- Project name and requested amounts by funding source.
- The local match amount and the source and type of funds. If more than one project is included in the resolution, the local match amount and the source and type of funds should be provided for each project.
- Opportunity for public comment was provided at a public meeting.

- Project is in compliance with the local agency’s planning process such as included in the circulation element of the local agency’s general plan.
- Project is included in an adopted pavement management plan (rehabilitation projects only).
- Local agency commits to completing the project based on the project schedule included in the application to avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012.

A sample resolution is provided in Attachment 1.

SCORING COMMITTEE

The Scoring Committee will evaluate and score the CMAQ and STBG applications. The Scoring Committee will be comprised of the following members:

- Air Pollution Control District staff representative
- ICTC staff representative
- Local agency TAC representative (Note: one representative per local agency; local Agency representatives will not score applications submitted by her/his local agency)

In addition to the above listed Scoring Committee members, a Caltrans District 11 staff representative will participate as a non-scoring member of the Scoring Committee to assist in evaluating the projects.

PROJECT PRIORITY

Local agencies must rank their projects if more than one application is submitted. The ranking of projects is one of the line items in the application forms.



CONGESTION MITIGATION & AIR QUALITY (CMAQ) PROGRAM

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal program that provides funding for transportation projects to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 *et seq.*). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), or particulate matter (i.e., nonattainment areas), and for areas that were out of compliance but have now met the standards (i.e., maintenance areas). The CMAQ program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240, 105 Stat. 1914), and most recently reauthorized under the Fixing America's Surface Transportation (FAST) Act in 2015 (Pub. L. 114-94, 129 Stat. 1312).

PROJECT ELIGIBILITY

Each CMAQ project must meet three basic criteria: ***must be a transportation project, generate an emissions reduction, and located in or benefit a nonattainment or maintenance area.*** CMAQ projects may be located on any public road with no restriction to functional classification (such as with the STBG program where road improvements are restricted to federal-aid roads only). CMAQ funds cannot be used to remove and/or replace existing pavement on or off the federal-aid system. CMAQ funds can be used for activities listed below. For additional information on eligible projects, see Exhibit 1 on the next page that was obtained from: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

- **Capital Investment:** New or expanded transportation projects or programs that reduce emissions including capital investments in transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, or other capital projects.
- **Operating Assistance:** For new transit services. Operating assistance includes all costs of providing new transportation services for up to five years.

EMISSIONS ANALYSIS & COST-EFFECTIVENESS OF PROJECTS

Federal guidelines require that CMAQ funding proposals include an assessment of the project's expected emission reduction benefits and cost-effectiveness. The analysis is required for all CMAQ projects and must be included in application submittals. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>

EXHIBIT 1: ELIGIBLE PROJECTS AND PROGRAMS

1. Diesel Engine Retrofits & Other Advanced Truck Technologies: These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner diesel engine, alternative fuels, etc.), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from diesel engines. This latter point, highlighting developing technologies, establishes a degree of flexibility and a need for periodic adjustment in the definition by the EPA. The legislation defines retrofit projects as applicable to both on-road motor vehicles and non-road construction equipment; the latter must be used in Title 23 projects based in nonattainment or maintenance areas for either PM or ozone. The MAP-21 expanded the prior focus created by the SAFETEA-LU. Specifically, for PM_{2.5} areas, diesel retrofits are called out as eligible projects in the Priority Consideration section. Similarly, such efforts are again highlighted in the discussion of the PM_{2.5} priority set-aside and emphasized again in the closely related section on construction vehicles and equipment. More than 13 million diesel engines make up the legacy fleet operating in the U.S. The vast majority of these power on-road heavy-duty and medium-duty trucks, locomotives, and off-road construction equipment—all of which may be eligible for CMAQ funding. There are a number of specific project types in the diesel retrofit area for which CMAQ funds are eligible. Assuming all other CMAQ criteria are met, eligible projects could include diesel engine or full vehicle replacement; full engine rebuilding and reconditioning; and purchase and installation of after-treatment hardware, including particulate matter traps and oxidation catalysts, and other technologies; and support for heavy-duty vehicle retirement programs. Project agreements involving replacements for either engines or full vehicles should include a provision for disposal or destruction of the engine block, verification that the engine is no longer contributing emissions in the nonattainment or maintenance area, or for other processes at the State's discretion that track the retirement of the vehicle or engine in accordance with the State's or sub-grantee's program. MAP-21 provided one change to the approach in establishing eligibility for emissions control equipment. After-treatment and other on-board control devices are restricted to those EPA or the California Air Resources Board (CARB) verified and/or technologies as defined in section 791 of the Energy Policy Act of 2005 (42 U.S.C. 16131). Eligible acquisitions or retrofits would be for those capital items used for highway construction projects in PM_{2.5} nonattainment or maintenance areas. Equipment or vehicles used predominantly in a maintenance role would not qualify. These would include loaders or backhoes in yard or depot work, tractors assigned to mowing or other median maintenance, impactors or rollers involved in routine work, such as pothole repair, and others. The CMAQ funds may be used to purchase and install emission control equipment on school buses. (Such projects, generally, should be administered by FHWA; see Transit Improvements, below). In addition, although CMAQ funds should not be used for the initial purchase of conventionally fueled airport parking lot shuttles, funds may be used for purchase and installation of after treatment hardware or repowering (with a hybrid drive train, for example). Refueling is not

eligible as a stand-alone project but is eligible if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines. In addition to equipment and technology, outreach activities that provide information exchange and technical assistance to diesel owners and operators on retrofit options are eligible investments. These projects could include the actual education and outreach program, construction or acquisition of appropriate classroom buildings, and other efforts to promote the use of retrofit technologies. Non-road mobile source projects also are eligible for CMAQ funding. Most notably, a considerable amount of CMAQ support has been directed to locomotive retrofit and the acquisition of clean locomotives, such as railyard switchers and shunters that fit the generator-set criterion (See Freight and Intermodal, Section VII. F.4). The FHWA acknowledges that diesel retrofit projects may include non-road mobile source endeavors, which traditionally have been outside the Federal-aid process. However, the MAP-21 clarifies CMAQ eligibility for non-road diesel retrofit projects. Areas that fund these projects are not required to take credit for the projects in the transportation conformity process. For areas that want to take credit, the EPA developed guidance for estimating diesel retrofit emission reductions and for applying the credit in the SIP and transportation conformity processes.

2. Idle Reduction: Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting, a nonattainment or maintenance area are eligible for CMAQ investment. (The geographic requirement mainly applies to off-board projects, i.e., truck stop electrification (TSE) efforts.) However, if CMAQ funding is used for an on-board project (i.e. auxiliary power units, direct fired heaters, etc.) the vehicle-usually a heavy-duty truck-should travel within, or in proximity to and primarily benefiting, a nonattainment or maintenance area. Idle reduction devices are verified by the EPA. There have been several instances where operating assistance funds have been requested for TSE services. CMAQ funding for TSE projects has been limited to capital costs (i.e. deployment of TSE infrastructure). Operating assistance for TSE projects should not be funded under the CMAQ program since TSE projects generate their own revenue stream and therefore should be able to cover all operating expenses from the accumulated revenue. Commercial idle reduction facilities cannot be located within rest areas of the Interstate right-of-way (ROW).

3. Congestion Reduction & Traffic Flow Improvements: Traffic flow improvements may include the following:

- a. **Traditional Improvements:** Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn lanes or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.
- b. **Intelligent Transportation Systems:** ITS projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality. The following have the greatest potential for improving air quality:

- Regional multimodal traveler information systems
- Traffic signal control systems
- Freeway management systems
- Electronic toll-collection systems
- Transit management systems
- Incident management programs.

The FHWA has provided a lengthier discussion of the benefits associated with various operational improvements.

c. **Value/Congestion Pricing:** Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand. Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including Title 23-eligible transit services in the newly tolled corridor. Parking pricing can include time-of-day parking charges that reflect congested conditions. These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Parking pricing integrated with other pricing strategies is encouraged. Pricing encompasses a variety of market-based approaches such as:

- HOT lanes, or High Occupancy Toll lanes, on which variable tolls are charged to drivers of low-occupancy vehicles using HOV lanes, such as the "FasTrak" Lanes.
- New variably tolled express lanes on existing toll-free facilities.
- Variable tolls on existing or new toll roads.
- Network-wide or cordon pricing.
- Usage-based vehicle pricing, such as mileage-based vehicle taxation, or pay-per-mile car insurance.

As with any eligible CMAQ project, value pricing should generate an emissions reduction. Marketing and outreach efforts to expand and encourage the use of eligible pricing measures may be funded indefinitely. Eligible expenses for reimbursement include, but are not limited to: tolling infrastructure, such as transponders and other electronic toll or fare payment systems; small roadway modifications to enable tolling, marketing, public outreach, and support services, such as transit in a newly tolled corridor. Innovative pricing approaches yet to be deployed in the U.S. also may be supported through the [Value Pricing Pilot Program](#). Operating expenses for traffic operating centers (TOCs) are eligible for CMAQ funding if they can be shown to produce air quality benefits, and if the expenses are incurred from new or additional

funding if they can be shown to produce air quality benefits, and if the expenses are incurred from new or additional capacity. The operating assistance parameters discussed in Section VII.A.2 apply. Projects or programs that involve the purchase of integrated, interoperable emergency communications equipment are eligible for CMAQ funding.

4. Freight/Intermodal: Projects and programs targeting freight capital costs-rolling stock or ground infrastructure-are eligible provided that air quality benefits can be demonstrated. Freight projects that reduce emissions fall generally into two categories: primary efforts that target emissions directly or secondary projects that reduce net emissions. Successful primary projects could include new diesel engine technology or retrofits of vehicles or engines. See discussion in Section VII.F.1. Eligibility under CMAQ is not confined to highway projects, but also applies to non-road mobile freight projects such as rail. Secondary projects reduce emissions through modifications or additions to infrastructure and the ensuing modal shift. Support for an intermodal container transfer facility may be eligible if the project demonstrates reduced diesel engine emissions when balancing the drop-in truck VMT against the increase in locomotive or non-highway activity. Intermodal facilities, such as inland transshipment ports or near/on-dock rail, may generate substantial emissions reductions through the decrease in miles traveled for older, higher-polluting heavy-duty diesel trucks. This secondary, indirect effect on truck traffic and the ensuing drop in diesel emissions help demonstrate eligibility. The transportation function of these freight/intermodal projects should be emphasized. Marginal projects that support freight operations in a very tangential manner are not eligible for CMAQ funding. Warehouse handling equipment, for example, is not an eligible investment of program funds. Warehouses, themselves, or other similar structures, such as transit sheds, bulk silos or other permanent, non-mobile facilities that function more as storage resources are not eligible. However, equipment that provides a transportation function or directly supports this function is eligible, such as railyard switch locomotives or shunters that fall into the generator-set or other clean engine category. Similarly, large-scale container gantry cranes, or other heavy-duty container handling equipment that is a clear link in the intermodal process can be eligible as well. Also, on the ground operations side of aviation, the purchase or retrofit of airport handling equipment can be eligible, including baggage handlers, aircraft tow motors, and other equipment that plays a role in this intermodal link.

5. Transportation Control Measures (TCM): Most of the TCMs included in Section 108 of the CAA, listed below, are eligible for CMAQ funding. We would note that one particular CAA TCM, created to encourage removal of pre-1980 light-duty vehicles, is specifically excluded from CMAQ eligibility.

- i. Programs for improved public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV;

- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that reduce emissions;
- vi. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Reducing emissions from extreme cold-start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- xv. Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

6. Transit Improvements: Many transit projects are eligible for CMAQ funds. The general guideline for determining eligibility is whether the project increases transit capacity and would likely result in an increase in transit ridership and a potential reduction in congestion. As with other types of CMAQ projects, there should be a quantified estimate of the project's emissions benefits accompanying the proposal. The FTA administers most transit projects. For such projects, after the FTA determines a project eligible, CMAQ funds will be transferred, or "flexed," from the FHWA to the FTA, and the project will be administered according to the appropriate FTA program requirements. Certain types of eligible transit projects for which FTA lacks statutory authority, such as diesel retrofit equipment for public school bus fleets, may be the responsibility of the State or other eligible project sponsor and are administered by FHWA.

a. Facilities: New transit facilities (e.g., lines, stations, terminals, transfer facilities) are eligible if they are associated with new or enhanced public transit, passenger rail, or other similar services. Routine maintenance or rehabilitation of existing facilities is not eligible, as it does not reduce emissions. However, rehabilitation of a facility may be eligible if the vast majority of the project involves physical improvements that will increase transit service capacity. In such cases there should be supporting documentation

showing an expected increase in transit ridership that is more than minimal. If the vast majority of the project involves capacity enhancements, other elements involving refurbishment and replacement-in-kind also are eligible.

b. **Vehicles and Equipment:** New transit vehicles (bus, rail, or van) to expand the fleet or replace existing vehicles are eligible. Transit agencies are encouraged to purchase vehicles that are most cost-effective in reducing emissions. Diesel engine retrofits, such as replacement engines and exhaust after-treatment devices, are eligible if certified or verified by the EPA or California Air Resources Board (CARB). See discussion in Section VII.F.1. Routine preventive maintenance for vehicles is not eligible as it only returns the vehicles to baseline conditions. Other than diesel engine retrofits, other transit equipment may be eligible if it represents a major systemwide upgrade that will significantly improve speed or reliability of transit service, such as advanced signal and communications systems.

c. **Fuel:** Fuel, whether conventional or alternative fuel, is an eligible expense only as part of a project providing operating assistance for new or expanded transit service under the CMAQ program. This includes fuels and fuel additives considered diesel retrofit technologies by the EPA or CARB. Purchase of alternative fuels is authorized in some States based on the continuation of a series of exemptions for uses expressly eligible for CMAQ funding under SAFETEA-LU section 1808(k) and certain provisions in subsequent appropriations acts. The maximum allowable assistance level and time limitation described in Section VII.A.2. will apply.

d. **Operating Assistance:** There are several general conditions for operating assistance eligibility under the CMAQ program (see the November 2013 CMAQ Program Interim Guidance for a complete discussion on CMAQ project eligibility requirements):

- a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds

for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.

- c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- d. When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.
- e. With the focus on start-up and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third-year amount (an amount not to exceed the greater of year 1 or 2) across an additional 2 years (i.e. years 4 and 5). This approach will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. See Table 3 for examples of possible funding allocations. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this approach may enable a transition to more independent system operation. The amounts which apply to years 1 and/or 2 are established at the discretion of the State or local sponsor.

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

Example	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	\$300	\$300	\$200	\$50	\$50	\$900
B	300	300	100	100	100	900
C	100	400	200	100	100	900

Except as noted in paragraph (f) below, activities that already have received 3 years of operating assistance under prior authorizations of the CMAQ program are not considered to be in a start-up phase and are not eligible for new CMAQ operating assistance or the expanded assistance period.

- f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.
- g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

7. Transit Fare Subsidies: The CMAQ funds may be used to subsidize regular transit fares in an effort to prevent the NAAQS from being exceeded, but only under the following conditions: The reduced or free fare should be part of a comprehensive area-wide program to prevent such an anticipated exceedance. For example, "Ozone Action" programs vary in scope around the country, but they generally include actions that individuals and employers can take, and they are aimed at all major sources of air pollution, not just transportation. The subsidized fare should be available to the general public and may not be limited to specific groups. It may only be offered during periods of elevated pollution when the threat of exceeding the NAAQS is greatest; e.g., it is not intended for the entire high-ozone season. The fare subsidy proposal should demonstrate that the responsible local agencies will combine the reduced or free fare with a robust marketing program to inform SOV drivers of other transportation options. Because the fare subsidy is not strictly a form of operating assistance, it would not be subject to the 5-year limit.

8. Bicycle and Pedestrian Facilities and Programs: Bicycle and pedestrian facilities and programs are included as a TCM in section 108(f)(1)(A) of the CAA (42 U.S.C. 7408(f)(1)(A)). The following are eligible projects:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Non-construction outreach related to safe bicycle use.
- Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (Limited to one full-time position per State).

Bicycle and pedestrian programs that are not supported under 23 CFR Part 652, *Pedestrian and Bicycle Accommodations and Projects*, also are not eligible for CMAQ funding. For example, under 23 CFR 652.9(b)(3), a non-construction bicycle project does not include salaries for administration, maintenance costs, and other items akin to operational support under 23 CFR 652.9(b)(3), and, therefore, these are not allowable CMAQ costs. Additional activities related to bicycle and pedestrian programs can be supported by other elements of the Federal-aid highway program. These efforts are described at the FHWA's [Bicycle and Pedestrian Programs Web site](#).

9. Travel Demand Management: Travel demand management (TDM) encompasses a diverse set of activities that focus on physical assets and services that provide real-time information on network performance and support better decision making for travelers choosing modes, times, routes, and locations. Such projects can help ease congestion and reduce SOV use-contributing to mobility, while enhancing air quality and saving energy resources. Similar to ITS and Value Pricing, today's TDM programs seek to optimize the performance of local and regional transportation networks. The following activities are eligible if they are explicitly aimed at reducing SOV travel and associated emissions:

- Fringe parking
- Traveler information services
- Shuttle services
- Guaranteed ride home programs
- Carpools, vanpools
- Traffic calming measures
- Parking pricing
- Variable road pricing
- Telecommuting/Teleworking
- Employer-based commuter choice programs.

The CMAQ funds may support capital expenses and, as discussed in Section VII.A.2, up to 5 years of operating assistance to administer and manage new or expanded TDM programs. Marketing and outreach efforts to expand use of TDM measures may be funded indefinitely, but only if they are broken out as distinct line items. Eligible telecommuting activities include planning, preparing technical and feasibility studies, and training. Construction of telecommuting centers and computer and office equipment purchases should not be supported with CMAQ funds.

10. Public Education and Outreach Activities: The goal of CMAQ-funded public education and outreach activities is to educate the public, community leaders, and potential project sponsors about connections among trip making and transportation mode choices, traffic congestion, and air quality. Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices. More important, an informed public is likely to support larger regional measures necessary to reduce congestion and meet CAA requirements. A wide range of public education and outreach activities is eligible for CMAQ funding, including activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, transit "store" operations, and any other activities that help forward less-polluting transportation options. Using CMAQ funds, communities have disseminated many transportation and air quality public education messages, including maintain your vehicle; curb SOV travel by trip chaining, telecommute and use alternate modes; fuel properly; observe speed limits; don't idle your vehicle for long durations; eliminate "jack-rabbit" starts and stops; and others. Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

11. Transportation Management Associations: Transportation Management Associations (TMAs) are groups of citizens, firms, or employers that organize to address the transportation issues in their immediate locale by promoting rideshare programs, transit, shuttles, or other measures. The TMAs can play a useful role in brokering transportation services to private employers. Subject to applicable cost principles under 2 CFR Part 225, CMAQ funds may be used to establish TMAs provided that they reduce emissions. Eligible expenses include TMA start-up costs and up to 5 years of operating assistance as discussed in Section VII.A.2. Eligibility of specific TMA activities is addressed throughout this guidance.

12. Carpooling and Vanpooling: Eligible activities can be divided into two types of costs: marketing (which applies to both carpools and vanpools) and vehicle (which applies to vanpools only).

a. Carpool/vanpool marketing covers existing, expanded, and new activities designed to increase the use of carpools and vanpools and includes purchase and use of computerized matching software and outreach to employers. Guaranteed ride home programs are also considered marketing tools. Marketing costs may be funded indefinitely.

b. Vanpool vehicle capital costs include purchasing or leasing vans for use in vanpools. Eligible operating costs, limited to 5 years as set forth in Section VII.A.2, empty-seat subsidies, maintenance, insurance, administration, and other related expenses. Prorated cost sharing plans that establish grant proportions for undefined shares of capital and operating costs need to be broken down to the specific components or line items that establish the capital-operating shares.

The CMAQ funds should not be used to buy or lease vans that would directly compete with or impede private sector initiatives. States and MPOs should consult with the private sector prior to using CMAQ funds to purchase vans, and if private firms have definite plans to provide adequate vanpool service, CMAQ funds should not be used to supplant that service. In accordance with 23 U.S.C. 120(c)(1), carpooling and vanpooling activities may be supported with up to 100 percent Federal funding, under certain limitations.

13. Carsharing: The MAP-21 specifically highlights carsharing projects in the amended section on traffic demand. These efforts involve the pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership. As with any CMAQ project, sponsors need to demonstrate an emissions reduction from the carsharing program. If a program-wide emissions reduction cannot be demonstrated, CMAQ funding may be available to support vehicle costs under Alternative Fuels and Vehicles eligibility, discussed in Section VII.F.17.

14. Extreme Low-Temperature Cold Start Programs: Projects intended to reduce emissions from extreme cold-start conditions are eligible for CMAQ funding. Such projects include retrofitting vehicles and fleets with water and oil heaters and installing electrical outlets and equipment in publicly owned garages or fleet storage facilities.

15. Training: States and MPOs may use Federal-aid funds to support training and educational development for the transportation workforce. Such activities are subject to applicable cost principles in 2 CFR Part 225. The FHWA encourages State and local officials to weigh the air quality benefits of such training against other cost-effective strategies detailed elsewhere in this guidance before using CMAQ funds for this purpose. Training funded with

16. Inspection/Maintenance (I&M) Programs: Funds under the CMAQ program may be used to establish either publicly or privately owned I&M facilities. Eligible activities include construction of facilities, purchase of equipment, I&M program development, and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum. The I&M program must constitute new or additional efforts, existing funding (including inspection fees) should not be displaced, and operating expenses are eligible for 5 years as discussed in Section VII.A.2. States or other sponsors planning new or expanded I&M programs that incorporate other elements of a State's vehicle administrative function, e.g. registration, safety inspection, titling, etc., must remove these line items from the CMAQ project. These tasks are not linked to the CMAQ purpose and are, therefore, not allowable costs.

Privately Owned I&M Facilities: In States that rely on privately owned I&M facilities, State or local I&M program-related administrative costs may be funded under the CMAQ program as in States that use public I&M facilities. However, CMAQ support to establish I&M facilities at privately owned stations, such as service stations that own the equipment and conduct emission test-and- repair services, requires a PPP. The establishment of "portable" I&M programs, including remote sensing, is also eligible under the CMAQ program, provided that they are public services, reduce emissions, and do not conflict with statutory I&M requirements or EPA regulations.

17. Innovative Projects: State and local organizations have worked with various types of transportation services to better meet the travel needs of their constituents. These innovative projects also may show promise in reducing emissions, but do not yet have supporting data. The FHWA has supported and funded some of these projects as demonstrations to determine their benefits and costs. Such innovative strategies are not intended to bypass the definition of basic project eligibility but seek to better define the projects' future role in strategies to reduce emissions. For a project or program to qualify as an innovative project, it should be defined as a transportation project and be expected to reduce emissions by decreasing VMT, fuel consumption, congestion, or by other factors. The FHWA encourages States and MPOs to creatively address their air quality problems and to consider new services, innovative financing arrangements, PPPs, and complementary approaches that use transportation strategies to reach clean air goals. Given the untried nature of these innovative projects, before-and-after studies should be completed to determine actual project impacts on air quality as measured by net emissions reduced. These assessments should document the project's immediate impacts in addition to long-term benefits. A schedule for completing the study should be a part of the project agreement. Completed studies should be submitted to the FHWA Division office within 3 years of implementation of the project or 1 year after the project's completion, whichever is sooner.

18. Alternative Fuels and Vehicles: The FHWA issued a memorandum in April 2011, covering the relationship between the required emissions reduction benefits of alternative fuel vehicles and the associated cost principles at 2 CFR Part 225. Essentially, this guidance illustrates the cost-benefit relationship between different vehicle types and functions and the air quality benefit provided as a cost basis under the CMAQ program. The memorandum, outlining the requirements in 23 U.S.C. 149, supports eligibility only for the incremental cost, limited to the marginal emissions-reducing elements of the alternative fuel vehicles that are acquired through PPPs or that are purchased by public sponsors. Program funds may be used to support projects involving the alternative or renewable fuels defined in the Energy Policy Act of 1992 or the Energy Independence and Security Act of 2007. All standard eligibility criteria apply. Aside from fuel acquisitions that are part of a transit operating support effort, stand-alone purchase of any fuel-alternative or otherwise-is not an eligible CMAQ cost. However, the few exceptions provided by Section 1808(k) of SAFETEA-LU continue under MAP-21, subject to the limitation on operating assistance as described in Section VII.A.2. Generally, CMAQ support for alternative fuel vehicle projects can be broken into the following areas:

Infrastructure: Except as noted below, establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles is an eligible expense, unless privately-owned fueling stations are in place and reasonably accessible. Fueling facilities can dispense one or more of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel or provide recharging for electric vehicles. Additionally, CMAQ funds may support converting a private fueling facility to support alternative fuels through a public-private partnership agreement. In accordance with 23 U.S.C. 149(c)(2), and 23 U.S.C. 111, regarding the prohibition of commercial activities in the Interstate ROW, CMAQ-funds may be used to establish or support refueling facilities within the Interstate ROW, providing these services are offered at no charge.

Non-transit Vehicles: The CMAQ funds may be used to purchase publicly owned alternative fuel vehicles, including passenger vehicles, service trucks, street cleaners, and others. However, only publicly owned vehicles providing a dominant transportation function can be fully funded, such as paratransit vans, incident management support vehicles, refuse haulers, and others. Costs associated with converting fleets to run on alternative fuels are also eligible. When non-transit vehicles are purchased through PPPs, only the cost difference between the alternative fuel vehicles and comparable conventional fuel vehicles is eligible. Such vehicles should be fueled by one of the alternative fuels identified in section 301 of the 1992 Energy Policy Act or biodiesel. Eligible projects also include alternatives to diesel engines and vehicles. Alternative fuel vehicle projects that are implemented as diesel retrofits and involve the replacement of an operable engine-not standard fleet turnover-would be eligible for full Federal participation, i.e. an 80 percent Federal share of the full vehicle cost.

Hybrid Vehicles: Although not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investment. Hybrid vehicle models that are in part the focus of State legislation addressing HOV exemptions for alternative fuel and low emissions vehicles are considered eligible for CMAQ support. Other hybrid vehicles will be assessed on a case specific basis, as there is no specific EPA regulation available to rate the lower emissions and energy efficiency advantages of the models involved. Projects involving heavier vehicles, including refuse haulers and delivery trucks, also may be appropriate for program support. Eligibility should be based on a comparison of the emissions projections of these larger candidate vehicles and other comparable models.

Projects Ineligible for CMAQ Funding

The following projects are ineligible for CMAQ funding:

1. Light-duty vehicle scrappage programs.
2. Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. This HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C 166, such as high-occupancy toll (HOT) and low-emission vehicles.
3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
4. Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
5. Projects that do not meet the specific eligibility requirements of Titles 23 and 49, United States Code, are ineligible for CMAQ funds.
6. Stand-alone projects to purchase fuel.
7. Models and Monitors-Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible. Such efforts may be appropriate for Federal planning funds.
8. Litigation costs surrounding CMAQ or other Federal-aid projects.

PROJECT SCORING CRITERIA

General Intent: The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM₁₀ and PM_{2.5}). The ICTC CMAQ program is designed to create a balanced program of transportation projects that improve air quality and the flow of traffic. Major emphasis is placed on projects that support alternative modes of transportation, reduce PM-10 emissions, and improve the flow of traffic. ICTC has developed the following project category funding targets aimed at developing a balanced CMAQ program.

CMAQ PROJECT CATEGORY TARGETS

Project Category	Percentage	Funding Targets
Transit Improvements & Miscellaneous	15%	\$783,196
Traffic Flow Improvements	30%	\$1,566,391
Pedestrians & Bicycle Improvements	15%	\$783,196
PM-10 Reduction	40%	\$2,088,522
Total	100%	\$5,221,306

The amount of \$5,221,306 listed in the table above is the total three-year estimate of CMAQ funds available for programming in FFYs 2022-23, 2023-24, and 2024-25. The scoring criteria to rank CMAQ projects is presented in the table below.

CMAQ PROJECT SCORING CRITERIA

Points	Criteria Description
(0 to 20 points)	<p>Congestion Relief – Projects that reduce congestion or increase service capacity or reliability as follows:</p> <p><u>Transit Projects</u></p> <p>High Impact: Projects that significantly reduce transit vehicle crowding or significantly increase service capacity or service reliability. Projects that are Transportation Control measures or reduce travel time; bus interconnect or fare coordination projects; bus turnouts at major intersections; and intermodal facilities that accommodate major transfers.</p> <p>Medium Impact: Projects that moderately reduce transit vehicle crowding or moderately increase service capacity or service reliability; interconnect/fare coordination projects with moderate impact; general bus turnouts; and intermodal facilities that accommodate some transfers.</p> <p>Low Impact: Projects that increase passenger comfort or convenience; bike racks.</p>

	<p><u>Road Projects</u></p> <p>High Impact: Projects that are Transportation Control Measures; signal coordination projects with multiple signals (>3); traffic operation system projects; gap closures; traffic flow improvements; and Intersection improvements including left turn packets.</p> <p>Medium Impact: Signal coordination projects (2-3 signals); and park and ride lots.</p> <p>Low Impact: New signals where none currently exist and where warranted by volume or delay; ramp metering with HOV bypass when demonstrated not to adversely affect surface streets.</p> <p><u>Bicycle & Pedestrian Projects</u></p> <p>High Impact: Projects that are Transportation Control Measures; facilities that will primarily serve commuters and/or school sites; and new sidewalks where none exist.</p> <p>Medium Impact: Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.</p> <p>Low Impact: Bicycle and pedestrian facilities for recreation and commuters; sidewalk upgrades; signage.</p>
(0 to 20 points)	<p>Emissions Reduction – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on total emissions (ROG+NOx+PM10+CO) reduced in pounds per year. Applicants are required to use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions. The Tool is available at: https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program.</p> <p>The results of the analysis must be attached to the application.</p>
(0 to 20 points)	<p>Cost-Effectiveness – Projects will be evaluated on a relative basis (i.e., how projects compare to each other) based on <i>CMAQ dollars per pound of total emissions (ROG+NO+PM10) reduced</i> as calculated by the CARB Cost-Effectiveness Analysis Tool. Projects with lower CMAQ dollars/lbs. are more cost-effective than projects with higher CMAQ dollars/lbs. Note that CO is not included in the calculation to determine cost-effectiveness.</p>
(0 to 20 points)	<p>Project Readiness / Ability to Deliver – Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness. A description of proposed activities to ensure and/or accelerate completion of the project as proposed in the schedules should be provided.</p>



(0 to 20 points)	Factors of Overriding Concern – The Evaluation Committee may use this category to consider factors of overriding concern including but not limited to projects of regional significance, timely use of funds, project delivery requirements, leveraging additional funding sources, etc.
100 points total	

The CMAQ Project Application form is provided on the next page.



CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Application Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): ___ of ___

Select the project category from the drop-down box below titled “Choose an item”

Project Category

Air Quality Screening Criteria Code: Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase “Preliminary Engineering (PE)”); Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).

2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO_x, PM_{2.5}, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

EMISSIONS REDUCED (POUNDS/YEAR)

ROG	NO _x	PM _{2.5}	CO	Total



- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	Total						

Project Budget Comments:

7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Prepared By _____
Authorized Signature (as authorized in the Resolution)

Date:



SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The Surface Transportation Block Grant (STBG) Program is a federal-aid transportation program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015 for transportation improvement projects. The FAST Act changed the name of the program from "Surface Transportation Program (STP)" to STBG. The purpose of the program is to provide flexibility in local transportation decisions and eligibility to address transportation needs.

ELIGIBILITY: LOCATION OF PROJECTS

STBG funded projects must be located on roads functionally classified as Urban Minor Collector or higher (Major Collector, Minor Arterial, Other Principal Arterial, Other Freeway or Expressway, and Interstate). Roads classified as Local Road or Rural Minor Collector are not eligible for STBG funds with a few exceptions as described in item 1.a of Exhibit 1: *Eligible Projects and Activities* on the next page.

California Road Systems (CRS) functional classification maps are available at <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

ELIGIBILITY: PROJECT TYPE

A wide variety of transportation improvements are eligible under the STBG Program including:

- Road construction, reconstruction, rehabilitation and resurfacing
- Bicycle and pedestrian facilities including recreational trails
- Road and transit safety projects including railroad/highway grade separation
- Capital and operating cost for traffic management systems
- Intelligent Transportation Systems
- Environmental mitigation
- Planning programs

A more detailed description of eligible projects and activities is provided in Exhibit 2 on the next page. The information was obtained from the Federal Highway Administration (FHWA) website available at <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

EXHIBIT 2: ELIGIBLE PROJECTS AND ACTIVITIES

1. ELIGIBILITY

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
- (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
- (4) As approved by the Secretary.

- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):

- (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:

i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;

ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);

iii. transit capital projects eligible under chapter 53 of title 49, United States Code;

iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and

vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).

(2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

(4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).

(6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).

(7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

(8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

(14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

i. Replacement of bridges with fill material;

ii. Training of bridge and tunnel inspectors;

iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;

- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;

- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;

- vii. [Transportation alternatives](#) previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;

- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;

- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);

- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;

- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

- xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance-based management, and for similar activities related to the development and implementation of a performance-based management program for other public roads;

- xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

- xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

PROJECT SCORING CRITERIA

The criteria for scoring STBG projects are summarized in the table below. The criteria and points remain unchanged from the 2018 STBG Guidelines.

STBG PROJECT SCORING CRITERIA

Criteria	Criteria Description
Community Benefit (0 to 30 points)	Project generates social benefits such as increased safety, employment, reduces vehicle emissions, improves connectivity between communities, improves aesthetics, etc.
Project Readiness (0 to 40 points)	Project milestone dates are fully identified in the application for all project phases including Preliminary Engineering (PA&ED and PS&E) ROW acquisition and Construction as appropriate for the project. Project schedules will be used to help determine project readiness.
Regional Significance (0 to 20 points)	Project is consistent with adopted local and regional planning documents such as the 20-year Local Transportation Plan, the Regional Transportation Plan, etc.
Continuity (0 to 10 points)	Project provides continuity of transportation infrastructure between jurisdictions. Project received funds for earlier project phase(s).
100 points total	

PROJECT APPLICATION FORM

The 2022 Call for Projects application form for STBG projects is provided on the next page. The application instructions are included in the application form.

STBG PROJECT APPLICATION FORM

Agency:

Project Title:

Prepared by:

Project Priority (if agency submits more than one project i.e. 1 of 2): ____ of ____

Enter the amount of STBG Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase “Preliminary Engineering (PE)”; Construction Engineering should be included with Construction if applicable).

	Project Phase	STBG Amount Requested	FFY
PE	PA&ED		
	PS&E		
	ROW		
	CON		
	Total		

Baseline Screening Criteria

Check if true:

- ☐ **California Road Systems (CRS) Map that identifies the project location is attached to the application.**
- ☐ **City Council or County Board of Supervisors Resolution is attached to the application.**

Resolution approved on _____

Resolution indicates:

- ☐ Opportunity for public comment was provided at Council/Board meeting.
- ☐ Identification of specific local match amount, and, source or type of any other funds used to leverage the project.
- ☐ Compliance with the circulation element of the agency’s general plan.
- ☐ Confirmation that a pavement management plan is in place for rehab projects.

Comments:

SECTION 1: GENERAL INFORMATION (ZERO POINTS)

- a. Describe the project and the transportation issue or problem the project will improve**

- b. Describe the location of the project including project limits**

- c. Describe the project scope and how the project will improve the transportation issue or problem**

- d. What is the functional classification of the road?**

- e. Does the project expand capacity?**

- f. What is the condition of the existing facility (if applicable)?**

- g. Describe the consequences, if any, of not completing the project.**



- h. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			STBG	enter source #2	enter source #3	enter source #4	
PE	Environmental (PA&ED)						
	Design (PS&E)						
	Right-of-Way						
	Construction						
	Total						

Project Budget Comments:

SECTION 2: COMPETITIVE QUESTIONS (100 POINTS MAX.)

1. Community Benefits (30 points max.)

Describe the benefits that would be generated by the project for the community including but not limited to improving safety, increasing employment, reducing emissions, improving connectivity between communities, improving aesthetics, etc. Provide supporting documentation as an attachment.

--

2. Project Readiness (40 points max.)

Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled “Choose an item” (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The “Begin Environmental (PA&ED) phase” date represents the obligation date for PE).

Project Milestone			Date
Begin Environmental (PA&ED) Phase	Document Type	Choose an item.	
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

3. Regional Significance (20 points max.)

Describe the regional significance of the project as identified in approved public documents including but not limited to adopted planning documents such as the 20 Year Local Transportation Plan and the Regional Transportation Plan, traffic analysis reports, and project study reports. Attach supporting documentation.

4. Continuity (10 points max.)

Explain if the project has received STP/STBG funds (or other ICTC programmed funds) in previous years for earlier project phases, and why the project should receive continued support. Also explain if the project would provide continuity of transportation infrastructure or service between jurisdictions. Attach supporting documentation.



Prepared By _____
Authorized Signature (as authorized in the Resolution)

Date:



ATTACHMENT 1: SAMPLE RESOLUTION

**BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2021-__**

In the Matter of:

ICTC RESOLUTION SUPPORTING
(SURFACE TRANSPORTATION BLOCK GRANT (STBG) / CONGESTION MITIGATION AND AIR QUALITY (CMAQ))
FUNDING, PROJECT MILESTONE DATES, AND TIMELY USE OF FUNDS.

WHEREAS, the (City/County/District) is eligible to apply for and receive Federal and State transportation funds including (STBG/CMAQ) funds; and

WHEREAS, AB 1012 requires that state and federal funds be expended in a timely manner; and

WHEREAS, the (City/County/District) desires to ensure that its projects are delivered in a timely manner to avoid losing funds for non-delivery; and

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

NOW THEREFORE BE IT RESOLVED, that the (Council/Board/District) hereby agrees to ensure that all project milestone schedules for all project phases will be met or exceeded, and:

- The opportunity for public comment was provided at a public meeting;
- Local funds in the amount of \$_____ from _____ (source and type of funds) will be used to leverage the federal funds for the project;
- Project(s) is consistent with the _____ (plan: i.e., circulation element of the agency's general plan) planning process;
- Project(s) is consistent with the adopted pavement management plan (for rehabilitation projects only).

BE IT FURTHER RESOLVED, that failure to meet project milestone schedules may be deemed as sufficient cause for the Imperial County Transportation Commission Policy Board to terminate funding and reprogram the funds as deemed necessary.

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board/District) on _____, 2021.

AYES:

NOES:

ABSTAIN:

ABSENT

ATTEST:

Signed: _____

Mayor, City of (-----)

Chair, Board of (-----)

Chair, (-----) Board

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board/District) duly adopted at a regular meeting thereof held on the _____ day of _____, 2022.

Signed: _____

(-----, City/County Clerk)

ATTACHMENT 2: CMAQ AIR QUALITY SCREENING CODES

<p>1.00 SAFETY PROGRAMS</p> <ul style="list-style-type: none"> 1.01 Railroad/Highway Crossing 1.02 Hazard Elimination Program 1.03 Safer non-Federal-aid system roads 1.04 Shoulder improvements 1.05 Increasing sight distance 1.06 Safety Improvement Program 1.07 Traffic control devices and operating assistance other than signalization projects 1.08 Railroad/highway crossing warning devices 1.09 Guardrail, median barriers, crash cushions 1.10 Pavement resurfacing and/or rehabilitation 1.11 Pavement marking demonstration 1.12 Emergency Relief (23 U.S.C. 125) 1.13 Fencing 1.14 Skid treatments 1.15 Safety roadside rest areas 1.16 Adding medians 1.17 Truck climbing lanes outside the urbanized area 1.18 Lighting improvements 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes) 1.20 Emergency truck pullovers <p>2.00 MASS TRANSIT</p> <ul style="list-style-type: none"> 2.01 Operating assistance to transit agencies 2.02 Purchase of support vehicles 2.03 Rehabilitation of transit vehicles 2.04 Purchase of office, shop and operating equipment for existing facilities 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.) 2.06 Construction or renovation of power, signal, and communications systems 2.07 Construction of small passenger shelters and information kiosks 2.08 Reconstruction or renovation of transit buildings and structures 2.09 Rehabilitation or reconstruction of track structures, track, and track-bed in existing right-of-way 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet 2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771) 	<p>3.00 AIR QUALITY</p> <ul style="list-style-type: none"> 3.01 Continuation of ridesharing and van-pooling promotion activities at current levels 3.02 Bicycle and pedestrian facilities <p>4.00 LANDSCAPING/SIGNS</p> <ul style="list-style-type: none"> 4.01 Specific activities that do not involve or lead directly to construction 4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action 4.06 Noise attenuation 4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)]. 4.08 Acquisition of scenic easements 4.09 Plantings, landscape, etc. 4.10 Sign removal 4.11 Directional and informational signs 4.12 Transportation enhancement activities (except rehabilitation and operation of historic buildings, structures, or facilities). 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase. <p>5.00 OTHER</p> <ul style="list-style-type: none"> 5.01 Intersection channelization projects 5.02 Intersection signalization projects at individual intersections 5.03 Changes in vertical and horizontal alignment 5.04 Interchange reconfiguration projects 5.05 Truck size and weight inspection stations 5.06 Bus terminals and transfer points 5.07 Traffic signal synchronization
--	--



ATTACHMENT 3: CMAQ APPLICATION EXAMPLE



CMAQ PROJECT APPLICATION FORM

Agency:

Project Title:

Project Priority (if agency submits more than one project i.e. 1 of 2): 1 of 1

Select the project category from the drop-down box below titled "Choose an item"

Project Category:

Air Quality Screening Criteria Code: Select the applicable Air Quality Screening Code(s) for the project from the list provided in Attachment 2.

Enter the amount of CMAQ Program funds requested (in whole numbers) in the box below by project phase and FFY of obligation (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)"; Construction Engineering should be included with Construction if applicable; For bus purchases, add funding in Construction).

	Project Phase	CMAQ Amount Requested	FFY
PE	PA&ED	\$0	
	PS&E	\$0	
	ROW	\$0	
	CON	\$70,824	2021/22
	Total	\$70,824	

1. Provide a detailed description of the project including Purpose and Need and Scope of Work. For Transit bus or vehicle purchases indicate whether vehicles are replacements or for new or expanded service (include fuel type of the new vehicles and buses to be replaced, as applicable).

The project will construct Class 2 bicycle lanes on ABC Avenue between 1st and Main Street. The project includes Class 2 bike lane stripping along both sides of ABC Avenue and signage. The purpose and need of the project are to complete a critical link in the City bike system to provide residents with bicycle access to education, employment, shopping and transit. PS&E is scheduled to be completed in May 2021. Preliminary road plans and profile drawings are attached.



2. Describe the location of the project including route number, post miles, street name(s), project limits, and project segment length, as applicable. Attach photos, maps, and diagrams of the project area or facility as appropriate. For traffic signal projects, attach Warrant Study calculations including level of service and traffic volumes on each leg.

The project is located near the Civic Center on ABC Avenue beginning at Main Street (crosses 3rd and 2nd streets) and ending at 1st Street. See attached map. The project segment is 1.13 miles long and would provide 2.26 new bike lane miles. ABC Avenue is four-lane undivided arterial within the project limits. There are existing Class 2 bike lanes west and east of the project segment. Within one-quarter mile of the project, there is a college, a shopping center, a transit hub, and an office building. No additional ROW is required as the project would be constructed within the existing roadway facility. Photos of the project area are attached. The City's population is 128,000.

3. Provide the Accident Rate for project road segments or intersections associated with the project, as applicable. For Highway/Road segments use Accidents/Million Vehicle Miles (MVM) and three years of data; for Intersections use Accidents/Million Vehicle (MV) entering the intersection and five years of data; and for Ramps use Accidents/Million Vehicle (MV) traversing the ramps and 5 years of data.

The accident rate for the project segment is 1.67 which is equivalent to the statewide average for a similar facility. The accident rate is based on three-years of accident data beginning January 1, 2017 and ending December 31, 2019 from the City's accident database. Attached is backup documentation.

4. *Bicycle, Pedestrian, Transit, Signal and Road Projects:* Provide Average Daily Traffic volume(s) on all roads associated with the project.

The average daily traffic volume on ABC Avenue between Main Street and 1st Street is 20,000.

5. Use the CMAQ Cost-Effectiveness Analysis Tool provided by the California Air Resources Board (CARB) to estimate reduction in emissions and cost-effectiveness. The Tool is available at: <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>. Attach a copy of the analysis to the application.

- a. Enter the amount of emissions reduced for ROG, NO_x, PM_{2.5}, CO (when applicable) and total emissions in pounds per year in the table below. Attach a copy of the analysis to the application.

EMISSIONS REDUCED (POUNDS/YEAR)				
ROG	NO _x	PM _{2.5}	CO	Total
14	8	3	na	26

- b. Enter the CMAQ cost-effectiveness (dollars per pound) calculated by the CMAQ Cost-Effectiveness Analysis tool.

\$230.22



6. Enter the total project budget in the box below. Include all funding sources by phase. In the project budget comment section, describe which funds have and have not been secured for the project (notes: FFY begins October 1 and ends September 30; PA&ED and PS&E phases are programmed in the FTIP as one phase "Preliminary Engineering (PE)", use PA&ED year of obligation; For bus purchases, add dollars in construction; the minimum Local Match is 11.47%).

Project Budget

	Project Phase	Total Cost	Funding Sources and Amounts				FFY of Obligation
			CMAQ	LTF	enter source #3	enter source #4	
PE	Environmental (PA&ED)	\$10,000	\$0	\$10,000			2019/20
	Design (PS&E)	\$25,000	\$0	\$25,000			
	Right-of-Way	\$0	\$0	\$0			2021/22
	Construction	\$80,000	\$70,824	\$9,176			
	Total	\$115,000	\$70,824	\$44,176			

Project Budget Comments: PE funds were obligated in FFY 2019/20. Local match funds of \$9,176 for construction has been secured. The amount of \$70,824 requested for construction has not been secured. A preliminary Engineer's Estimate detail is attached.

7. Add project milestone dates in the box below. Select an environmental document type from the drop-down box titled "Choose an item" (CEQA/NEPA format). Project milestone dates should be consistent with the FFY Obligation information included in the Project Budget in Section 1 h. of the application (notes: FFY begins October 1 and ends September 30; The "Begin Environmental (PA&ED) phase" date represents the obligation date for PE; for purchase projects, add dates in Construction phase).

Project Milestone	Document Type	Date
Begin Environmental (PA&ED) Phase	CE/CE	11/01/19
End Environmental Phase (PA&ED Milestone)		06/15/20
Begin Design (PS&E) Phase		10/01/20
End Design Phase (Ready to List for Advertisement Milestone)		05/15/21
Begin Right of Way Phase		01/15/21
End Right of Way Phase (Right of Way Certification Milestone)		05/15/21
Begin Construction Phase (Contract Award Milestone)		12/01/21
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/22
Begin Closeout Phase		08/01/22
End Closeout Phase (Closeout Report)		02/01/23



BICYCLE FACILITIES

County: Imperial

Federal Number:

Approval Date:

Caltrans DIST-EA:

Short Description: ABC Avenue Class 2 Bikeway Facility

Project Scope: Class 2 bike lanes on both sides of ABC Avenue between 1st and Main Street. Facility length is 1.13 miles.

Project Sponsor: City of ABC

Private Agency: No

CMAQ Funding: \$70,824 Annual Auto Trips Reduced: 16,000

Local Match: \$9,176 Annual Auto VMT Reduced: 28,800

Capital Recovery Factor: 0.08

Project Analysis Period: 15 years

Days (D): 200 days of use/year

Average Daily Traffic (ADT): 20,000 trips per day

Adjustment (A) on ADT: 0.0020

Credit (C) for

Activity Centers near project: 0.0020

EMISSION

FACTORS:

Auto Trip End Factor

ROG : 0.241 grams per trip

NOx : 0.103

PM2.5 : 0.002

Auto VMT Factor

0.087 grams per mile

0.074

0.053

EMISSION

REDUCTIONS:

Pounds per Year

ROG: 14

NOx: 8

PM2.5: 3

Total: 26

Kilograms per Day

0

0

0

0

COST-EFFECTIVENESS OF:

CMAQ Funds: \$230.22 per pound \$460,448 per ton

All Funding Sources: \$260.05 per pound \$520,104 per ton

VII. ACTION CALENDAR

- B. Award of Contract for Transit Drug and Alcohol Auditor Agreement, LPM Consulting, Inc., FY 2021-22 and FY 2022-23
 - 1. Approve the award of a two year with three (3) additional one-year mutual options agreement for transit drug and alcohol auditing and reporting services with the firm of LPM Consulting, Inc. for the not to exceed annual fee of \$13,131 with an 4% annual inflation rate increase.
 - 2. Authorize the Chairperson to sign the agreement.



1503 N. IMPERIAL AVE. SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4410

November 5, 2021

ICTC Management Committee
Imperial County Transportation Commission
1503 N. Imperial Ave. Suite 104
El Centro, CA 92243

SUBJECT: Award of Contract for Transit Drug and Alcohol Auditor Agreement, *LPM Consulting, Inc.*, FY 2021-22 and FY 2022-23

Dear Committee Members:

Since 1995, the Imperial County Transportation Commission (ICTC) has felt that it was a prudent practice to acquire an external auditor to determine compliance with the numerous and complex regulations under the Federal Drug and Alcohol legislation and all related mandated programs for the public regional transit contracts. Due to the extent of the regulations and effort required to maintain compliance, including risk and liability, an external auditor is utilized to insure that the regional transit services fully comply with federal regulations.

Services that are anticipated to be completed under the agreement include auditor inspection of ICTC's transit operator records and visitation to specimen collection sites and testing facilities. In addition, the auditor prepares the required annual federal reports and, as necessary provides some corrective training to ICTC and medical facility staff and the transit operators.

ICTC staff recently completed a competitive bid via a Request for Proposals (RFP) process to acquire the services of a qualified consulting team to complete the Drug and Alcohol Audit. The RFP was circulated to various professional service firms who have experience completing similar work for other agencies.

A total of one (1) consultant submitted a response to ICTC's RFP. Prior to the RFP submittal deadline, ICTC contacted various consulting firm to gauge their interest in submitting a response. The consultant that submitted a response was LPM Consulting, Inc. As a result of only having one submittal, ICTC conducted a review of the consultant's response and deemed it responsive. Amongst the items reviewed to determine responsiveness, ICTC staff reviewed technical experience, proposed methodology and approach to work; project team and staff qualifications; price and a comparison to available budget; and completeness of response and references.

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

LPM Consulting, Inc. has had an agreement with ICTC to complete its Drug and Alcohol Audits for several years and has extensive knowledge of ICTC and its transit operator First Transit. LPM Consulting, Inc. has experience completing similar types of services for various other transit agencies throughout California and is a highly respected Drug and Alcohol Audit trainer for the Federal Transit Administration.

Funding for this project was included in the ICTC adopted FY 2021-22 Overall Work Program.

The original contract and all exhibits referenced in the extension document are available for review at the ICTC administrative offices by request.

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

1. Approve the award of a two year with three (3) additional one-year mutual options agreement for transit drug and alcohol auditing and reporting services with the firm of *LPM Consulting, Inc.* for the not to exceed annual fee of \$13,131 with an 4% annual inflation rate increase.
2. Authorize the Chairperson to sign the agreement.

Sincerely,



MARK BAZA
Executive Director

MB/da