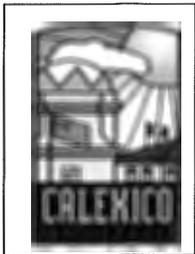


AGENDA  
ITEM

**12**



# AGENDA STAFF REPORT

**DATE:** March 20, 2019

**TO:** Mayor and City Council

**APPROVED BY:** David Dale, City Manager *DD*

**PREPARED BY:** Lilliana Falomir, Public Works Manager *L Falomir*

**SUBJECT:** Adopt a Resolution of the City Council of the City of Calexico Approving an Application Submission to Obtain Funding through FY 2019-2020 under ICTC's Surface Transportation Block Grant (STBG) Program.

=====

**Recommendation:**

Adopt a Resolution of the City Council of the City of Calexico Approving an Application Submission to obtain funding through FY 2019-2020 under ICTC's Surface Transportation Block Grant (STBG) Program.

**Background:**

On December 26, 2018, the Imperial County Transportation Commission (ICTC) called out for project under the Surface Transportation Block Grant for Fiscal Year 2019/2020, 2020/2021 and 2021/2022. All Imperial Valley agencies were instructed to submit project listings based on the locally adopted criteria by ICTC Technical Advisory Committee. The adopted criteria are as follows:

1. Local road or rural minor collector

The ICTC Technical Advisory Committee will evaluate the projects submitted, rank them and submit their recommendation to ICTC for final adoption and STBG programming.

**Discussion & Analysis:**

The Public Works Department would like to request City Council authorization to submit the following application for funding for the following projects:

1. Yourman Road between Central Main Canal and Jasper Road.  
The existing pavement conditions on Yourman Road between Jasper

**AGENDA  
ITEM  
12**

Road and Central Main Canal is severely dilapidated. Deep alligator cracks all along Yourman Road are evident. The roadway is heavily utilized as a secondary access to the City of Calexico by automobile traffic. The project scope involves a full depth reclamation of the roadway section along the half-mile section of Yourman Road.

**Fiscal Impact:**

Not at this time.

**Coordinated With:**

Imperial County Transportation Commission.

**Attachment:**

1. Resolution of the City Council of the City of Calexico Approving an Application Submission to obtain Funding through FY 2019-2020 under ICTC's Surface Transportation Block Grant (STBG) Program.
2. STBG 2018 Call for Projects Guidelines.

**RESOLUTION No. 2019-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALEXICO APPROVING AN APPLICATION SUBMISSION TO OBTAIN FUNDING THROUGH FY 2019-2020 UNDER ICTC'S SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM**

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 of Calexico is able to apply for and receive Federal and State funding including Surface Transportation Block Grant (STBG) funds; and

WHEREAS, the City of Calexico 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 of Calexico that failure for not meeting project delivery dates for any phase of a project may jeopardize federal or state funding to the Region; and

WHEREAS, the City of Calexico will submit an application for Yourman Road between Central Main Canal to Jasper Road, northside of City Limits with an estimated project cost of \$1,328,200; and

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Calexico 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 \$152,344 from Local Transportation Authority (source and type of funds) will be used to leverage the federal funds for the project;
- c. Project(s) is consistent with the Circulation Element of the City of Calexico General Plan;
- 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 of Calexico City Council 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 of Calexico City Council.

THE FOREGOING RESOLUTION was passed and adopted by the City Council on March 20<sup>th</sup>, 2019.

---

Lewis Pacheco, Mayor

Attest:

---

Gabriela T. Garcia, Deputy City Clerk

Approved as to Form:

---

Carlos L. Campos, City Attorney

State of California     )  
County of Imperial    ) ss.  
City of Calexico       )

I, Gabriela T. Garcia, City Clerk of the City of Calexico, California, do hereby certify that the above and foregoing Resolution No. 2019-\_\_ was duly passed, approved and adopted by the City Council at its regular meeting held on the 20<sup>th</sup> day of March, 2019, by the following vote, to-wit:

AYES:  
NOES:  
ABSENT:

---

Gabriela T. Garcia, Deputy City Clerk

# **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

# TABLE OF CONTENTS

Introduction	2
Call for Projects Schedule	3
Eligible Projects	4
STBG Revenue	8
STBG Scoring Criteria	9
STBG Project Submittal Form	10
Resolution Supporting Delivery Schedule	13
Sample Council / Board Resolution	14
STBG Program Scoring Committee Representatives	15
Contact /Submittal Information	16

## 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 CMAQ Guidelines
December 12, 2018	Management Committee approves CMAQ Guidelines
December 12, 2018	ICTC approves CMAQ Guidelines
December 17, 2018	Call for Projects begins
March 1, 2019	Call for Projects ends
March 4, 2019	Project selection process begins
March 28, 2019	Project selection process ends (ICTC staff recommendation list generated)
April 4, 2019	TAC approves project selection recommendations
April 10, 2019	Management Committee approves project selection recommendations
April 24, 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

## STBG 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

<b>Community Benefit</b>  0 to 30 points	Projects should result in demonstrated benefits for the community including increased safety, employment, air quality, connectivity between communities, aesthetics, etc.
<b>Project Readiness</b>  0 to 40 points	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.
<b>Regional Significance</b>  0 to 20 points	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.
<b>Continuity</b>  0 to 10 points	Projects previously funded or in various stages of development should receive continued support.
100 points total	

## STBG 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.

\*\*\*Applicants may submit a draft resolution with each application; however, applicant must state the anticipated adoption date of the resolution. Adoption of resolution must be completed prior to April 24, 2019.

**SAMPLE COUNCIL/BOARD RESOLUTION**

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

In the Matter of:

ICTC RESOLUTION SUPPORTING  
STBG 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)

## STBG SCORING COMMITTEE

1. Imperial County Transportation Commission
2. Caltrans – District 11
3. 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, March 1, 2019** via mail to:

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