



2020

**Imperial County
Regional Transportation
Improvement Program**

December 2019



Imperial County Transportation Commission



1503 N. IMPERIAL AVE., SUITE 104
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
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December 11, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

SUBJECT: 2020 Imperial County Regional Transportation Improvement Program

Dear Ms. Bransen:

The Imperial County Transportation Commission (ICTC) hereby submits the adopted 2020 Imperial County Regional Transportation Improvement Program (RTIP). The 2020 RTIP was developed in cooperation with Caltrans District 11 and approved by ICTC on November 13, 2019.

ICTC's 2020 RTIP does not propose any new projects. The only proposed change to the RTIP is to program an additional \$294,000 for Planning, Programming and Monitoring in the last two years of the STIP as follows: \$92,000 in fiscal year 2023-24 and \$202,000 in fiscal year 2024-25.

The proposed 2020 RTIP is consistent with the approved Regional Transportation Plan and Sustainable Communities Strategies developed by the Southern California Association of Governments (SCAG) for the six-county region that includes Imperial County. To the best of ICTC's knowledge, at this time, the projects identified for funding in the proposed 2020 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Thank you for your consideration of the 2020 Imperial County RTIP. If you have any questions, please call me at (760) 592-4494.

Sincerely,

A handwritten signature in blue ink that reads 'Mark Baza'.

Mark Baza
Executive Director

cc: Gustavo Dallarda, Caltrans District 11 Director (Acting)
Bruce De Terra, Caltrans HQ Division Chief of Programming
Kome Ajise, SCAG Executive Director

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

2020 IMPERIAL COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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A. Overview and Schedule

Section 1. Executive Summary

Insert executive summary narrative in the text field below.

The Imperial County Transportation Commission (ICTC) approved the programming of \$294,000 for Planning, Programming and Monitoring (PPM) in the last two years of the STIP as follows: \$92,000 in fiscal year 2023-24 and \$202,000 in fiscal year 2024-25.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Imperial County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.imperialctc.org>

RTIP document

link:http://www.imperialctc.org/media/managed/pdf/2020_STIP_ICTC_final.pdf

RTP link: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Mark Baza
Title Executive Director
Email markbaza@imperialctc.org
Telephone 760.592.4494

- **RTIP Manager Staff Contact Information**

Name Virginia Mendoza Title Senior Transp. Planner
Address 1503 N. Imperial Avenue, Suite 104
City/State El Centro, CA
Zip Code 92243
Email virginiamendoza@imperialctc.or
Telephone 706.592.4494 Fax 760.592.4410

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Associate Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email teresa.favila@catc.ca.gov
Telephone 916-653-2064 Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

Historically in Imperial County, RTIP funds have funded the development and construction of transportation infrastructure improvements of regional significance. Project are selected from priority projects identified in local transportation plans and the Regional Transportation Plan adopted by the Southern California Association of Governments (SCAG). ICTC also works cooperatively with Caltrans District 11 and local agencies in Imperial County to identify projects to be funded through the RTIP.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

The I-8/Dogwood Road Interchange Widening project in El Centro was completed prior to adoption of the 2018 RTIP. The benefits are summarized in the table because they were not previously reported.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
I-8/Dogwood Road Interchange in the City of El Centro	Widen the interchange located on I-8/Dogwood Road	Eliminated off-ramp backup onto the freeway; Improved LOS from D to C (or better); Provided pedestrian and bicycle access across the freeway

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
ICTC (Regional Agency) adopts 2020 RTIP	November 13, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

Provide narrative on your agency's public participation process and project selection process for your RTIP in the text field below.

ICTC staff worked with local agencies in Imperial County and Caltrans District 11 to develop the proposed 2020 RTIP for Imperial County. A RIP/ITIP consultation meeting was held with Caltrans District 11 on August 21, 2019 to explore 2020 and future STIP project programming opportunities. The ICTC Management Committee and policy board both reviewed and approved the proposed 2020 RTIP on November 13, 2019. The ICTC policy board meeting was publicly noticed and open to the general public. No new capital projects are proposed for funding in the 2020 RTIP for Imperial County.

C. Consultation with Caltrans District (Required per Section 17)

Insert the Caltrans District Number in the text field below.

Caltrans District: 11

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

The 2020 STIP Consultation Meeting between ICTC staff and Caltrans District 11 staff was held on August 21, 2019 at Caltrans District 11 in San Diego. The purpose of the meeting was to discuss options and draft recommendations for the 2020 STIP and future STIP cycles. The discussion included the future funding of Forrester Road with RTIP funds, and the possibility of funding the SR-115 Extension project with Caltrans ITIP funds. Neither project was recommended for funding in the 2020 STIP because Project Study Reports required for programming of projects in the STIP have not been developed and funding is limited. The only project recommended for

funding in the 2020 STIP PPM activities at the levels permitted: \$92,000 in fiscal year 2023-24 and \$202,000 in fiscal year 2024-25.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

Base share through FY 2023/24 is \$0; Target share through FY 2024/25 is \$3,195,000; and Maximum share through FY 2027/28 is \$11,062,000

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring (PPM)	Planning and programming activities performed by ICTC staff and consultants	\$294,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

The only project programmed in the 2020 RTIP is Planning, Programming and Monitoring (PPM). PPM funds are self-matching, therefore, there is no other funding.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring	\$294,000						\$294,000
							-
							-
							-
							-
							-
							-
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: none

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

ITIP funds are not requested for the 2020 RTIP.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

Since there are no capital projects proposed for the 2020 RTIP, there are no impacts to other projects planned or underway.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside an MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside an MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside an MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating

Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Because there are no existing or new capital projects proposed for the 2020 RTIP, the 2020 RTIP does not impact system performance in Imperial County. However, the performance evaluation provided by the Southern California Association of Governments (SCAG) for the six county SCAG region is provided below.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2020 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2020 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad-based pricing strategies (mileage-based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2020 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several categories, including:

- Savings resulting from reduced travel delay;
- Air quality improvements; and

- Reductions in vehicle operating costs.

For these categories, SCAG’s travel demand model results are used to estimate the benefits of the 2020 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2020 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG’s 2016 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2020 STIP provides a regional network-level benefit/cost ratio of 5.42. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS SUMMARY RESULTS		
Life-Cycle Costs (mil. \$)	\$1,243.4	
Life-Cycle Benefits (mil. \$)	\$6,740.4	
Net Present Value (mil. \$)	\$5,496.9	
Benefit / Cost Ratio:	5.42	
Rate of Return on Investment:	12.4%	
Payback Period:	5 years	
ITEMIZED BENEFITS (mil. \$)		
	Total Over 50 Years	Average Annual
Travel Time Savings	\$5,476.5	\$109.5
Veh. Op. Cost Savings	\$920.9	\$18.4
Accident Cost Savings	\$0.0	\$0.0
Emission Cost Savings	\$343.0	\$6.9
TOTAL BENEFITS	\$6,740.4	\$134.8
Person-Hours of Time Saved	1,400,859,466	28,017,189

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG’s regional travel demand model.

VMT per Capita

Impacts are projected to increase VMT per capita by 0.005 miles or 0.02 percent per day (compared to the 2040 no build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 1.9 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain the percentage of drive alone trips to work and increase in drive alone trips to colleges or universities by 0.01 percent.

Asset Conditions (State Highway and Local Streets)

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the

region's local roads is 69 based on the 2018 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will increase household within 0.5 miles by 1.02 percent and jobs access within 0.5 miles by 0.7 percent.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.08 minutes for automobiles and decreased mean work commute time by 0.33 minutes for transit. Impacts are also projected to decrease mean school commute travel times by 0.02 minutes for automobiles and by 0.17 minutes for transit.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.01 pounds per capita daily.

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

**Table B2 Evaluation
Cost-Effectiveness Indicators and Measures**

Goal	Indicator/Measure	Future Level of Performance (Baseline)		Projected Performance Improvement (2040)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.78		Decrease in VMT per capita = 0.005 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	10.54%		Reduction of 3.0%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work	Travel to School
	Vehicle Trips Drive Alone	71.86%	8.46%	0.00%	Reduction of 0.01%
	Vehicle Trips 2 Person Carpool	3.69%	8.24%	Reduction of 0.01%	0.00%
	Vehicle Trips 3+ Person Carpool	2.33%	10.26%	Reduction of 0.01%	0.00%
	Auto Passenger Trips	9.54%	40.45%	Reduction of 0.03%	0.00%
	Transit Trips	7.59%	4.81%	Increase of 0.05%	Increase of 0.04%
Non-Motorized Person Trips	4.98%	27.78%	Reduction of 0.01%	Reduction of 0.02%	
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 57.66% Jobs % = 66.71%		Household % = Increase of 01.02% Jobs % = Increase of 0.70%	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 22.20 mins Auto School = 11.89 mins Transit Home Based Work = 76.40 mins Transit School = 58.46 mins		Auto Home Based Work Reduction = 0.05 mins Auto School Increase = 0.01 mins Transit Home Based Work Increase = 0.03 mins Transit School Increase = 0.05 mins	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO ₂ emissions reduction per capita (daily)	9.73 lbs		Daily Reduction per capita = 0.01 lbs	

SCAG certifies that the proposed 2020 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies. To the best of SCAG's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Section 11. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

See Section 10 above.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

See Section 10 above.

Section 13. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

Since there are no new project proposed for the 2020 RTIP, the project level benefit evaluation does not apply.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

The proposed additional programming of \$294,000 for Planning, Programming and Monitoring provides funding for planning and programming activities conducted by ICTC staff and ICTC consultants.

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2018 STIP, or a new project.

Section 16. Documentation of 2020 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Detailed Project Programming Summary Table

Appendix

Section 15. Project Programming Request Form

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/10/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
11	212574	1118000049	7200				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
IMP				Imperial County Transportation Commission			
				MPO	Element		
				SCAG	LA		
Project Manager/Contact		Phone		E-mail Address			
Mark Baza		(760)592-4494		markbaza@imperialctc.org			
Project Title							
Project Planning and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
Implementing Agency							
PA&ED	Imperial County Transportation Commission						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Imperial County Transportation Commission						
Legislative Districts							
Assembly:	80	Senate:	40	Congressional:	51		
Project Benefits							
Purpose and Need							
To conduct regional planning, programming, and monitoring activities for Imperial County including those required by federal and state rules and regulations.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/01/2017		
Circulate Draft Environmental Document			Document Type		01/15/2017		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/28/2017		
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					07/01/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					06/30/2019	06/30/25	
Begin Closeout Phase					07/01/2019	07/01/25	
End Closeout Phase (Closeout Report)					09/30/2019	09/30/25	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/10/19

Additional Information

None

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/10/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP		212574	1118000049	7200	
Project Title: Project Planning and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Imperial County Transportation
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Imperial County Transportation
R/W									Caltrans
CON	2,719	239	239	238				3,435	Imperial County Transportation
TOTAL	2,719	239	239	238				3,435	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,719	239	239	238	92	202		3,729	
TOTAL	2,719	239	239	238	92	202		3,729	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Imperial County Transportation Co
PS&E									\$100 CON voted 10/10/00
R/W SUP (CT)									\$100 CON voted 04/18/02
CON SUP (CT)									\$100 CON voted 06/03/02
R/W									\$300 CON voted 11/03/10
CON	2,719	239	239	238				3,435	\$300 CON voted 08/11/11
TOTAL	2,719	239	239	238				3,435	\$300 CON voted 01/08/13
									\$300 CON voted 08/06/13
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,719	239	239	238	92	202		3,729	
TOTAL	2,719	239	239	238	92	202		3,729	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 12/10/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP		212574	1118000049	7200	

SECTION 1 - All Projects

Project Background

Planning, programming and monitoring activities.

Programming Change Requested

Program an additional \$294,000 in the last two years of the 2020 STIP as follows: \$92,000 in fiscal year 2023-24 and \$202,000 in fiscal year 2024-25.

Reason for Proposed Change

Additional funding available in the 2020 RTIP for PPM.

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

NA

Other Significant Information

None

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

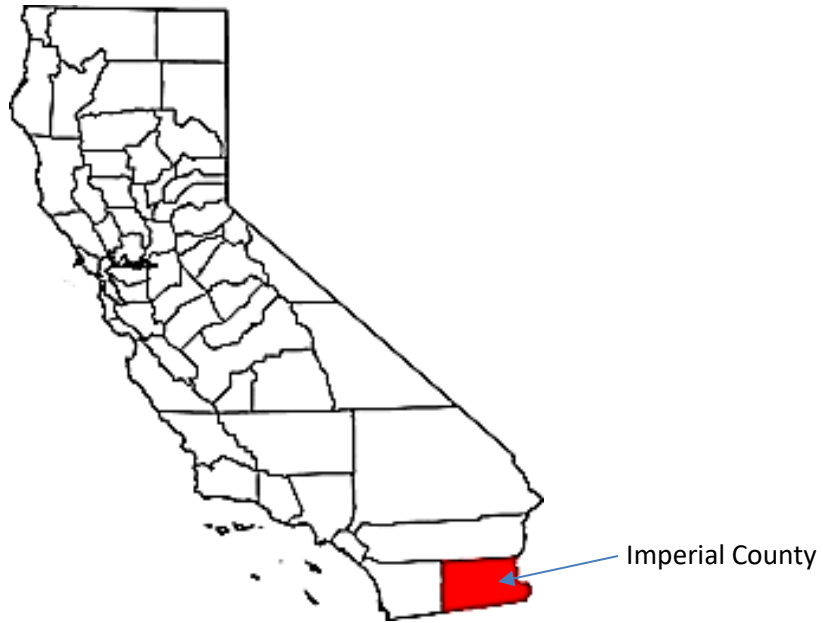
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mark Baza		Executive Director	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Project Location Map



Appendix

Section 16. Documentation of 2020 RTIP Approval



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

COMMISSION

Minute Order Number (111319-6C)

The Imperial County Transportation Commission (ICTC) at their regular meeting on Wednesday, November 13, 2019 took the following action(s) regarding the **2020 State Transportation Improvement Program (STIP) Recommendations for Imperial County**

1. Approved the 2020 STIP Recommendations for Imperial County, requesting to fund Planning, Programming and Monitoring (PPM) activities in the following distributions: \$92,000 in fiscal year 2023-24 and \$202,000 in fiscal year 2024-25.

I, Cristi Lerma, Secretary to the Imperial County Transportation Commission, certify that this is true of actions taken on the 13th day of November 2019 by the ICTC Board.

A handwritten signature in blue ink that reads 'Cristi Lerma'.

CRISTI LERMA
SECRETARY TO THE COMMISSION

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

T: Projects\ICTC\MO-111319-6C

Appendix

Section 17. Detailed Project Programming Summary Table

Existing 2018 STIP RIP Funding Summary
(\$1,000)

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Con	E&P	PS&E	R/W Sup	ConSp
ICTC		7200	Planning, programming & monitoring	1,016	300	239	239	238	0	0	0	1,016	0	0	0	0
Caltrans	8	526	Imperial Av Interchange, reconstruct	42,080	42,080	0	0	0	0	0	2,646	29,672	0	3,289	1,489	6,000
			<i>TOTAL</i>	43,096	7,028	300	31,412	0	0	0						

Proposed Changes in Funding for the 2020 STIP RIP
(\$1,000)

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Con	E&P	PS&E	R/W Sup	ConSp
ICTC		7200	Planning, programming & monitoring	+294	0	0	0	0	+92	+202	0	+294	0	0	0	0
Caltrans	8	526	Imperial Av Interchange, reconstruct	0	0	0	0	0	0	0	0	0	0	0	0	0
			<i>TOTAL</i>	+294												

Proposed 2020 STIP RIP Funding Summary
(\$1,000)

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Con	E&P	PS&E	R/W Sup	ConSp
ICTC		7200	Planning, programming & monitoring	1,310	300	239	239	238	92	202	0	1,310	0	0	0	0
			<i>TOTAL</i>		300	239	239	238	92	202						