



**TECHNICAL ADVISORY COMMITTEE**  
**REVISED AGENDA**

DATE: **Thursday, December 6, 2018**

TIME: **10:00 a.m. – 12:00 p.m.**

LOCATION: **ICTC Offices**  
**1503 N. Imperial Ave., Suite 104**  
**El Centro, CA 92243**

Chairperson: City of Calexico

Vice-Chair: City of Calipatria

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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.

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**PUBLIC COMMENTS**

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

**DISCUSSION/ACTION ITEMS**

1. Introductions
2. Congestion Mitigation Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) 2018 Call for Projects Guidelines  
*Presented by ICTC staff* ACTION Page 14
3. Adoption of the minutes for November 15, 2018  
*Requesting a motion to adopt* ACTION Page 3
4. ICTC Updates / Announcements 15 minutes Page 6  
*Presented by ICTC Staff*
  - a. Transit Planning Updates
    - FTA Triennial Review
    - Short Range Transit Plan
  - b. Transportation Planning Updates
  - c. FFY 2018-19 Programmed Project Updates
  - d. SB1 2018 Local Partnership Program
  - e. LTA Updates
5. SCAG Updates / Announcements 10 minutes  
*Presented by SCAG staff*

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

- |    |  |            |         |
|----|--|------------|---------|
| 6. | Cities and County Planning / Public Works Updates<br><i>All</i>        | 10 minutes |         |
| 7. | Caltrans Updates / Announcements<br><i>Presented by Caltrans Staff</i> | 15 minutes | Page 68 |
| 8. | General Discussion / New Business<br><i>All</i>                        | 10 minutes |         |
| 9. | Adjournment  |            |         |

The next meeting of the ICTC TAC meeting is scheduled for January 24, 2018. For questions you may call Cristi Lerma at (760) 592-4494 or contact by email at [cristilerma@imperialctc.org](mailto:cristilerma@imperialctc.org).



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**TECHNICAL ADVISORY COMMITTEE**  
**DRAFT MINUTES**

November 15, 2018

Present:

Gordon Gaste	City of Brawley
Javier Luna	City of El Centro
Isabel Alvarez	City of Imperial
Veronica Atondo	County of Imperial
Jose Castaneda	County of Imperial
Joel Hamby	City of Westmorland

Others:

Mark Baza	ICTC
Virginia Mendoza	ICTC
Cristi Lerma	ICTC
Beth Landrum	Caltrans
Joseph Chua	Caltrans
Kevin Hovey	Caltrans
Debora Ledesma-Ribera	Caltrans
Erika Garcia	The Holt Group

1. The meeting was called to order at 10:17 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 September 27, 2018, ([Hamby/Atondo](#)) **Motion Carried.**
3. ICTC Updates / Announcements  
(By Virginia Mendoza and Mark Baza)
  - a. Transit Planning Updates:
    - The 2018 Short Range Transit Plan (S RTP) will hold a public workshop on November 28, 2018 at the ICTC offices. It is anticipated that the consultant will present the final draft to the Commission on December 12, 2018.
  - b. Transportation Planning Updates:
    - Mr. Baza provided an update on the State Route 86 Border Patrol checkpoint lane widening project. A recent meeting with all stakeholders concluded that the project is considerably under budget for construction. The consultant is

working on cost savings, and it was requested that Border Patrol attain additional funding through their federal funds.

- c. FFY 2019-20 Programmed Project Updates
    - Ms. Mendoza used the list on page 10 of the agenda to attain an update from all agencies that were present regarding federally funded projects under CMAQ, RSTP, ATP programs including earmarks. Requests for authorization (RFA's) are due to Caltrans by February 2019.
  - d. SB 1 2018 Local Partnership Program:
    - Ms. Mendoza informed all agencies that the city of Westmorland will not be using the funding through this program. An updated amount will be sent to all agencies once it is formulated, with further information.
  - e. LTA Updates:
    - Ms. Mendoza asked the cities of Brawley and Calexico to provide an update regarding the balance on their respective LTA bonds.
4. Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2018 Call for Project Guidelines

Ms. Mendoza informed TAC members of the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2018 Call for Project Guidelines that will be brought forth to the TAC for discussion and recommendation for approval by the Commission. The funding estimates and schedule are below.

CMAQ Funding Estimates:

FY2019/20	FY2020/21	FY2021/22	TOTAL
\$1,756,009	\$1,755,380	\$1,754,739	\$5,266,128

STBG Funding Estimates:

FY2019/20	FY2020/21	FY2021/22	TOTAL
\$2,543,965	\$2,541,496	\$2,538,979	\$7,624,440

Call for Projects Schedule:

December 6, 2018	Technical Advisory Committee approves CMAQ & STBG Guidelines
December 12, 2018	Management Committee approves CMAQ & STBG Guidelines
December 12, 2018	ICTC approves CMAQ & STBG Guidelines
December 17, 2018	Call for Projects begins
February 8, 2019	Call for Projects ends
February 11, 2019	Project selection process begins
February 28, 2019	Project selection process ends (ICTC staff recommendation list generated)
February 28, 2019	TAC approves project selection recommendations
March 13, 2019	Management Committee approves project selection recommendations
March 27, 2019	Commission approves project selection recommendations

5. SCAG Updates / Announcements:

- There were none.
6. Cities and County Planning / Public Works Updates:
    - There were various local agencies that gave an update on their local projects in progress.
  7. Caltrans Updates / Announcements
    - Ms. Ledesma-Ribera gave a step by step overview of the revised Exhibit 9-D to assist in calculating the new Disadvantaged Business Enterprise (DBE) goal for local agencies. The new goal is 17.6% for federal fiscal years 2018-19 to 2020-21. Previously it was 12.5%.
    - Mr. Chua provided all with a Local Assistance handout with all their updates.
    - Ms. Landrum stated that Sustainability grants for FY 2019/20 are due on November 30, 2018 to Caltrans.
  8. General Discussion / New Business
    - There was none.
  9. Meeting adjourned at 11:22 a.m.



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## Memorandum

**Date:** November 16, 2018  
**To:** ICTC Commission Meeting  
**From:** Mark Baza, Executive Director  
**Re:** Executive Director's Report

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The following is a summary of the Executive Director's Report for the Commission Meeting on November 28, 2018

- 1) **STUFF A BUS IVT Bus canned goods food collection campaign:** ICTC coordinates an annual canned food collection campaign utilizing IVT services. Passengers can supply a dry or canned food item in exchange for a free bus ride from November 5<sup>th</sup> to November 16<sup>th</sup>, 2018. *IVT and ICTC will deliver all items to the Food Bank and report the total number of food items delivered to the Commission on November 28, 2018.*
- 2) **IVT, IVT Ride and IVT Access Veteran's Appreciation Week:** IVT, IVT Ride and IVT Access provided free trips to veterans as a thank you for their service from November 5<sup>th</sup> to November 12<sup>th</sup>, 2018.
- 3) **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. The request was approved. Staff met with Caltrans and CBP on December 20, 2017 at the ICTC to finalize agreements and discuss next steps. A meeting was held on February 13, 2018 with CBP, Caltrans, County of Imperial and ICTC at the ICTC offices. The project team proposes to design and construct two lanes for primary inspection, a newly constructed canopy placed over State Route 86, and two lanes of secondary inspection to use during peak periods. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. *Currently design is underway by the consultant. A draft of 35% plans were completed and submitted for review on October 12, 2018. Stakeholders are scheduled to meet on November 13, 2018 at the ICTC Offices to review comments received from stakeholders.*
- 4) **2018 Short Range Transit Plan (SRTP):** 2018 Short Range Transit Plan (SRTP): ICTC staff developed a Request for Proposals (RFP) that was released on September 1, 2017 to complete an update to the 2011 Short Range Transit Plan (SRTP). This is a planning document that identifies transit services and capital improvements over the next three to five year period, with expected available resources. The bilingual public participation and outreach component has concluded. The consultant team is currently reviewing and analyzing data; and preparing a list of proposed service improvements to evaluate and prioritize recommendations for service changes and additions. *A public comment period on the draft document is being scheduled. A public workshop is tentatively scheduled for 11/28/18 from 10:00-2:00 p.m. at ICTC's office. It is anticipated that the consultant will present the final draft to the Commission at the December meeting.*

- 5) **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.
- 6) **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 Cities and the County of Imperial for FY 2018/2019. *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/>*

The following is a list of projects funded by SB1 for FY 2018-2019.

Agency	Project
Brawley	Rehabilitation of Legion Street from Highway 86 to Evelyn Street
Brawley	Street Rehabilitation – Phase 11
Calexico	Cesar Chavez Boulevard Improvement
Calexico	De Las Flores Street Improvement
Calexico	Second Street Bridge
Calipatria	Freeman Street Rehabilitation between Brown and Commercial Avenues
El Centro	2018 Streets Overlay and Rehabilitation Project
Holtville	Citywide Pavement Rehabilitation Project
Imperial	Storm Drain Installation – Northwest Quadrant of City – Continuing
Imperial County	Includes a total of 70 road improvement projects. List can be found on the <a href="#">ICTC website here</a> .
Westmorland	North H Street Improvements
Westmorland	Street Rehabilitation Program – Phase 2
Caltrans/ICTC	Calexico East Port of Entry Truck Crossing Improvements
Caltrans	State Route 111 from State Route 98 to Ross Avenue near Calexico
Caltrans	State Route 98 from Rockwood Avenue to east of Cole Road near Calexico
Caltrans	Bridges on Interstate 8 and State Route 86, 98, 11 and 186
Caltrans	State Route 86 from I Street to Brandt Road near Brawley
Caltrans	State Route 86 south of B Street to Martin Road near Westmorland

Below are the projected annual revenues beyond FY 2018/2019. *According to CTC staff, all Imperial County cities and the county have completed their project submittals for FY 2018/2019 and are eligible for funding distribution.*

Agency	RMRA Amount FY 2018-2019
Brawley	\$447,168
Calexico	\$679,536
Calipatria	\$127,950
El Centro	\$757,701
Holtville	\$103,871
Imperial	\$309,836
Westmorland	\$38,227
County of Imperial	\$7,748,702
<b>TOTAL</b>	<b>\$10,212,991*</b>

*\*City estimate source is from California League of Cities - <http://www.californiacityfinance.com/LSR1801.pdf>*

- 7) **Rio Vista and Pioneers Memorial Hospital Bus Stops:** ICTC has engaged in several discussions with the City of Brawley Staff regarding the potential relocation of the existing bus stops along Rio Vista Avenue/SR78 and at Pioneers Memorial Hospital. Caltrans is currently completing improvements to SR 78 and will be providing on street concrete bus pads with an approximate value of \$80,000.
- 8) **Imperial Valley Council of Governments (IVCOG):** As a follow-up to our recent Commission meeting on October 24, 2018, staff was directed to schedule a meeting with Assemblymember Eduardo Garcia to discuss legislation that would amend ICTC's authority to include non-transportation programs.
- 9) **2018 ICTC Bus Stop Bench and Shelter Inventory:** 2018 ICTC Bus Stop Bench and Shelter Inventory: The Project Consultant team Kimley Horn and Associates, and Agency Stakeholders from ICTC, Brawley, Calexico, El Centro and Imperial met on January 31, 2018 to review and discuss the current status of the ICTC Bus Stop Inventory, Signage Replacement and Technology Assessment Project. The items reviewed included the consultant prepared Bus Stop Inventory, Asset Condition Report, ADA Assessment Report, Bus Stop Usage Priority List and Bus Stop Signage installation parameters and requirements. ICTC and member agency staff have worked together to complete the priority list for implementation and pursuit of funding. *Bus stop signage specifications with specific route information have been finalized. The consultant and staff are working towards finalizing the Technology Memorandum which will provide ICTC with possible technology solutions for the fixed route bus system. Staff anticipates providing a presentation of project materials at the December 2018 commission meeting.*
- 10) **Preparation of FTIP 2019:** The 2019 Federal Transportation Improvement Program (FTIP) Guidelines have been prepared to facilitate the work of the County Transportation Commissions (CTCs) (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties), transit operators, and the State of California Department of Transportation Caltrans) in development of county Transportation Improvement Programs (TIPs) for inclusion in the Southern California Association of Governments (SCAG) 2019 FTIP. These Guidelines assist in the development of the county TIPs that fulfill the legal, administrative and technical requirements prescribed by the law and which minimizes duplicate efforts by the CTCs, Caltrans, SCAG and/or other agencies. *The ICTC Board approved the resolution in February and was submitted to SCAG to proceed with project analysis. 2019 FTIP conformity determination by federal agencies is scheduled for December 2018.*
- 11) **SCAG's Sustainability Grant Program – Imperial County Regional Climate Action Plan:** ICTC was awarded a SCAG Sustainable Planning Grant to develop a Regional Climate Action Plan. ICTC staff will work in collaboration with SCAG staff to develop and release a request for proposal to select a consultant that will develop the Regional Climate Action Plan. ICTC will serve as the day to day project manager and SCAG staff will serve as the administrative project manager. The goal of the project is to develop a regional framework for addressing Green House Gas (GHG) emissions for a Regional Climate Action Plan that allows each local agency to customize and fit into the context of the community each jurisdiction serves, that can be used at the local level in the development of jurisdiction – specific Climate Action Plans (CAPs). *ICTC and SCAG are in the process of completing the consultant selection process and anticipate an award in December 2018.*
- 12) **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. *A kickoff meeting was held with the Psomas, ICTC, and the City of Calexico staff on November 5, 2018.*



- 13) **Calexico West Port of Entry Traffic Circulation Plan:** Caltrans authorized a special planning grant to perform a traffic management study to assist the City of Calexico and the Imperial Valley region to analyze and propose traffic management strategies and alternatives to serve traffic flow for the Calexico West Port of Entry expansion. SCAG, Caltrans and ICTC have led the Traffic Circulation Plan in partnership with the City of Calexico, Customs and Border Protection and General Services Administration. The Request for Proposals (RFP) was completed and the consultant selected was KOA. A series of public stakeholder meetings were held to develop the Plan. In attendance at the technical stakeholder meetings has been staff from KOA, ICTC, Caltrans, City of Calexico, GSA, CBP, and Mexican Aduanas. A public workshop has held prior to the July 10<sup>th</sup> southbound traffic shift opening to inform the public of the changes. A second public workshop was held on August 23<sup>rd</sup> to inform the public of the northbound traffic shift opening. The expansion of the POE was completed on September 11, 2018 and the new northbound and southbound access points to the POE are at Second Street and Cesar Chavez Boulevard. On September 11<sup>th</sup> the northbound traffic shift took place. *The KOA consultant team plans to conduct traffic counts and observation during the week of November 5<sup>th</sup> to analyze the traffic after the north and southbound traffic shifts have been in operation.*
- 14) **State Route 98 and Cesar Chavez Blvd.:** As part of the POE Expansion project, SR-98 and Cesar Chavez Boulevard are being 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. Caltrans is working on a second segment on SR-98 between Rockwood Avenue and Ollie Avenue is in the design and right-of-way phase. ICTC and Caltrans submitted a grant application through SB 1 Trade Corridor Enhancement Program. The CTC approved \$3.4 million from the SB 1 Trade Corridor Enhancement Program to complete construction. Cesar Chavez Blvd is under construction by the City of Calexico and is scheduled for completion in March 2018.*
- 15) **Calexico East Port of Entry Bridge Expansion over the All American Canal Project:** ICTC submitted the Calexico East Commercial Vehicle Port of Entry Expansion Project under the California Sustainable Freight Action Plan: Pilot Project Ideas. The proposed elements of the Calexico East Expansion include: bridge expansion, commercial vehicle primary inspection booths and road construction is estimated at \$65 million. ICTC is pursuing discretionary freight program funding for the bridge expansion for an estimated total cost of \$28 million. Pending the possible funds for the bridge expansion, ICTC will pursue a donation authority request to U.S. Customs and Border Protection. In October 2017, ICTC staff coordinated with Caltrans to submit an application for grant funding under the State's Freight funding available under SB-1 and the State's share of the 2015 federal transportation bill (FAST Act), response for this grant program in May 2018. The CTC approved our request for \$3 million to complete the project approval and environmental process for the bridge expansion. *On October 23, 2018, Caltrans and ICTC hosted a kick-off meeting with IID, GSA and Bureau of Reclamation at the ICTC Offices. An environmental staff meeting between project stakeholders will be held at the ICTC offices on Monday, November 26, 2018.*
- 16) **Forage Export Analysis:** In collaboration with the Southern California Association of Governments (SCAG) and the Imperial Valley Economic Development Corporation, ICTC will be hosting a meeting to discuss trade and export in Imperial County focusing on forage products. The meeting will include a presentation from SCAG on Forage Product: Export Trade Market Analysis. ICTC also plans to include border tour of the Calexico East Port of Entry Commercial operations and another of an agriculture export facility in Imperial County. This meeting is scheduled for Wednesday, December 19, 2018.
- 17) **Imperial Mexicali Binational Alliance Meeting:** *A Strategic Planning Meeting by the IMBA Memorandum of Understanding Signees was held on Thursday, October 11, 2018 and members discussed the 2018 accomplishments and established 2019 goals and objectives. A regular IMBA meeting followed the Strategic Planning meeting where updates of the Calexico West and East Ports of Entry were discussed. In addition, the economic development agencies of the Mexicali Industrial Commission and the Imperial Valley Economic Development Corporation provide updates on new investments coming to the Imperial-Mexicali region. The next IMBA meeting is planned for Thursday, December 13, 2018 in the City of Mexicali.*
- 18) **Heber Bus Stop & Pedestrian Access Improvements on State Route 86:** The community of Heber has had a need to improve pedestrian and bus stop access along State Route 86. The ICTC Commission granted the use of Regional Set-Aside Local Transportation Authority (LTA) funds for the project. Caltrans has served as the project lead; the first phase was recently completed in November 2017. Phase 1 included bench, bus shelter and

ADA access improvements. Phase 2 was recently completed in mid-June 2018 and consisted of curb and sidewalks improvements from Parkyns Ave to Heber Ave. Phase 3 will also have curb and sidewalk improvements and is located between Heffernan to Parkyns Ave. ICTC participated in a Heber Community Outreach event together with County Public Works and led by Supervisor Plancarte. The County of Imperial discussed sidewalk pavement projects, and ICTC gave transit updates and a status of the SR-86 improvements. The Phase 3 construction improvements have been completed and project is nearing completion and closeout. A ribbon cutting will be scheduled soon.

- 19) **State Legislation for Transportation Funding – SB 1 2018 Local Partnership Program (LPP):** The 2018 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. During the meeting the CTC Commission took action and approved the distribution of funds for the formulaic portion, the funding share for Imperial County in FY2017/2018 is \$538,000. For FY2017/2018, no projects were submitted for the formulaic program and funds will be rolled over to FY2018/2019. Currently, ICTC staff is working with the local agencies to identify projects that will utilize FY2017/2018 and FY2018/2019 funding in the amount of \$1.632 million. Local agencies will need to submit eligible projects by November 13, 2018 to ICTC staff. All eligible projects will be forwarded to CTC for a January 2019 allocation vote.

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](http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf)

- 20) **State and Federal funding Obligations:** Beginning October 1, 2018, agencies are allowed to move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP) and Active Transportation Program (ATP) programmed in FY 2018/2019.

FY2018/2019 Project List							
Agency	Project Name	Funding Type	Phase	Federal Amount in FY2018/19	Local Match	Total Phase Cost	Status
Brawley	Paving of dirt road Wildcat Dr. from S. Western Ave. to S. First St.	CMAQ	CON	\$708,000	\$92,000	\$800,000	Pending
Calipatria	Roadway and pedestrian improvements on N. Brown from E. Alamo St. to Delta St.	CMAQ & RSTP	CON	\$958,000	\$125,000	\$1,083,000	Pending
El Centro	Imperial Ave. Extension South	RSTP	CON	\$653,000	\$3,197,000	\$3,850,000	Pending
Imperial County	Heber Ave. from Hwy 86 to Correll Rd. and S. of Hwy 86 to Fawcett Rd.	EARMARK	CON	\$1,017,000	\$0	\$1,017,000	Pending
Imperial County	Conservation easement, access improvements, parking facilities at Desert	EARMARK	CON	\$720,000	\$0	\$720,000	Pending

	Museum						
Imperial County	Rio Vista St. in Community of Seeley	CMAQ	CON	\$145,000	\$19,000	\$162,000	Pending
Imperial County	Sidewalk improvements on Rio Vista St. in Seeley	CMAQ	CON	\$1,189,000	\$178,000	\$1,365,000	Pending
ICTC & Caltrans	Calexico Est POE Truck Crossing Improvement	SB1 TCE	ENG	\$3,000,000	\$0	\$3,000,000	Pending
SDSU	SDSU Parking lot & ADA access improvements	EARMARK	ENG	\$42,000	\$0	\$42,000	Pending
ICOE	Project Ride, Walk, Learn	ATP	CON	\$224,000	\$0	\$224,000	Pending
Westmorland	Paving of dirt roads H St. & 8 <sup>th</sup> St. segments	CMAQ	CON	\$350,000	\$45,000	\$395,000	Pending

**Regional Total FY2018/2019 \$12,658,000**

21) **Imperial Transit Park Project:** ICTC obtained funding to complete a bus stop facility in the city of Imperial. The project improvements will include the installation of concrete bus pads, sidewalks, curb returns, pavement, landscaping, a parking lot, bus shelters and various other amenities. The project was awarded to Pyramid Construction for approximately \$1.8 million and construction activities are expected to begin in late August 2018. The city of Imperial had the project groundbreaking ceremony on August 9, 2018. The project has an anticipated construction period of 120 calendar day and is currently underway.

22) **Partnerships with IVEDC:**

a) Southern Border Broadband Consortium (SBBC): ICTC in partnership with IVEDC received a California Advanced Services Regional Consortia Grant award of \$450,000 from their Rural and Regional Consortia program. The grant will cover a 3-year period. ICTC will be the fiscal agent and is working on developing an MOU which will define roles and responsibilities (Audits, Administration and Project Management) for ICTC and IVEDC. Since award, IVEDC staff has been meeting monthly with Consortia members and other webinars toward development of strategies for providing Broadband services for underserved communities. On April 27, 2018, the SBBC held its quarterly meeting highlighting activities by key stakeholders in San Diego and Imperial Valley. *SBBC has been setting up meetings with many agencies and ISPs throughout this quarter. Timothy Kelley and Glenna Barrett have presented at several board meetings in San Diego and Imperial Counties in the past few months. The quarterly meeting was held in El Cajon in April. SBBC have assisted in quite a few grant applications and helped with the ICCEDS. Staff provided an oral update at the Commission meeting on August 22, 2018.*

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 will be 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 will be the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) or ICTC and IVEDC. *SCS Engineers has initiated early Tasks that include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA. The Steering Committee consisting of agency partners and stakeholders met on August 22, 2018. The draft QAPP is nearing completion. The first community outreach meeting was held on October 11, 2018. The consultant and IVEDC presented an overview of the project and the opportunities available for property owners to consider participating and requesting Phase 1 or 2 Brownfield Assessments.*

- 23) **California HERO Program:** The California Hero Program was launched in April 2014 in Imperial County with ICTC as the administering agency. A copy of the program activity report up to October 2018 is attached for your review.
- 24) **Community of Niland Bus Stop Bench and Shelter Request:** The ICTC submitted a formal request to the California Department of Transportation (Caltrans) District 11 requesting their assistance in identifying a location for a bus stop bench and shelter in the Community of Niland along State Route 111 (SR-111). *The shelter has been installed in an existing parking lot on the east side of SR-111.*
- 25) **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. *\$275 million for Phase 2 has been identified in the President’s budget for FY 2018/2019 and is pending Congressional approval.*
- 26) **I-8 / Imperial Avenue Interchange Reconstruction:** ICTC staff submitted the 2018 State Transportation Improvement Plan to the CTC on December 15, 2017. Caltrans is working to complete the right-of-way acquisition, utility relocation and final design. As presented to the CTC, the current schedule to begin construction is in FY 2019/2020. Mr. Baza presented the STIP recommendations to the CTC at the STIP Hearing on January 25, 2018. The 2018 STIP was adopted by CTC at the March 2018 meeting. *ICTC staff will work with Caltrans and City of El Centro staff to coordinate a meeting to discuss the project schedule of the interchange and the Imperial Avenue Extension South projects.*
- 27) **Active Transportation Program (ATP) Augmentation Planning Grant Opportunity:** As a part of Senate Bill (SB) 1, the 2017 Active Transportation Program (ATP) Augmentation is funded from the approximately \$200 million allocated from the Road Maintenance and Rehabilitation Account to the ATP in fiscal years 2017-18 and 2018-19. The Road Maintenance and Rehabilitation Account funds are state funds. The CTC has announced ATP Cycle 4 Call for Projects at the state level. The Cycle 4 Call for Projects is expected to include about \$440M in ATP funding made up of Federal funding and State SB1 and State Highway Account (SHA) funding. The funding/programming years are expected to include 19/20, 20/21, 21/22 and 22/23 funding years. Applications were due on July 31, 2018. For more information refer to the Caltrans ATP page: <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>

2018 Cycle 4 ATP applications for Imperial County include the following applications:

Agency	Project	ATP Amount	Non-ATP Amount
City of Calexico	Calexico New River Parkway Project	\$2,489,000	\$100,000
Imperial County	Orchard Road Bike Lane from I-8 to Holtville City Limits	\$1,719,000	\$225,000
Imperial County	Sidewalk Improvements on West Side Heber Ave. from 10th St. to Fawcett Rd.	\$923,000	\$122,000
Imperial County	Sidewalk Improvements on Heffernan	\$642,000	\$85,000

	Ave. from 14th St. to 10th St.		
Imperial County	Sidewalk Improvements on Heffernan Ave. from 11th St. to 6th St.	\$1,311,000	\$172,000
City of Calipatria	City of Calipatria Non-motorized Community Safety Project	\$4,517,000	\$46,000

- 28) **Westshores Transit Opportunities:** Westshores Transit Opportunities: As part of the Short Range Transit Plan, ICTC has explored connection opportunities with Sunline Transit who serves the Coachella Valley region. ICTC and Sunline Transit have discussed pursuing grant opportunities for interregional transit services to/from Westshores and Coachella. ICTC and Sunline Transit continue to have regular dialogue about the potential opportunities most recently engaging in discussions in September 2018.
- 29) **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. The study is scheduled to be completed in 2019.
- 30) **Meetings attended on behalf of ICTC:**
- October 10, 2018 – ICTC Management Committee meeting in the City of Brawley
  - October 11, 2018 – Imperial Mexicali Binational Alliance Meeting at the ICTC Offices
  - October 19, 2018 – Mobility 21 Summit in Los Angeles (attended by Mark Baza and Supervisor Plancarte). Mr. Plancarte participated in the Chairman’s Roundtable with other transportation commission Chairman’s of Southern California.
  - October 24, 2018 – ICTC Commission Meeting in El Centro
  - October 25, 2018 – League of California Cities, Imperial League Dinner in Westmorland, CA
  - October 29-30, 2018 – Self Help Counties Coalition Focus on the Future Conference in Indian Wells, CA
  - November 1, 2018 – SCAG Regional Council Meeting in Los Angeles, CA
  - November 12-14, 2018 – CalACT Conference in Napa, CA (attended by ICTC staff)
  - November 14, 2018 – ICTC Management Committee Meeting in Calexico, CA



**IMPERIAL COUNTY  
TRANSPORTATION COMMISSION**

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

November 30, 2018

Technical Advisory 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 2018 Call for Projects – FY 2019/2020 to FY 2021/2022

Dear Chair and 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 \$12.8 million may be available over a three year-period beginning in federal fiscal year FFY 2019/2020 and ending in FY2021/2022. SCAG staff has recommended that the subregions proceed with a call for projects according the estimated funding projections of 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.

<b>CMAQ Funding Estimates</b>			
<b>FY2019/20</b>	<b>FY2020/21</b>	<b>FY2021/22</b>	<b>TOTAL</b>
\$1,756,009	\$1,755,380	\$1,754,739	\$5,266,128

The STBG Program is a federal funding 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.

<b>STBG Funding Estimates</b>			
<b>FY2019/20</b>	<b>FY2020/21</b>	<b>FY2021/22</b>	<b>TOTAL</b>
\$2,543,965	\$2,541,496	\$2,538,979	\$7,624,440

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

The proposed STBG and CMAQ 2018 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.

**Call for Projects Schedule:**

December 6, 2018	Technical Advisory Committee approves CMAQ & STBG Guidelines
December 12, 2018	Management Committee approves CMAQ & STBG Guidelines
December 12, 2018	ICTC approves CMAQ & STBG Guidelines
December 17, 2018	Call for Projects begins
February 8, 2019	Call for Projects ends
February 11, 2019	Project selection process begins
February 28, 2019	Project selection process ends (ICTC staff recommendation list generated)
February 28, 2019	TAC approves project selection recommendations
March 13, 2019	Management Committee approves project selection recommendations
March 27, 2019	Commission approves project selection recommendations

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 2012 and 2015. 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.

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

1. Approve and adopt the Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) 2018 Call for Projects Guidelines;
2. Direct staff to open a competitive call for projects for member agencies for estimated STBG and CMAQ funds, effective December 17, 2018 through February 28, 2019;
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

Attachment

# **Imperial County Transportation Commission**

## **Congestion Mitigation & Air Quality (CMAQ) Program**

### **2018 Call for Projects**

### **Guidelines and Application**

**Fall 2018**

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



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## INTRODUCTION

The Congestion Mitigation and Air Quality Improvement (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.*). 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).

The information in this document is consistent with the CMAQ *Interim Program Guidance Under Map-21, November 12, 2013*, which remains in effect today. The CMAQ Guidance is available online at:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm).

### **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 RSTP program where road improvements are restricted to federal-aid highways only). CMAQ funds cannot be used to remove and/or replace existing pavement on or off the federal-aid system.

### **Overview**

ICTC, acting in its role as the Regional Transportation Planning Agency (RTPA), has begun the process to program future federal CMAQ revenues anticipated during FYs 2019/20, 2020/21 and 2021/22. CMAQ funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, and construction/purchase/installation costs association with an eligible activity. Upon approval by ICTC, approved projects will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to “obligate” the CMAQ funds.

### **Call for Projects Schedule**

The schedule for the Call for Projects is as follows:

December 6, 2018	Technical Advisory Committee approves CMAQ Guidelines
December 12, 2018	Management Committee approves CMAQ Guidelines
December 12, 2018	ICTC approves CMAQ Guidelines
December 17, 2018	Call for Projects begins
February 8, 2019	Call for Projects ends
February 11, 2019	Project selection process begins
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## ELIGIBLE PROJECTS

This section provides examples of general project types eligible for CMAQ funding. Please refer to the CMAQ Guidance for a more complete list and discussion of eligible projects (link provided on page 2).

### **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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> 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 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 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 other 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**

<b>Example</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Total</b>
<b>A</b>	\$300	\$300	\$200	\$50	\$50	\$900
<b>B</b>	300	300	100	100	100	900
<b>C</b>	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 CMAQ dollars should be directly related to implementing air quality improvements and be approved in advance by the FHWA Division office.

## **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.

## CMAQ FUNDS AVAILABLE FOR PROGRAMMING

The table below summarizes the CMAQ funds anticipated to be available for programming for the three-year period FY 2019/20 - 2021/22. Actual fund amounts may vary depending on federal legislative outcomes.

<b>FY2019/20</b>	<b>FY2020/21</b>	<b>FY2021/22</b>	<b>TOTAL</b>
\$1,756,009	\$1,755,380	\$1,754,739	\$5,266,128

## CMAQ 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 PM<sub>10</sub> and PM<sub>2.5</sub>). 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 Funding Project Category Targets

Project Category	Percentage	Funding Targets
Transit Improvements/Miscellaneous	15%	\$789,900
Traffic Flow Improvements	30%	\$1,579,800
Pedestrians / Bicycle	15%	\$789,900
PM-10 Reduction	40%	\$2,106,400
<b>Total</b>	<b>100%</b>	<b>\$5,266,000</b>

The dollar amounts listed in the table above are based on the estimated CMAQ revenue provided on page 20 (rounded), and subject to change. The scoring criteria for ranking projects is provided below and described on the following page.

### Scoring Criteria

up to <b>20</b> -points	<p><b><i>Congestion Relief</i></b> Has impact on congestion and increases service capacity and/or reliability.</p>
up to <b>20</b> -points	<p><b><i>Air Pollutant Emissions Reduction</i></b> Incorporates transportation control measure, reduces emissions of volatile organic compounds, nitrogen oxides, and/or particulate matter.</p>
up to <b>20</b> -points	<p><b><i>Cost-Effectiveness</i></b> Air pollutant emissions reduction divided by annualized project cost.</p>
up to <b>20</b> -points	<p><b><i>Project Readiness / Ability to Deliver</i></b> Project schedules should be fully identified in the project submittal with target dates including, proposed capital purchase(s), identification of in-kind match source and readiness for capital purchases.</p>
up to <b>20</b> -points	<p><b><i>Factors of Overriding Concern</i></b> Consider factors of overriding concern, including, but not limited to promotes energy conservation, improves quality of life, leverage other funds, etc.</p>
<b>100</b>	<p><b><i>TOTAL POINTS AVAILABLE</i></b></p>

# CMAQ SCORING CRITERIA DESCRIPTION

## CONGESTION RELIEF up to 20-points range

### **TRANSIT**

*HIGH Impact:* Significantly reduces transit vehicle crowding, increases service capacity significantly, Transportation Control Measure, increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers, reduces travel time.

*MEDIUM Impact:* Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, intermodal facility accommodating major transfers.

*LOW Impact:* Increases passenger comfort or convenience, bike racks.

### **ROADS**

*HIGH impact:* Transportation Control Measure, signal coordination of multiple (>3) signals, gap closure projects, Traffic Operations System, left turn pockets, other intersection improvements, and traffic flow improvements.

*MEDIUM impact.* signal coordination, park and ride lots.

*LOW impact.* New signals where none currently exists and is warranted by volume or delay, ramp metering with HOV bypasses (when shown not to adversely affect surface streets).

### **BICYCLE/PEDESTRIAN**

*HIGH impact:* Transportation Control Measure, facility that will primarily serve commuters and/or school sites, sidewalks where none exist.

*MEDIUM impact:* Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

*LOW impact:* Mixed-use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations and signage.

## **AIR POLLUTANT EMISSIONS REDUCTION** up to **20**-points range

Projects will be evaluated on a relative basis (i.e., how they compare to each other) based on the amount of air pollution reduced.

## **COST-EFFECTIVENESS** up to **20**-points range

Projects will be evaluated on a relative basis (i.e., how they compare to each other). Utilize the CARB Tool —Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (available at: <https://www.arb.ca.gov/planning/tsaq/eval/eval.htm>) to calculate the cost-effectiveness of the project.

## **PROJECT READINESS / ABILITY TO DELIVER** up to **20**-points range

Project schedules should be fully identified in the project submittal with target dates including, proposed capital purchase(s), identification of in-kind match source and readiness for capital purchases. Project sponsors should also describe proposed activities that will ensure and/or accelerate project delivery as proposed in the application.

## **FACTORS OF OVERRIDING CONCERN** up to **20**-points range

The Evaluation Committee may use this category to consider factors of overriding concern. Examples may include, but are not limited to: promotes energy conservation, improves quality of life, identification of match source, acceptable project delivery schedule, timely use of funding, regional benefit, etc.

# CMAQ PROJECT SUBMITTAL FORM

Agency \_\_\_\_\_

**Project Category:**

**Priority #:** \_\_\_\_ of \_\_\_\_

**Detailed Project Description (Purpose of Project/Scope of Work):**

**Warrant Study (Submit calculations as attachment):**

**Route # or Name:**

**Postmile/Project Limits/Length:**

**Air Pollution Reduction:**

**Cost-Effectiveness (Submit calculations as attachment):**

**Average Daily Traffic Volume (ADT):**

**Accident Rate:**

**Photo of Facility/Project (Please Attach)**

**Air Quality Screening Criteria Code(s):**

**Environmental Document Type:**

**Environmental Document Completion Date:**

**ROW Acquisition Date:**

**Project Start (or Vehicle Purchase) Date:**

**Project Completion Date:**

**PROJECT DELIVERY SCHEDULE**

(\$1,000)

<i>Work Phase</i>	<i>Fund Type</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>Fund Total</i>
<b>PE</b>	<b>CMAQ--88.53%</b>				
<b>PE</b>	Local Match				
<b>ROW</b>	<b>CMAQ--88.53%</b>				
<b>ROW</b>	Local Match				
<b>CONST</b>	<b>CMAQ--88.53%</b>				
<b>CONST</b>	Local Match				
<b>TOTALS</b>					



## CMAQ PROJECT SUBMITTAL FORM INSTRUCTIONS

**Step #1 (Agency):** Indicate the name of your Jurisdiction or Agency.

**Step #2 (Project Category):** The proposing agency should choose one (1) of the following categories that best fits the projects: **Transit Improvements, Alternative Fuel / Diesel Retrofits (Non-Transit), Traffic Flow Improvements, Pedestrians / Bicycle, PM-10 Reduction, Miscellaneous**

**Step #3 (Priority #):** The proposing agency should rank the projects that are submitted in accordance with their own priorities.

**Step #4 (Detailed Project Description):** Describe the type of vehicle that you propose to scrap and the vehicle you propose to buy **with sufficient detail so that the Scoring Committee can understand the purpose and extent of your project**, to include but not limited, year, make, model, year of engine (if different from year of vehicle), and fuel type.

**Step #5 (Warrant Study):** If project is a traffic signal project, include —Warrant Study to include level of service and traffic volumes (on each leg).

**Step #6 (Route # or Name):** List the name of the road or highway if applicable.

**Step #7 (Project Location/ Length):** Indicate the length of the facility (road, highway, bikeway, etc.) measured in miles including tenths of a mile. If postmiles are available, indicate postmile limits if applicable. Indicate the nearest cross street at each end of the travelway. (Example: Belmont Avenue between Clovis and Temperance Avenues)

**Step #8 (Air Pollution Reduction) & Step #9 (Cost-effectiveness):** Utilize the CARB Tool —Methods to Find the Cost-Effectiveness of Funding Air Quality Projects (available at: <https://www.arb.ca.gov/planning/tsaq/eval/eval.htm>) to estimate the amount of emissions to be reduced by the project after implementation (in kilograms per day of VOC, NOx, and PM10 pollutants). The CARB model calculates the cost effectiveness of the project measured in total cost per pound of pollutants reduced.

**Step #10 (ADT):** Average Daily Traffic Volume on a road facility, or equivalent volume levels for transit/bicycle/pedestrian facilities if applicable.

**Step #11 (Accident Rate):** Accidents divided by millions of vehicle miles. For traffic signal or bridge, use accidents divided by millions of vehicles. Would need number of accidents over past three years.

**Step #12 (Photo of Facility/Project):** Photos should be included.

**Step #13 (Air Quality Screening):** Please select the applicable —air quality screening code(s) found on pages 28-29.

**Step #14 (Env. Doc. Type):** Enter the environmental document type such as CE, EIR/EIS, etc.

**Step #15 (Env. Doc. Completion Date):** Enter the anticipated milestone date for completing the project environmental phase.

**Step #16 (ROW Acquisition Date):** Please identify the anticipated right-of-way acquisition date if applicable.

**Step #17 (Project Start/Award Date):** Enter the anticipated project start or vehicle purchase date. Provide dates for all CMAQ-funded phases.

**Step #18 (Project Completion Date):** Enter the estimated project completion date. Provide dates for all CMAQ-funded phases.

**Step #19 (Project Delivery Schedule):** Please program the specific work phase and dollar amount into the appropriate Fiscal Year.

**Please note that the MINIMUM local match is 11.47%.** Agencies may provide a higher percentage match, if possible. Funding amounts should be rounded to the nearest thousand.

**CODES (for Fund Type and Work Phase):**

**FUND TYPE:**

CMAQ: Congestion Mitigation & Air Quality

Local: Local Agency Funds

**PHASE Definition:**

PE: Environmental Document Phase (PA&ED) & Design (PS&E)

ROW: Right-of-Way Acquisition

CONST: Construction

# SAMPLE TRANSIT PURCHASE SUBMITTAL FORM

City of xxxxx  
 \_\_\_\_\_  
 Agency

**Priority #:** \_1\_ of \_1\_

**Project Category:** Transit Improvements

**Project Description:** Transit Van Purchase

Purchase of 2 Compressed Natural Gas Modified Vans to expand existing IVT Transit System to provide greater levels of service and meet the present and future transportation needs of the County. Major air quality benefits include reduction of ozone, carbon monoxide, and particulate by using —clean air vans.

**Warrant Study:** N/A

**Route # or Name:** N/A (FCRTA Sub-Systems)

**Postmile Limits/Length:** N/A

**Air Pollution Reduction:** Kilograms Per Day Reduced  
 ROG = 0.37; NOX = 0.50

**Cost Effectiveness:** \$25.00/lb. reduced

(See attached calculations)

**Average Daily Traffic Volume (ADT):** N/A

**Accident Rate:** N/A

**Photo of Facility/Project:** Photos attached.

**Air Quality Screening Criteria Code:** 4.02

**Proposed Environmental Document Type:** CE

**Proposed Environmental Document Date:** 7-1-20

**ROW Acquisition Date:** N/A

**Project Start (or Vehicle Purchase) Date:** 12-1-20

**Project Completion Date:** 12-31-21

**PROJECT DELIVERY SCHEDULE**  
 (\$1,000)

<b>Work Phase</b>	<b>Fund Type</b>	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>FY 21/2</b>	<b>Fund Total</b>
PE	CMAQ--88.53%				
PE	Local Match				
ROW	CMAQ--88.53%				
ROW	Local Match				
CONST	CMAQ--88.53%		531.2		531.2
CONST	Local Match		68.8		68.8
<b>TOTALS</b>			<b>600.0</b>		<b>600.0</b>

# SAMPLE SIGNAL PROJECT SUBMITTAL FORM

City of xxxxx  
 \_\_\_\_\_  
 Agency

**Priority #:**   3   of   4  

**Project Category:** Traffic Flow Improvements

**Project Description:** Replace existing four-way stop control at the intersection of Ashlan and Van Ness Avenues with a traffic signal to reduce delay, congestion, and air pollution.

**Warrant Study:** See attached study.

**Route # or Name:** Intersection of Ashlan and Van Ness Avenues.

**Postmile Limits/Length:** N/A

**Air Pollution Reduction:** Kilograms Per Day Reduced

ROG = 0.37

NOX = 0.50

**Cost Effectiveness:** \$50.00 per pound reduced

**Average Daily Traffic Volume (ADT):** Ashlan ADT is 18,688 (1999) and Van Ness ADT is 2,510 (1999)

**Accident Rate:** There have been 23 accidents over the last five years at this intersection for an accident rate of 0.85 accidents per million vehicle miles.

**Photo of Facility/Project**

**(Optional-Please Attach):** Photographs of the intersection are attached.

**Air Quality Screening Criteria Code:** 3.06

**Proposed Environmental Document Type:** CE

**Proposed Environmental Document Date:** 7-1-20

**ROW Acquisition Date:** N/A

**Project Start Date:** PE 12-1-20; Const 4-1-21

**Project Completion Date:** PE 2-1-21; CON 6-30-21

**PROJECT DELIVERY SCHEDULE (\$1,000)**

<b>Work Phase</b>	<b>Fund Type</b>	<b>FY 19/20</b>	<b>FY 20/21</b>	<b>FY 21/22</b>	<b>Fund Total</b>
PE	CMAQ--88.53%		13.3		13.3
PE	Local Match		1.7		1.7
ROW	CMAQ--88.53%				
ROW	Local Match				
CONST	CMAQ--88.53%		146.0		146.0
CONST	Local Match		19.0		19.0
<b>TOTALS</b>			<b>180.00</b>		<b>180.00</b>

## **Air Quality Screening Codes**

### **1.00 SAFETY PROGRAMS**

- 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

### **2.00 MASS TRANSIT**

- 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 trackbed 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)

### **3.00 AIR QUALITY**

- 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
- 3.02 Bicycle and pedestrian facilities

### **4.00 LANDSCAPING/SIGNS**

- 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 (excepting 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.

**5.00 OTHER**

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

## RESOLUTION SUPPORTING DELIVERY SCHEDULE

The passage of AB 1012 requires that both state and federal funds be used in a timely manner. To avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012, project sponsors must be able to deliver their projects on time as proposed in the application or as programmed in the FTIP (if different than the date proposed in the application).

Since project delivery is important, the *CMAQ Scoring Committee* may consider a local agency’s past performance to deliver projects when scoring applications under the scoring criteria of “Factors of Overriding Concern”.

Local agencies that submit applications for CMAQ funds must be able to ensure that their project(s) can be delivered in a timely manner. Therefore, **each application MUST be submitted must include a formal Council/Board Resolution stating that each project will meet project delivery schedules and that staff be directed to ensure that projects are delivered in a timely manner.** A sample resolution is provided on the next page.

**SAMPLE COUNCIL/BOARD RESOLUTION**

**BEFORE THE  
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)  
RESOLUTION NO. 2019-\_\_**

In the Matter of:

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

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

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

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

WHEREAS, it is understood by the (City/County) that failure for not meeting project delivery 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) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

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

BE IT FURTHER RESOLVED, that the (City/County/District) (Council/Board) does direct its management and engineering staffs to ensure all federal and state-funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the (City/County/District) (Council/Board).

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board) on \_\_\_\_\_, 2019.

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) duly adopted at a regular meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Signed: \_\_\_\_\_

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



## CMAQ SCORING COMMITTEE

1. Air Pollution Control District
2. Imperial County Transportation Commission
3. Caltrans – District 11
4. Each city will have the choice to include 1 TAC member on the review panel.

\*\*\*The city representative will not score his or her respective cities project but will be available to answer any questions regarding the projects posed by the scoring committee.

## **CONTACT/SUBMITTAL INFORMATION**

For further information on eligible projects, submittal of applications or other questions related to the CMAQ program, please contact Virginia Mendoza

Please submit all applications by **5:00 p.m.** on **Friday, February 1, 2019** via mail to:

**Imperial County Transportation Commission**  
**1503 N. Imperial Avenue, Suite 104**  
**El Centro, CA 92243**  
**Attention: Virginia Mendoza**

# **Imperial County Transportation Commission**

## **SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM**

**2018 Call for Projects**

**Guidelines and Application**

**Fall 2018**

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

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## INTRODUCTION

The Surface Transportation Block Grant Program (STBG) is a federal funding 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 provides funding for transportation projects located on federal-aid roads (with a few exceptions as noted in these guidelines).

### **Project Eligibility**

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—

- a. For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- b. For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
- c. 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
- d. As approved by the Secretary.

### **Overview**

ICTC, acting in its role as the Regional Transportation Planning Agency (RTPA), has begun the process to program future federal STBG revenues anticipated during FYs 2019/20, 2020/21 and 2021/22. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, and construction/purchase/installation costs association with an eligible activity. Upon approval by ICTC, approved projects will be added to the Federal Transportation Improvement Program (FTIP) to allow project sponsors to "obligate" the STBG funds.

### **Call for Projects Schedule**

The schedule for the Call for Projects is as follows:

December 6, 2018	Technical Advisory Committee approves STBG Guidelines
December 12, 2018	Management Committee approves STBG Guidelines
December 12, 2018	ICTC approves STBG Guidelines
December 17, 2018	Call for Projects begins
February 8, 2019	Call for Projects ends
February 11, 2019	Project selection process begins
February 28, 2019	Project selection process ends (ICTC staff recommendation list generated)
February 28, 2019	TAC approves project selection recommendations
March 13, 2019	Management Committee approves project selection recommendations
March 27, 2019	ICTC approves project selection recommendations

## ELIGIBLE PROJECTS

This section describes the projects and activities eligible for STBG funds. The information was obtained from the STBG Implementation Guidance (March 7, 2016) available online at:

<http://www.fhwa.dot.gov/fastact/>

Eligible project and activities are:

- 1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
  - Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
  - Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
  - transit capital projects eligible under chapter 53 of title 49, United States Code;
  - Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
  - Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
  - 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; 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;
- xiv. 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
  - xv. 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).

**Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes.” However, 23 U.S.C. 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g., NHPP, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

## STBG FUNDS AVAILABLE FOR PROGRAMMING

The table below summarizes the STBG funds anticipated to be available for programming for the three-year period FY 2019/20 - 2021/22. Actual fund amounts may vary depending on federal legislative outcomes.

<b>FY2019/20</b>	<b>FY2020/21</b>	<b>FY2021/22</b>	<b>TOTAL</b>
\$2,543,965	\$2,541,496	\$2,538,979	\$7,624,440

# RSTP SCORING CRITERIA

## Baseline Screening Criteria – Local Approval

Projects must have local approval through endorsement of the City Council or Board of Supervisors via resolution indicating:

- a. The opportunity for public comment was provided at a public meeting;
- b. Identification of a specific local match amount with source and type of funds used to leverage the project;
- c. Compliance with the agency’s planning process (i.e., circulation element of the agency’s general plan);
- d. An adopted pavement management plan for rehabilitation projects.

## Baseline Scoring Criteria

<p><b>Community Benefit</b> 0 to 30 points</p>	Projects should result in demonstrated benefits for the community including increased safety, employment, air quality, connectivity between communities, aesthetics, etc.
<p><b>Project Readiness</b> 0 to 40 points</p>	Project schedules should be fully identified in the project submittal with target dates including: consultant selection, environmental review schedule and document type, design, right of way acquisition, construction and anticipated completion date.
<p><b>Regional Significance</b> 0 to 20 points</p>	Projects should be submitted based upon previously approved planning documents; traffic analysis, circulation analysis, project study report, inclusion in regional plans including the 20-year Local Transportation Plan, the FTIP, etc.
<p><b>Continuity</b> 0 to 10 points</p>	Projects previously funded or in various stages of development should receive continued support.
<p>100 points total</p>	

# RSTP PROJECT SUBMITTAL FORM

Applicant: \_\_\_\_\_

Project Description: \_\_\_\_\_

Project Amount: \_\_\_\_\_

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

## 1. Baseline Screening Criteria

**Local approval through a City Council or Board of Supervisors' Resolution indicating:**

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

Resolution approved on \_\_\_\_\_ (attach copy)

Additional Comments:

## 1. General Description (required for FTIP amendment process)

- a. Description of the transportation issue or problem
- b. Location including project limits
- c. Project scope
- d. Functional classification
- e. Is this project capacity enhancing?
- f. Condition of existing facility, if applicable
- g. Consequences, if any, of not completing the project

**2. Project results in community benefit (30 points max.)**

**Explain/illustrate how the project results in the demonstration of benefits for the community including but not limited to increasing; safety, employment, air quality, connectivity between communities, aesthetics, etc. provide supporting documentation as an attachment**

**3. Project Readiness (40 points max.)**

**Explain/illustrate the project schedule with target start and completion dates, and specific components including but not limited to consultant selection, environmental review, schedule and document type, design, right of way acquisition, construction and anticipated completion date. Provide supporting documentation as an attachment**

**4. Regional Significance (20 points max.)**

**Explain/Illustrate the regional significance through, but not limited to: previously approved planning documents; traffic analysis; project study report; included in regional plans such as the 20 Year Local Transportation Plan and the RTP, etc. (provide supporting documentation as an attachment).**

5. **Continuity** (10 points max.)

**Explain/illustrate how project was previously funded and/or is in various stages of development so that it should receive continued support (provide supporting documentation as an attachment).**

6. **Project Budget**

**Explain/illustrate the project budget separating it into fiscal years and a minimum of three segments for the design and engineering, right of way acquisition and construction.**

7. **List of Attachments**

(Check box if the California Road Systems (CRS) map that identifies the project location is attached).

8. **Prepared By** \_\_\_\_\_  
Authorized Signature

**Date:** \_\_\_\_\_

## RESOLUTION SUPPORTING DELIVERY SCHEDULE

The passage of AB 1012 requires that both state and federal funds be used in a timely manner. To avoid losing funds to the “use-it-or-lose-it” provisions of AB 1012, project sponsors must be able to deliver their projects on time as proposed in the application or as programmed in the FTIP (if different than the date proposed in the application).

Local agencies must be able to ensure that their project(s) can be delivered in a timely manner. Therefore, **each application MUST be submitted must include a formal Council/Board Resolution stating that each project will meet project delivery schedules and that staff be directed to ensure that projects are delivered in a timely manner.** A sample resolution is provided on the next page.



**SAMPLE COUNCIL/BOARD RESOLUTION**

**BEFORE THE  
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)  
RESOLUTION NO. 2019-\_\_**

In the Matter of:

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

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

WHEREAS, the (City/County) is able to apply for and receive Federal and State funding including Surface Transportation Block Grant (STBG) funds; and

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

WHEREAS, it is understood by the (City/County) that failure for not meeting project delivery 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) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded, and:

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

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

BE IT FURTHER RESOLVED, that the (City/County/District) (Council/Board) does direct its management and engineering staffs to ensure all federal and state-funded projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the (City/County/District) (Council/Board).

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board) on \_\_\_\_\_, 2019.

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) duly adopted at a regular meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Signed: \_\_\_\_\_

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

## RSTP SCORING COMMITTEE

1. Air Pollution Control District
2. Imperial County Transportation Commission
3. Caltrans – District 11
4. Each city will have the choice to include 1 TAC member on the review panel.

\*\*\*The city representative will not score his or her respective cities project but will be available to answer any questions regarding the projects posed by the scoring committee.

## **CONTACT/SUBMITTAL INFORMATION**

For further information on eligible projects, submittal of applications or other questions related to the STBG program, please contact Virginia Mendoza

Please submit all applications by **5:00 p.m.** on **Friday, February 1, 2019** via mail to:

**Imperial County Transportation Commission**  
**1503 N. Imperial Avenue, Suite 104**  
**El Centro, CA 92243**  
**Attention: Virginia Mendoza**

## **LOCAL ASSISTANCE NEW MAIL STATION**

Caltrans, District 11, Local Assistance now has new mail station. Any correspondence will need to go to the following address:

Caltrans, Dist. 11  
Planning and Local Assistance Division  
4050 Taylor Street; **MS-240**  
San Diego, CA 92110

## **GENERAL INFORMATION**

### **Inactive Projects**

**Inactives and future inactives invoices should be billed within the specified and agreed upon timeframe to avoid a unilateral deobligation of funds.**

As of **November 30, 2018**, the INACTIVE and FUTURE Inactive list was updated. Action is required by the following agencies: Calexico, El Centro, Holtville, Imperial, Imperial County, Westmorland. **The deadline to submit INACTIVE and FUTURE inactive invoices should have been as of October 20, 2018 to District 11.**

**Note: An invoice is not cleared off the inactive or future inactive until it has been paid by the State Controller's Office.**

A complete list of inactive projects can be found at the link provided below.

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

## **MANDATORY REQUIREMENTS**

### **Title VI Nondiscrimination Program**

A reminder that local agencies shall comply with all Title VI requirements. See LAPM Section 9.2, Title VI of the Civil Rights Act of 1964 and Related Statutes:

*Title VI and the additional nondiscrimination requirements are applicable to all programs and activities administered by a recipient, in addition to programs receiving federal financial assistance, due to the Civil Rights Restoration Act of 1987. Nondiscrimination provisions apply to all programs and activities of federal-aid recipients, subrecipients, and contractors, regardless of tier (49 CFR 21).*

The requirements include providing and maintaining the following, as detailed in LAPM Section 9.2: Title VI Nondiscrimination Statement, Assurances (as part of the Master Agreement and Program Supplement Agreement), Designation of a Title VI Coordinator, Complaint Procedures, Data Collection, Training, Limited English Proficiency (LEP) accessibility, Dissemination of Information, Contracts and Agreements, Environmental justice, Public Hearings and Meetings, Right-of-Way activities, Construction contract compliance, Monitoring, and others.

Note that an agency is subject to a Title VI program and compliance review at any time by Caltrans' Division of Local Assistance (DLA) pursuant to 23 CFR 200.9(b)(7).

### **February 1, 2019: Federal Fiscal Year 18/19 Requests for Authorization/Obligation Due**

Please transmit funding Requests for Authorization (RFA) this federal fiscal year by **February 1, 2019**. Early RFA submittals will minimize delay to obtaining funding authorizations.

### **Obligation Authority Plan (Cycle 20) Due to Local Assistance for Federal FY 18/19 by January 15, 2019**

Agency's Obligation Authority Plan must indicate amount of federal dollars being obligated for each project by fund type, and planned date of obligation. (Request for information forthcoming)

### **DBE Methodology Update**

For **all** federal contracts (consultant and construction) that will be **advertised or authorized on October 1, 2018 or thereafter**, local agencies must use the updated Exhibit 9-D template to calculate Disadvantaged Business Enterprise (DBE) goals.

[Download Updated Exhibit 9-D](#)

**Background:** On July 31, 2018, Caltrans submitted the Proposed Overall DBE Goal and Methodology of 17.6 percent for 2018-19 through 2020-21 to the Federal Highway Administration, and California must make efforts to achieve this target on all DBE commitments effective October 1, 2018. Updates to the DBE contract goal methodology now require federal local assistance contracts to base goals on a 7 DBEs available per sub-contractable task and factoring the total DBE work made available by 80 percent. Supply and trucking component calculations remain unchanged at 12 percent and 10 percent, respectively, for all tasks that are not determined to be sub-contractable. The latest Local Assistance Procedures Manual (LAPM) forms can be found on our [LAPM Forms Page](http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapmforms.htm): <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapmforms.htm>

### **Division of Local Assistance Listserver Email Subscription**

Sign up for a Division of Local Assistance "*Listserver*" to receive significant updates or additions to Local Assistance webpages, including changes to the *Local Assistance Procedures Manual* (LAPM) and Local Assistance Program Guidelines (LAPG), new Office Bulletins and Local Programs Procedures, as well as Calls for Projects.

<http://lists.dot.ca.gov/mailman/listinfo/dla-website-updates-announce>

### **Highway Bridge Program (HBP) Update**

HBP October Survey backup list completed on October 26, 2018. While MPOs program lump sum backup list in the 2019 RTIP, the Local Agencies shall program their individual Line Item bridges. The HBP funding HOLD on PE, RW, and CON would not be removed for E-76 obligation if Caltrans does not have the updated LAPG 6-A/6-D reflecting/matching the project October 2018 survey to your assigned Area Engineer.

## **Division of Local Assistance Blog (LAB)**

The Caltrans Local Assistance Blog (LAB) provides clarity on issues and contributes to the successful delivery of transportation projects using federal resources. Categories covered by the LAB are: Subsidized Classes for Local Agencies, Policy/Procedures, Program Guidelines, Training, Environmental, and Right of Way.

<http://www.localassistanceblog.com>

## **Reminder: Local Assistance Customer Service Survey**

This pilot program supports a Caltrans Strategic Management Plan Goal: Organizational Excellence. An external survey ranked Local Assistance as the Division of Caltrans that external agencies interact with most on a regular basis. HQ-Division of Local Assistance and District Offices will recognize employees who go “above and beyond,” document best practices and identify needed training.

So, how did we do? Help us serve you better! The Caltrans Local Assistance Customer Service Survey can be found at the link provided below.

<https://www.surveymonkey.com/r/CTLocalAssistanceFeedback>

## **TRAINING**

For questions or to register for any training, you may contact Local Assistance Training Coordinator, **Alma Sanchez** at (619)278-3735 or via email at: [Alma.Sanchez@dot.ca.gov](mailto:Alma.Sanchez@dot.ca.gov)

## **March 26 – 29, 2019 AT DISTRICT 11, SAN DIEGO: RESIDENCE ENGINEERS(R.E) ACADEMY - CLASS IS COMPLETELY FULL**

The R.E. Academy is the core training in the state and federal regulations for Local Agency Resident Engineers. The Academy, partially subsidized by Caltrans, is deal for both seasoned and newly-hired R.E.’s. The four-day course provides practical, hands-on training for Resident Engineers. The subject matter experts and instructors use a real-life approach to deliver information utilizing examples, problem-solving activities, and exercises. The Resident Engineers Academy also provides a unique learning environment designed to promote networking. Specifically, participants will learn how to efficiently manage a project from beginning to completion in compliance with state and federal regulations. The Resident Engineers Academy is intended for resident engineers, structure representatives, construction inspectors, field office engineers, material and plant inspectors, or any others that have direct involvement in a construction project. For State and Local Participants the fee is \$360. All others \$560.

## **Subsidized Classes for Local Agencies**

The California Local Technical Assistance Program is a jointly funded effort between FHWA and Caltrans to provide local governments with training, information, technology and direct assistance to help improve transportation infrastructure. Upcoming courses are listed at this link:

[registration.techtransfer.berkeley.edu/wconnect/ShowSchedule.awp?&Mode=GROUP&Group=:FULL&Title=Complete+Listing](http://registration.techtransfer.berkeley.edu/wconnect/ShowSchedule.awp?&Mode=GROUP&Group=:FULL&Title=Complete+Listing)